

APPENDIX A

DPR FORMS

PRIMARY RECORD

Primary#: P-37-40879
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No.1

Review Code _____ Reviewer _____ Date _____

Resource Name: Unnamed Road

Page 1 of 8

P1. Other Identifier: None Identified

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 Location:** ☐ Not for Publication ☒ Unrestricted

***a. County:** San Diego

***b. USGS 7.5' Quad:** Live Oak Springs Date: 2021 T 17S; R 7E; 1/4 of 1/4 of Sec 29, 32, 33; S.B. **B.M.** _____

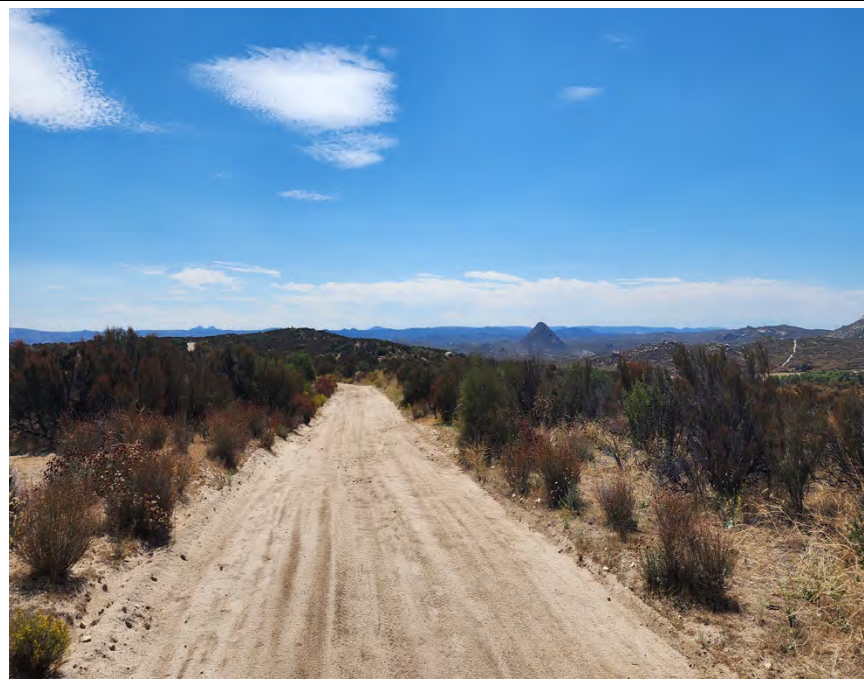
c. Address: N/A City: N/A Zip: 91905 d. UTM Zone: 11S, 566939mE / 3613276mN

e. Other Locational Data: APN: 612-082-07-00, 612-082-08-00, 612-082-09-00, 612-082-12-00, 612-110-02-00, 612-120-01-00.

***P3a. Description:** Constructed prior to 1953, the subject road is an unpaved route that spans in a northwest-southeast orientation for approximately 1.30-miles, through the rural community of Boulevard in southeast San Diego County. The width of the road ranges between 7 to 15 feet. The road initiates southeast from Jewel Valley Road and terminates at Tule Jim Lane, spanning through APN: 612-082-07-00, 612-082-08-00, 612-082-09-00, 612-082-12-00, 612-110-02-00, and 612-120-01-00. The road is in good condition with visible vehicular tracks along the route. It was likely constructed to provide access to homestead and grazing lands.

***P3b. Resource Attributes:** HP37, AH7

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



P5b. Description of Photo: View southeast of unnamed road located east of Jewel Valley Road. (IMG_20230912_111756) | Urbana Preservation & Planning, LLC | September 2023

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

☒ Historic: FrameFinder

☐ Prehistoric

☐ Both

***P7. Owner and Address:**

Empire II LLC
12302 Exposition Blvd
Los Angeles, CA 90064

***P8. Recorded by:**

Urbana Preservation & Planning, LLC
www.urbanapreservation.com

***P9. Date Recorded:** September 2023

***P10. Survey Type:**

Cultural Resource Inventory/CEQA Review

***P11. Report Citation:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023.

***Attachments:** ☐ None ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other:

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary#: P-37-40879
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 1

Resource Name: Unnamed Road

Page 2 of 8

B1. Historic Name: None Identified

B2. Common Name: None Identified

B3. Original Use: Road

B4. Present Use: Road **B5. Architectural Style:** N/A

***B6. Construction History:** The road was constructed prior to 1953. The road first appears in a 1953 aerial and was delineated as an unpaved road on the 1959 Live Oak Springs USGS Quadrangle Map (1:24,000). The road spans through a former homestead owned by Frederick E. Stromquist (Accession No. 1020831). Born in 1897, Stromquist was a former plumber who acquired land in Boulevard through the Stock Raising-Homestead Entry Act in 1928. The subject road was likely constructed to provide access through homestead and grazing lands. Today, the road continues to retain integrity as an active and in-use route. See Continuation Sheet for historic aerials and maps. **See Continuation Sheet for historic maps and aerials.**

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

***B8. Related Features:** None Identified

B9a. Architect: None Identified **b. Builder:** None Identified

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

Period of Significance: N/A **Property Type:** Road **Applicable Criteria:** CRHR/Local ineligible

CRHR Criterion 1: Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Local Register Criterion 1: Associated with events that have made a significant contribution to the broad patterns of San Diego County's history and cultural heritage.

Under Criterion 1, the evaluated road is not associated with events that have made significant contributions to the broad patterns of San Diego County and California's history or cultural heritage. Constructed prior to 1953, the road was one of several unimproved routes that proliferated throughout the region providing access to early settlements, homesteads, ranching, and agricultural areas. Based on historical research, the road was likely constructed to facilitate ranching operations in the area, in a region strongly associated with the homestead and ranching themes between the 1860s and mid-twentieth century. The road was associated with the theme of transportation, homesteading, and ranching; however, no evidence was found regarding the road to suggest it possesses individual documented significance in relation to the themes. For this reason, the road has not been found eligible under the CRHR/Local Register Criterion 1. **See Continuation Sheet for significance and integrity conclusions.**

B11. Additional Resource Attributes: None Identified

***B12. References:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023. See continuation sheet for additional references.

B13. Remarks: None

***B14. Evaluator:** Urbana Preservation & Planning, LLC

***Date of Evaluation:** October 2023

(This space reserved for official comments.)

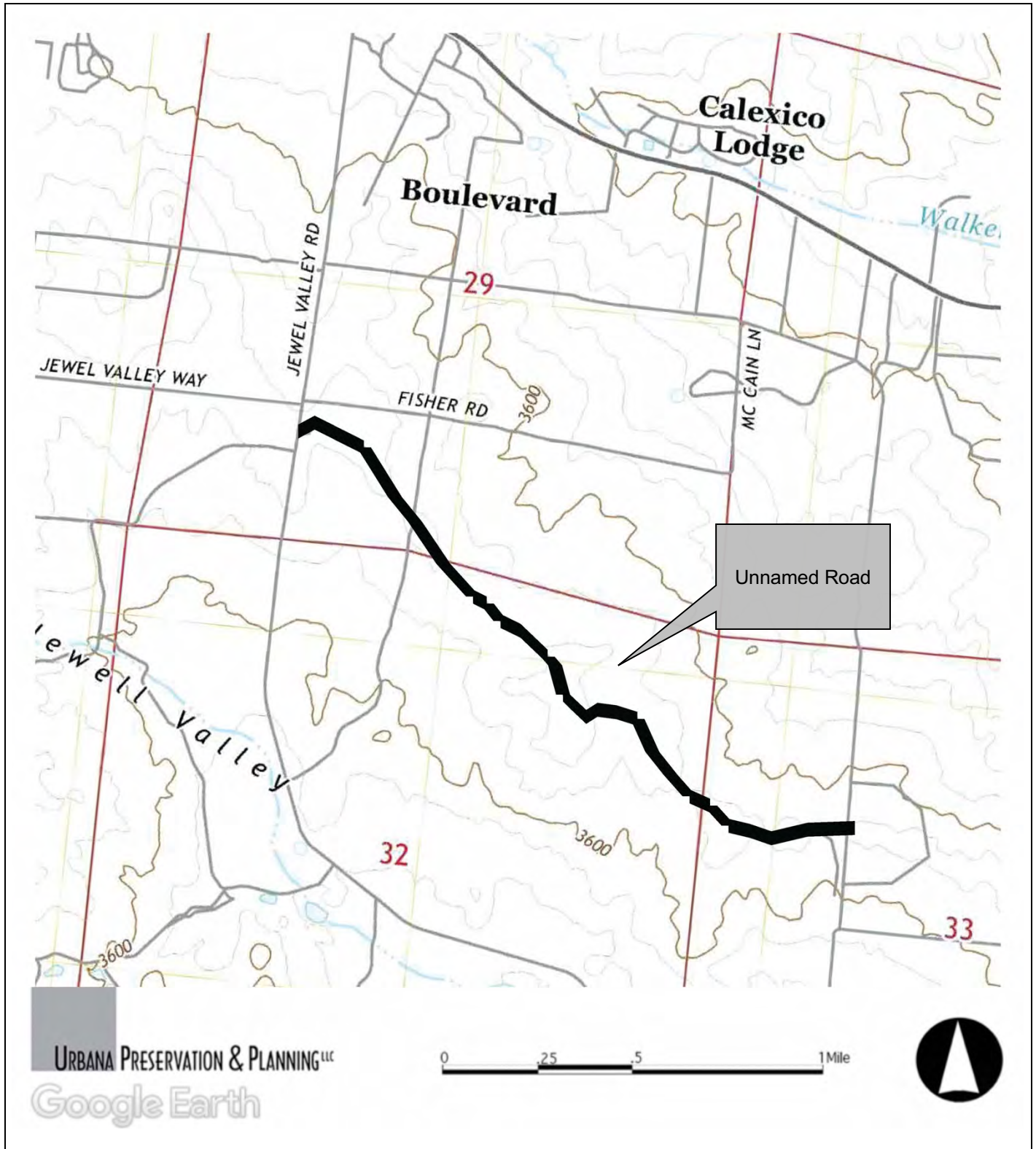


LOCATION MAP

Resource Name: Unnamed Road
Page 3 of 8

Primary#: P-37-40879
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 1

*Map Name: Live Oak Spring USGS Quadrangle *Scale: 1:24,000 *Map Date: 2021



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

Resource Name: Unnamed Road
Page 4 of 8

Primary#: P-37-40879
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 1

Primary Record Information Continued:



View northwest of unnamed road towards Jewel Valley Road. (IMG_20230912_111734)
Urbana Preservation & Planning, LLC | September 2023



View northwest of unnamed road. (IMG_20230912_112254)
Urbana Preservation & Planning, LLC | September 2023

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

Resource Name: Unnamed Road
Page 5 of 8

Primary#: P-37-40879
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 1

Primary Record Information Continued:



View southeast of unnamed road. (IMG_20230912_112625)
Urbana Preservation & Planning, LLC | September 2023



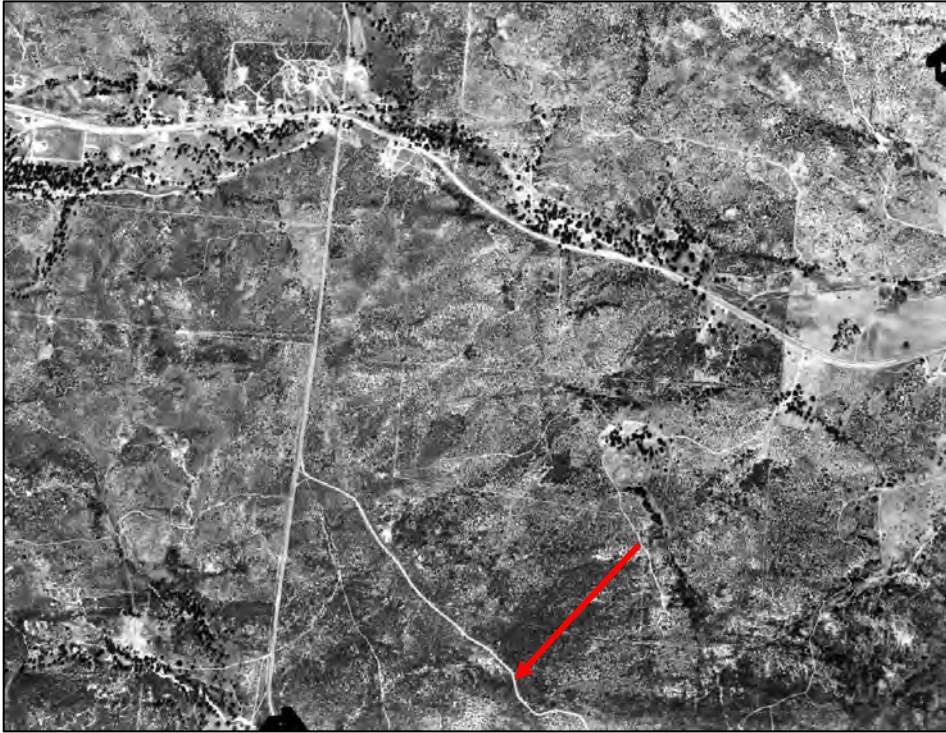
View southeast of unnamed road west of Tule Jim Lane. (IMG_20230912_112636)
Urbana Preservation & Planning, LLC | September 2023

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

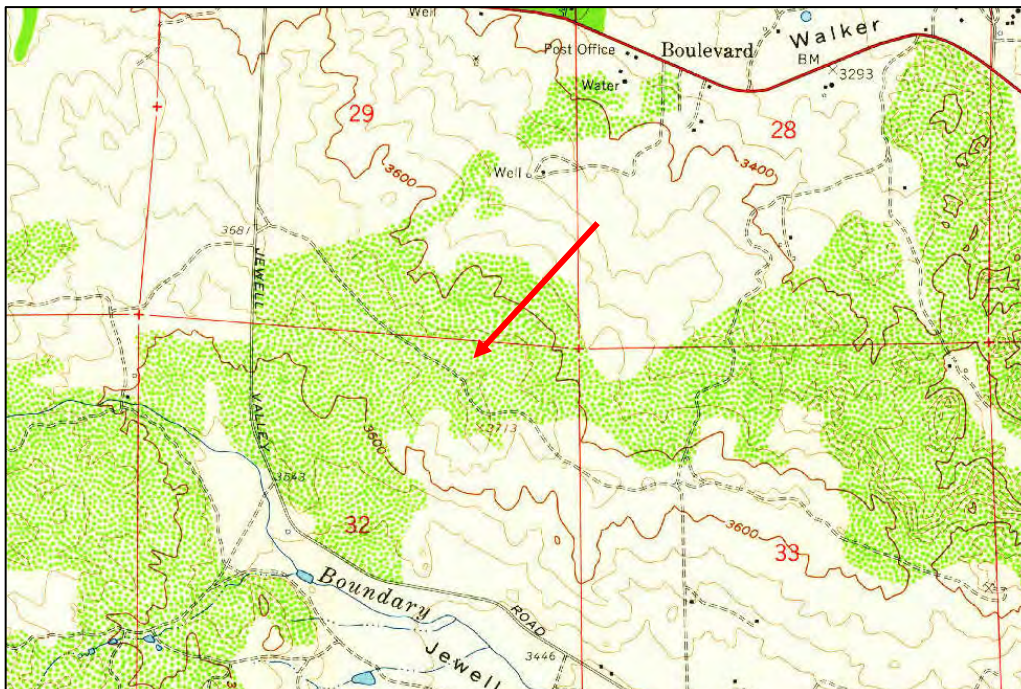
Resource Name: Unnamed Road
Page 6 of 8

Primary#: P-37-40879
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 1

B6. Construction History (Continued from Page 2):



1953 aerial of the surrounding area and the subject road. (FrameFinder No. axn-1953_2m-69)



1959 Live Oak Springs USGS Quad (1:24,000).

CONTINUATION SHEET

Resource Name: Unnamed Road
Page 7 of 8

Primary#: P-37-40879
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 1

B10. Statement of Significance (Continued from Page 2):

CRHR Criterion 2: Associated with the lives of persons important in California's past.

Local Register Criterion 2: Associated with the lives of persons important to the history of San Diego County or its communities.

Under Criterion 2, research does not indicate the subject road is associated with individuals significant in San Diego County or state history. Based on historical research, the evaluated road spans through lands once owned by Frederick E. Stromquist (GLO Accession No. 1020831). Born in 1897, Stromquist was a native of Kansas and the son of William A. Stromquist and Selma Soderholm. In 1900, his father relocated the family to California, where he found employment as a stationary engineer. By the 1910s, the Stromquist family resided in Boulevard, where his father acquired 160-acres of land through the 1862 Homestead Act on Sections 31 and 32 of Township 17S, Range 7E. The homestead was located south of Jewel Valley Road, on a portion of the present-day Empire Ranch. Mr. Stromquist is listed as a farmer in Boulevard on the 1920 United States Federal Census. In 1928, his son Frederick acquired 640-acres of land in Section 29 and 33 of Township 17S, Range 7E, through the 1916 Stock Raising Homestead Act.

During the course of historical research, a direct association with Stromquist was not established. Additionally, no evidence was found to suggest Stromquist rose to a level of importance such that the road would be eligible under the established criterion. For this reason, the subject road is not eligible under the CRHR/Local Register Criterion 2.

CRHR Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Local Register Criterion 3: Embodies the distinctive characteristics of a type, period, San Diego County region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Constructed prior to 1953, the evaluated road is a basic unimproved road that spans for approximately 1.3-miles through a sparse and rural desert region located in the Boulevard area in southeast San Diego County. The road does not exhibit distinctive design features, important innovations, nor does it reflect an evolution in road building practices in the area of engineering. For this reason, the road was determined not eligible under the CRHR/Local Register Criterion 3.

CRHR Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

Local Register Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

The subject road is not eligible under the established criteria as it is unlikely to yield information important to prehistory or history. To possess significance for information potential, the information yielded must answer specific important research questions that cannot be otherwise answered. The criterion is typically applied to archaeological sites that can provide archaeological information important for our understanding of the historic or prehistoric past. Survey efforts were limited to above ground built-environment historic resources. For this reason, the road is not eligible under the CRHR/Local Register Criterion 4.

Integrity

Integrity is the ability of a resource to convey its significance. Only after the historic significance of a resource is fully established can the issue of integrity be addressed. Evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to historic significance. To retain historic integrity, a resource will possess several, and usually most, of the seven aspects of integrity.

The subject road has not been found to be individually eligible for designation under any of the established CRHR/Local Register Criteria. Further integrity analysis is not merited.

CONTINUATION SHEET

Resource Name: Unnamed Road
Page 8 of 8

Primary#: P-37-40879
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 1

Building, Structure, Object Information Continued:

B12. References Continued.

2. California Digital Newspaper Collection, University of California Riverside
3. Digital Newspaper Collection, Genealogybank.com
4. Digital Newspaper Collection, Newspapers.com
5. Digital Collection, Ancestry.com
6. Online Historic Aerial Photographs, Historic Aerials.com
7. University California Santa Barbara Online Historic Aerial Collection
8. U.S. Department of the Interior Earth Explorer Historic Aerial Collection
9. Bureau of Land Management, General Land Office Records, <https://glorerecords.blm.gov>

PRIMARY RECORD

Primary#: P-37-40880
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No.3

Review Code _____ Reviewer _____ Date _____

Resource Name: Unnamed Road

Page 1 of 7

P1. Other Identifier: None Identified

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

***a. County:** San Diego

***b. USGS 7.5' Quad:** Live Oak Springs Date: 2021 T 17S; R 7E; 1/4 of 1/4 of Sec 32; S.B. **B.M.** _____

c. Address: N/A City: N/A Zip: 91905 d. UTM Zone: 11S, 566833mE / 3612899mN

e. Other Locational Data: APN: 612-110-02-00, 612-082-12-00

***P3a. Description:** Constructed prior to 1953, the subject road an unpaved route that spans a mostly north-south orientation for approximately 0.5-miles, through the rural community of Boulevard in southeast San Diego County. The width of the road ranges approximately 15-feet. The road initiates north from Jewel Valley Road and terminates at an unnamed road located in APN: 612-082-12-00. The road is in good condition with visible vehicular tracks along the route. It was likely constructed to provide access to homestead and grazing lands.

***P3b. Resource Attributes:** HP37, AH7

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



P5b. Description of Photo: View northeast of unnamed road located east of Jewel Valley Road (IMG_20230912_111228)| Urbana Preservation & Planning, LLC | September 2023

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

☒ Historic: FrameFinder

☐ Prehistoric

☐ Both

***P7. Owner and Address:**

Empire II LLC
12302 Exposition Blvd
Los Angeles, CA 90064

***P8. Recorded by:**

Urbana Preservation & Planning, LLC
www.urbanapreservation.com

***P9. Date Recorded:** September 2023

***P10. Survey Type:**

Cultural Resource Inventory/CEQA Review

***P11. Report Citation:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023.

***Attachments:** ☐ None ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other:

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary#: P-37-40880

HRI#: N/A

Trinomial #: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 3

Resource Name: Unnamed Road

Page 2 of 7

B1. Historic Name: None Identified

B2. Common Name: None Identified

B3. Original Use: Road

B4. Present Use: Road

B5. Architectural Style: N/A

***B6. Construction History:** The road was constructed prior to 1953. The road first appears in a 1953 aerial and was delineated as an unpaved road on the 2021 Live Oak Springs USGS Quadrangle Map (1:24,000). Over the years, the road's alignment shifted and appears in its current configuration in a 1980 aerial (EarthExplorer ID: 880-89). The road spans through a former homestead owned by Frederick E. Stromquist (Accession No. 1020831). Born in 1897, Stromquist was a former plumber who acquired land in Boulevard through the Stock Raising-Homestead Entry Act in 1928. The road was likely constructed to provide access through homestead and grazing lands. Today, the route continues to retain integrity as an active and in-use route. **See Continuation Sheet for historic maps and aeriels.**

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A

Original Location: N/A

***B8. Related Features:** None Identified

B9a. Architect: None Identified **b. Builder:** None Identified

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

Period of Significance: N/A **Property Type:** Road **Applicable Criteria:** CRHR/Local ineligible

CRHR Criterion 1: Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Local Register Criterion 1: Associated with events that have made a significant contribution to the broad patterns of San Diego County's history and cultural heritage.

Under Criterion 1, the evaluated road is not associated with events that have made significant contributions to the broad patterns of San Diego County and California's history or cultural heritage. Constructed prior to 1953, the road was one of several unimproved routes that proliferated throughout the region providing access to early settlements, homesteads, ranching, and agricultural areas. Based on historical research, the road was likely constructed to facilitate ranching operations in the area, in a region strongly associated with the homestead and ranching themes between the 1860s and mid-twentieth century. The road was associated with the theme of transportation, homesteading, and ranching; however, no evidence was found regarding the road to suggest it possesses individual documented significance in relation to the themes. For this reason, the road has not been found eligible under the CRHR/Local Register Criterion 1. **See Continuation Sheet for significance and integrity conclusions.**

B11. Additional Resource Attributes: None Identified

***B12. References:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023. See continuation sheet for additional references.

B13. Remarks: None

***B14. Evaluator:** Urbana Preservation & Planning, LLC

***Date of Evaluation:** October 2023

(This space reserved for official comments.)



LOCATION MAP

Resource Name: Unnamed Road

Page 3 of 7

Primary#: P-37-40880

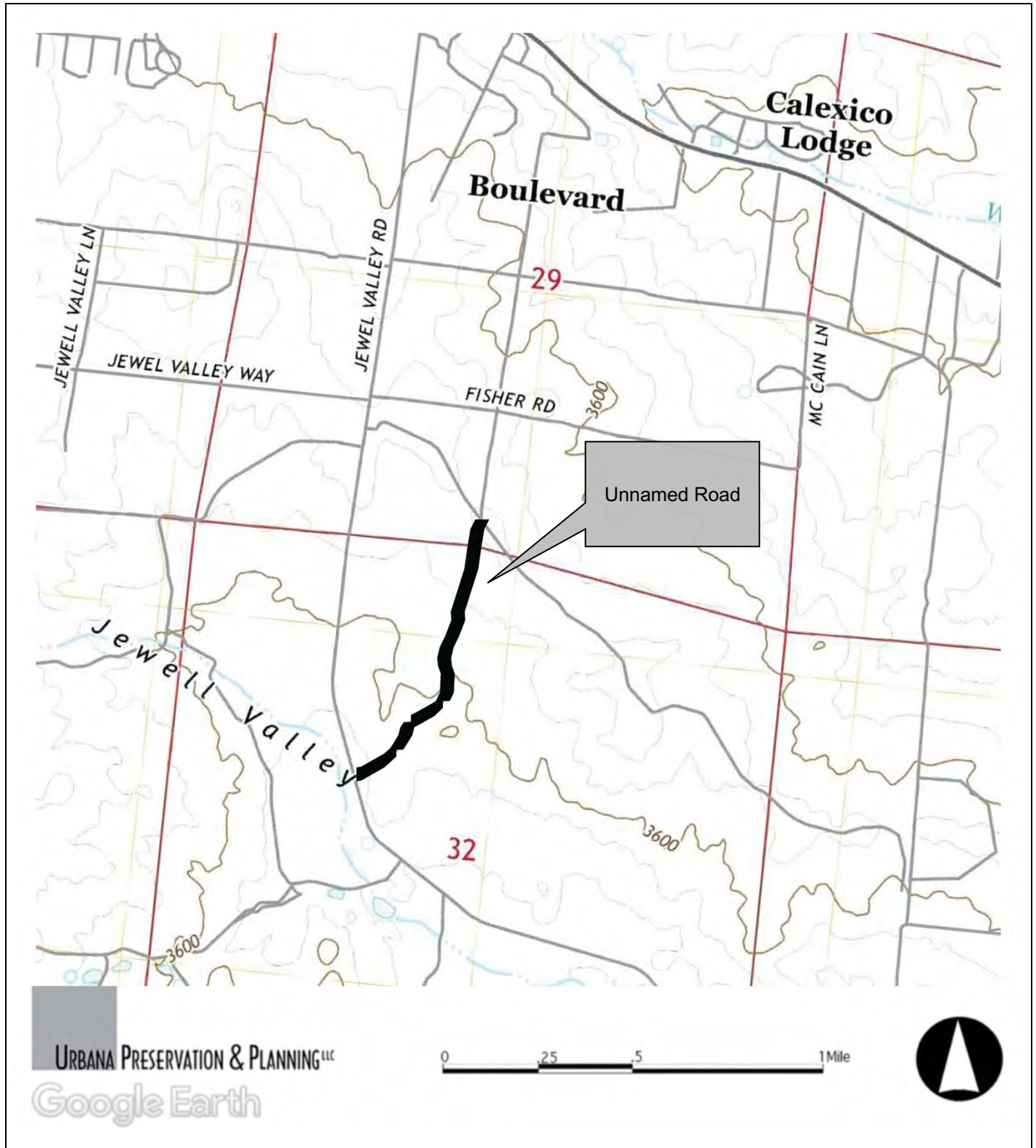
HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 3

*Map Name: Live Oak Spring USGS Quadrangle *Scale: 1:24,000 *Map Date: 2021



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

Resource Name: Unnamed Road
Page 4 of 7

Primary#: P-37-40880
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 3

Primary Record Information Continued:



View northwest of south end of unnamed road. (IMG_20230912_111217)
Urbana Preservation & Planning, LLC | September 2023



View south of north end of unnamed road. 1909 Jewel Valley Rd. visible in background. (IMG_20230912_111725)
Urbana Preservation & Planning, LLC | September 2023

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

Resource Name: Unnamed Road
Page 5 of 7

Primary#: P-37-40880
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 3

Building, Structure, Object Information Continued:

B6. Construction History (Continued from Page 2):



1953 aerial. (FrameFinder No. axn-1953_2m-69)



1980 aerial (EarthExplorer No.880-89)

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

Resource Name: Unnamed Road

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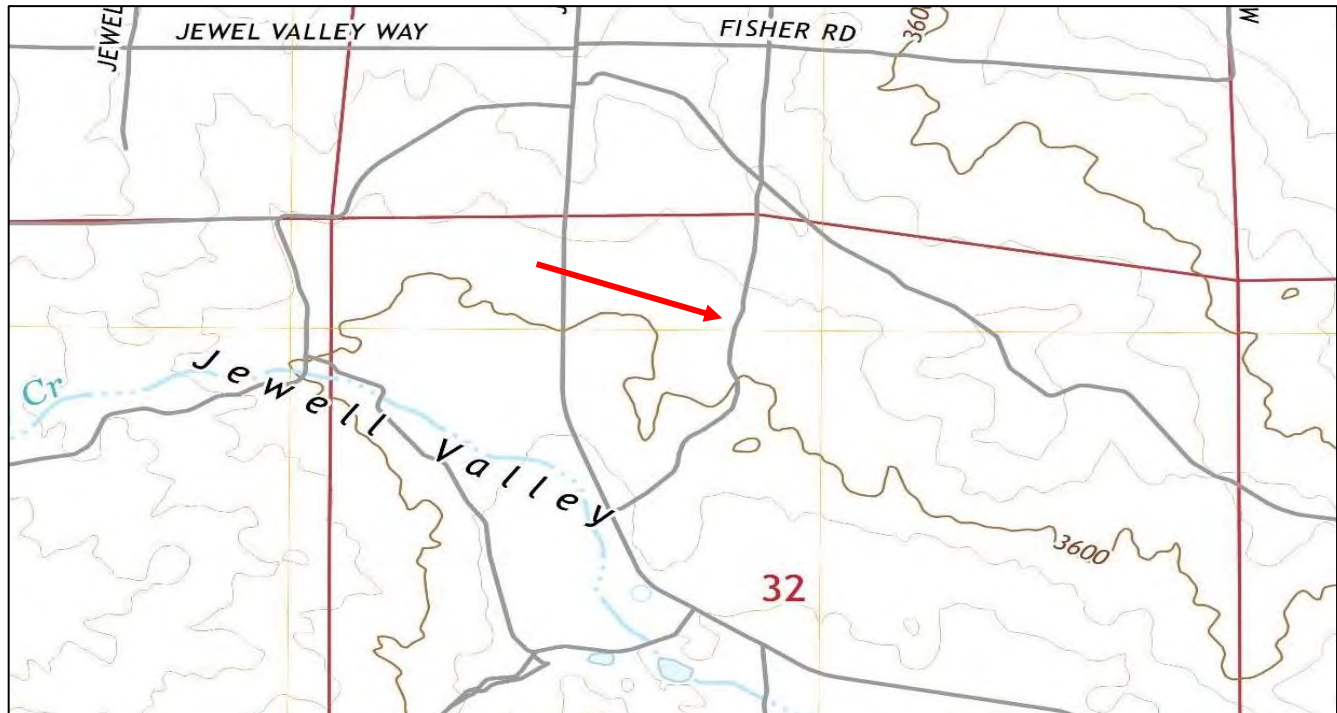
Primary#: P-37-40880

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 3



2021 Like Oak Springs USGS Quadrangle Map (1:24,000)

B10. Statement of Significance (Continued from Page 2):

CRHR Criterion 2: Associated with the lives of persons important in California's past.

Local Register Criterion 2: Associated with the lives of persons important to the history of San Diego County or its communities.

Under Criterion 2, research does not indicate the subject road is associated with individuals significant in San Diego County or state history. Based on historical research, the evaluated road spans through lands once owned by Frederick E. Stromquist (GLO Accession No. 1020831). Born in 1897, Stromquist was a native of Kansas and the son of William A. Stromquist and Selma Soderholm. In 1900, his father relocated the family to California, where he found employment as a stationary engineer. By the 1910s, the Stromquist family resided in Boulevard, where his father acquired 160-acres of land through the 1862 Homestead Act on Sections 31 and 32 of Township 17S, Range 7E. The homestead was located south of Jewell Valley Road, on a portion of the present-day Empire Ranch. Mr. Stromquist is listed as a farmer in Boulevard on the 1920 United States Federal Census. In 1928, his son Frederick acquired 640-acres of land in Section 29 and 33 of Township 17S, Range 7E, through the 1916 Stock Raising Homestead Act.

During the course of historical research, a direct association with Stromquist was not established. Additionally, no evidence was found to suggest Stromquist rose to a level of importance such that the road would be eligible under the established criterion. For this reason, the subject road is not eligible under the CRHR/Local Register Criterion 2.

CONTINUATION SHEET

Resource Name: Unnamed Road

Page 7 of 7

Primary#: P-37-40880

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 3

B10. Statement of Significance (Continued from Page 2):

CRHR Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Local Register Criterion 3: Embodies the distinctive characteristics of a type, period, San Diego County region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Constructed prior to 1953, the evaluated road is a basic unimproved road that spans for approximately 0.5-miles through a sparse and rural desert region located in the Boulevard area in southeast San Diego County. The road does not exhibit distinctive design features, important innovations, nor does it reflect an evolution in road building practices in the area of engineering. For this reason, the road was determined not eligible under the CRHR/Local Register Criterion 3.

CRHR Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

Local Register Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

The subject road is not eligible under the established criteria as it is unlikely to yield information important to prehistory or history. To possess significance for information potential, the information yielded must answer specific important research questions that cannot be otherwise answered. The criterion is typically applied to archaeological sites that can provide archaeological information important for our understanding of the historic or prehistoric past. Survey efforts were limited to above ground built-environment historic resources. For this reason, the road is not eligible under the CRHR/Local Register Criterion 4.

Integrity

Integrity is the ability of a resource to convey its significance. Only after the historic significant of a resource is fully established can the issue of integrity be addressed. Evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to historic significance. To retain historic integrity, a resource will possess several, and usually most, of the seven aspects of integrity.

The subject road has not been found to be individually eligible for designation under any of the established CRHR/Local Register Criteria. Further integrity analysis is not merited.

B12. References Continued.

2. California Digital Newspaper Collection, University of California Riverside
3. Digital Newspaper Collection, Genealogybank.com
4. Digital Newspaper Collection, Newspapers.com
5. Digital Collection, Ancestry.com
6. Online Historic Aerial Photographs, Historic Aerials.com
7. University California Santa Barbara Online Historic Aerial Collection
8. U.S. Department of the Interior Earth Explorer Historic Aerial Collection
9. Bureau of Land Management, General Land Office Records, <https://glorerecords.blm.gov>

PRIMARY RECORD

Primary#: P-37-40881
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No.5

Review Code _____ Reviewer _____ Date _____

Resource Name: Unnamed Road

Page 1 of 6

P1. Other Identifier: None Identified

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

***a. County:** San Diego

***b. USGS 7.5' Quad:** Live Oak Springs Date: 2021 T 17S; R 7E; 1/4 of 1/4 of Sec 33; S.B. **B.M.** _____

c. Address: N/A City: N/A Zip: 91905 d. UTM Zone: 11S, 567934mE / 3612717mN

e. Other Locational Data: APN: 612-120-01-00

***P3a. Description:** Constructed prior to 1953, the subject road is an unpaved route that spans in a mostly north-south orientation for approximately 0.40-miles through the rural community of Boulevard in southeast San Diego County. The width of the road is approximately 5-feet. The road initiates north from an unnamed road located on APN: 612-120-01-00 and terminates at an unnamed road located south of APN: 612-090-57-00. The road was likely constructed to provide access to homestead and grazing lands. Today, the route is no longer in-use and is in poor condition with visible vegetation along the route.

***P3b. Resource Attributes:** HP37, AH7

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



P5b. Description of Photo: View south of unnamed road (20230912_120702) | Urbana Preservation & Planning, LLC | September 2023

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

☒ Historic: FrameFinder
☐ Prehistoric
☐ Both

***P7. Owner and Address:**

Empire II LLC
12302 Exposition Blvd
Los Angeles, CA 90064

***P8. Recorded by:**

Urbana Preservation & Planning, LLC
www.urbanapreservation.com

***P9. Date Recorded:** September 2023

***P10. Survey Type:**

Cultural Resource Inventory/CEQA Review

***P11. Report Citation:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023.

***Attachments:** ☐ None ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other:

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary#: P-37-40881
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 5

Resource Name: Unnamed Road

Page 2 of 6

B1. Historic Name: None Identified

B2. Common Name: None Identified

B3. Original Use: Road

B4. Present Use: Road **B5. Architectural Style:** N/A

***B6. Construction History:** The road as constructed prior to 1953 and first appears in a 1953 aerial of the area (FrameFinder No. axn-1953_2m-69). Over the years, the alignment of the route has shifted due to its location along an ephemeral watershed. The road spans through a former homestead owned by Frederick E. Stromquist (Accession No. 1020831). Born in 1897, Stromquist was a former plumber who acquired land in Boulevard through the Stock Raising-Homestead Entry Act in 1928. The road was likely constructed to provide access through homestead and grazing lands. Today, the road retains low integrity with visible vegetation located along the route. **See Continuation Sheet for historic maps and aeriels.**

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

***B8. Related Features:** None Identified

B9a. Architect: None Identified **b. Builder:** None Identified

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

Period of Significance: N/A **Property Type:** Road **Applicable Criteria:** CRHR/Local ineligible

CRHR Criterion 1: Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Local Register Criterion 1: Associated with events that have made a significant contribution to the broad patterns of San Diego County's history and cultural heritage.

Under Criterion 1, the evaluated road is not associated with events that have made significant contributions to the broad patterns of San Diego County and California's history or cultural heritage. Constructed prior to 1953, the road was one of several unimproved routes that proliferated throughout the region providing access to early settlements, homesteads, ranching, and agricultural areas. Based on historical research, the road was likely constructed to facilitate ranching operations in the area, in a region strongly associated with the homestead and ranching themes between the 1860s and mid-twentieth century. The road was associated with the theme of transportation, homesteading, and ranching; however, no evidence was found regarding the road to suggest it possesses individual documented significance in relation to the themes. For this reason, the road has not been found eligible under the CRHR/Local Register Criterion 1. **See Continuation Sheet for significance and integrity conclusions.**

B11. Additional Resource Attributes: None Identified

***B12. References:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023. See continuation sheet for additional references.

B13. Remarks: None

***B14. Evaluator:** Urbana Preservation & Planning, LLC

***Date of Evaluation:** October 2023

(This space reserved for official comments.)



LOCATION MAP

Resource Name: Unnamed Road

Page 3 of 6

Primary#: P-37-40881

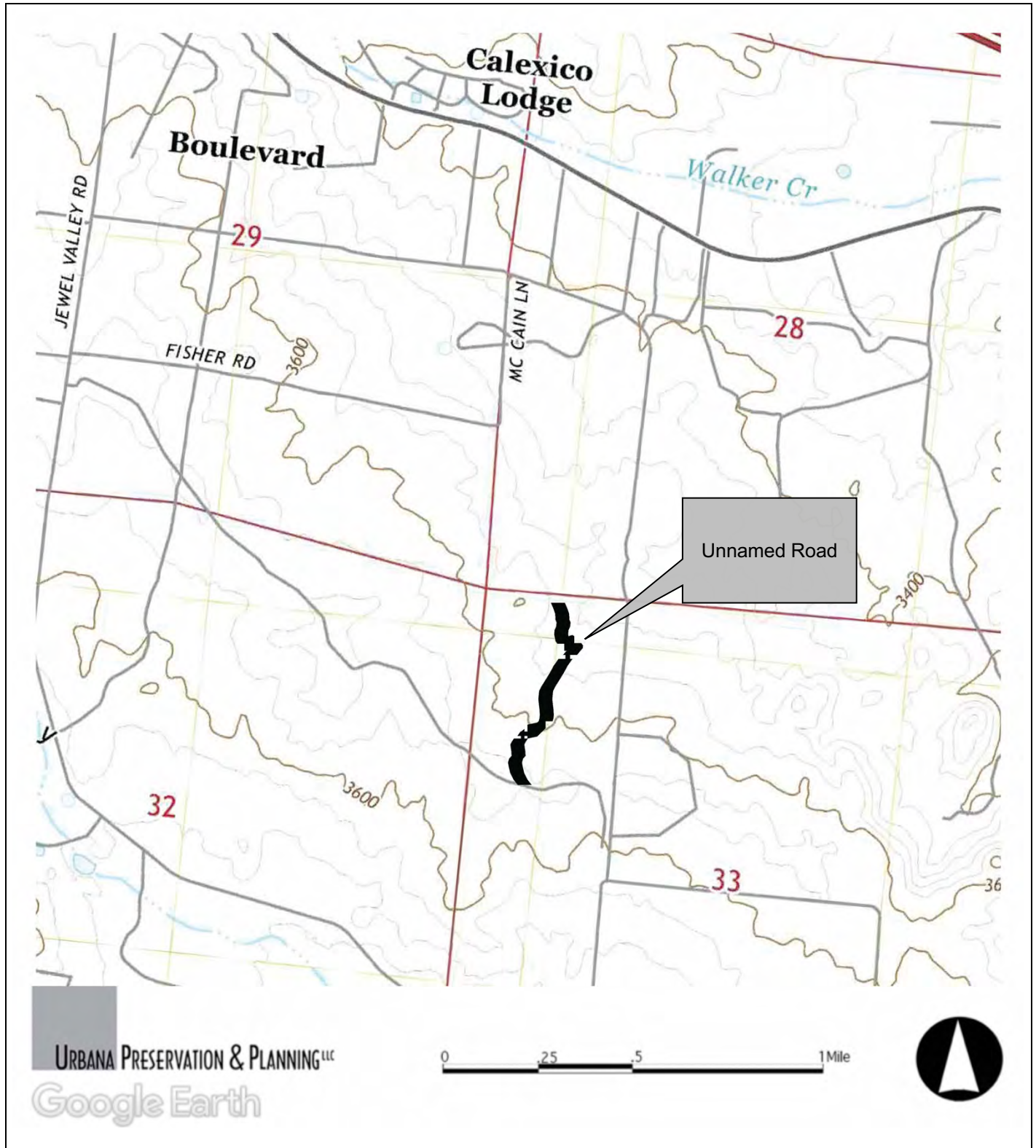
HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 5

*Map Name: Live Oak Spring USGS Quadrangle *Scale: 1:24,000 *Map Date: 2021



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

Resource Name: Unnamed Road
Page 4 of 6

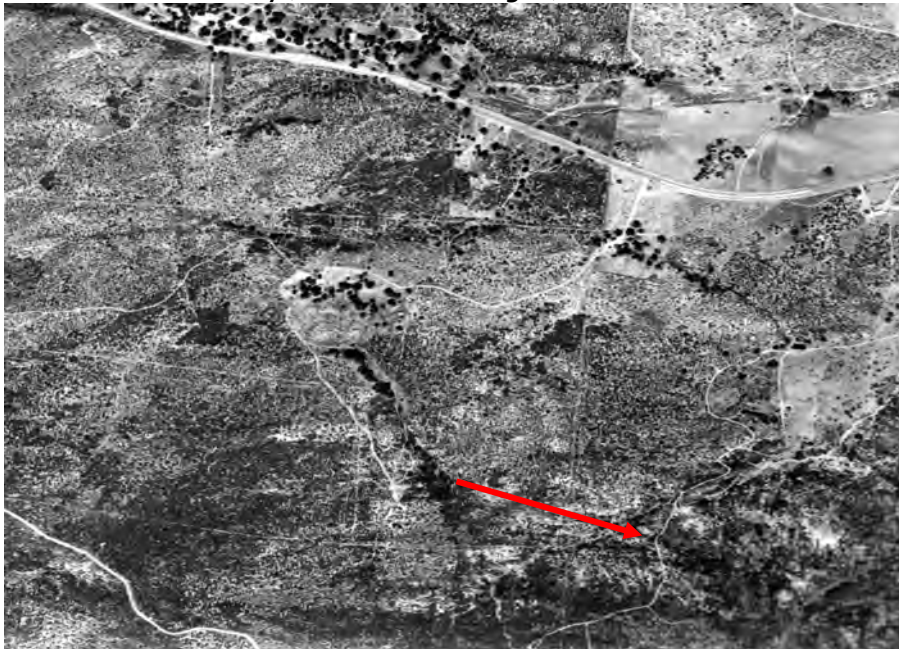
Primary#: P-37-40881
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 5

Primary Record Information Continued:



View northwest of unnamed road. The majority of the road is unmaintained. (IMG_20230912_120412)
Urbana Preservation & Planning, LLC | September 2023

B6. Construction History (Continued from Page 2):



1953 aerial. (FrameFinder No. axn-1953_2m-69)

CONTINUATION SHEET

Resource Name: Unnamed Road

Page 5 of 6

Primary#: P-37-40881

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 5

B10. Statement of Significance (Continued from Page 2):

CRHR Criterion 2: Associated with the lives of persons important in California's past.

Local Register Criterion 2: Associated with the lives of persons important to the history of San Diego County or its communities.

Under Criterion 2, research does not indicate the subject road is associated with individuals significant in San Diego County or state history. Based on historical research, the evaluated road spans through lands once owned by Frederick E. Stromquist (GLO Accession No. 1020831). Born in 1897, Stromquist was a native of Kansas and the son of William A. Stromquist and Selma Soderholm. In 1900, his father relocated the family to California, where he found employment as a stationary engineer. By the 1910s, the Stromquist family resided in Boulevard, where his father acquired 160-acres of land through the 1862 Homestead Act on Sections 31 and 32 of Township 17S, Range 7E. The homestead was located south of Jewel Valley Road, on a portion of the present-day Empire Ranch. Mr. Stromquist is listed as a farmer in Boulevard on the 1920 United States Federal Census. In 1928, his son Frederick acquired 640-acres of land in Section 29 and 33 of Township 17S, Range 7E, through the 1916 Stock Raising Homestead Act.

During the course of historical research, a direct association with Stromquist was not established. Additionally, no evidence was found to suggest Stromquist rose to a level of importance such that the road would be eligible under the established criterion. For this reason, the subject road is not eligible under the CRHR/Local Register Criterion 2.

CRHR Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Local Register Criterion 3: Embodies the distinctive characteristics of a type, period, San Diego County region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Constructed prior to 1953, the evaluated road is a basic unimproved road that spans for approximately 0.4-miles through a sparse and rural desert region located in the Boulevard area in southeast San Diego County. The road does not exhibit distinctive design features, important innovations, nor does it reflect an evolution in road building practices in the area of engineering. For this reason, the road was determined not eligible under the CRHR/Local Register Criterion 3.

CRHR Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

Local Register Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

The subject road is not eligible under the established criteria as it is unlikely to yield information important to prehistory or history. To possess significance for information potential, the information yielded must answer specific important research questions that cannot be otherwise answered. The criterion is typically applied to archaeological sites that can provide archaeological information important for our understanding of the historic or prehistoric past. Survey efforts were limited to above ground built-environment historic resources. For this reason, the road is not eligible under the CRHR/Local Register Criterion 4.

Integrity

Integrity is the ability of a resource to convey its significance. Only after the historic significance of a resource is fully established can the issue of integrity be addressed. Evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to historic significance. To retain historic integrity, a resource will possess several, and usually most, of the seven aspects of integrity.

The subject road has not been found to be individually eligible for designation under any of the established CRHR/Local Register Criteria. Further integrity analysis is not merited.

CONTINUATION SHEET

Resource Name: Unnamed Road

Page 6 of 6

Primary#: P-37-40881

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 5

B12. References Continued:

2. California Digital Newspaper Collection, University of California Riverside
3. Digital Newspaper Collection, Genealogybank.com
4. Digital Newspaper Collection, Newspapers.com
5. Digital Collection, Ancestry.com
6. Online Historic Aerial Photographs, Historic Aerials.com
7. University California Santa Barbara Online Historic Aerial Collection
8. U.S. Department of the Interior Earth Explorer Historic Aerial Collection
9. Bureau of Land Management, General Land Office Records, <https://glorerecords.blm.gov>.

PRIMARY RECORD

Primary#: P-37-40882
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No.6

Review Code _____ Reviewer _____ Date _____

Resource Name: Unnamed Road

Page 1 of 6

P1. Other Identifier: None Identified

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

***a. County:** San Diego

***b. USGS 7.5' Quad:** Live Oak Springs Date: 2021 T 17S; R 7E; 1/4 of 1/4 of Sec 33; S.B. **B.M.** _____

c. Address: N/A City: N/A Zip: 91905 d. UTM Zone: 11S, 567842mE / 3612513mN

e. Other Locational Data: APN: 612-120-01-00, 612-120-14-00

***P3a. Description:** Constructed ca.1971, the subject road is an unpaved route that spans in a mostly north-south orientation for approximately 0.50-miles through the rural community of Boulevard in southeast San Diego County. The width of the road ranges between 8 to 20-feet. The road initiates from an unnamed road located on APN: 612-120-01-00 and terminates at an unnamed road located on APN: 612-120-14-00. The road was likely constructed to provide access to homestead and grazing lands. Today, the route is no longer in-use and is in poor condition with visible vegetation along the route.

***P3b. Resource Attributes:** HP37, AH7

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



P5b. Description of Photo: View south of unnamed road (IMG_20230912_112648) | Urbana Preservation & Planning, LLC | September 2023

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

Source:

☒ Historic: EarthExplorer

☐ Prehistoric

☐ Both

***P7. Owner and Address:**

Empire II LLC
12302 Exposition Blvd
Los Angeles, CA 90064

***P8. Recorded by:**

Urbana Preservation & Planning, LLC
www.urbanapreservation.com

***P9. Date Recorded:** September 2023

***P10. Survey Type:**

Cultural Resource Inventory/CEQA Review

***P11. Report Citation:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023.

***Attachments:** ☐ None ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other:

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary#: P-37-40882
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 6

Resource Name: Unnamed Road

Page 2 of 6

B1. Historic Name: None Identified

B2. Common Name: None Identified

B3. Original Use: Road

B4. Present Use: Road **B5. Architectural Style:** N/A

***B6. Construction History:** The road was constructed ca.1971, and first appears in a 1971 aerial of the surrounding area (EarthExplorer No. 6164005200229). The road spans through a former homestead owned by Frederick E. Stromquist (GLO Accession No. 1020831). Born in 1897, Stromquist was a former plumber who acquired land in Boulevard through the Stock Raising-Homestead Entry Act in 1928. The road was likely constructed to provide access through homestead and grazing lands. Over the years, the alignment of the road has shifted. Today, the route retains low integrity with visible vegetation along the route. **See Continuation Sheet for historic aerials.**

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

***B8. Related Features:** None Identified

B9a. Architect: None Identified **b. Builder:** None Identified

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

Period of Significance: N/A **Property Type:** Road **Applicable Criteria:** CRHR/Local ineligible

CRHR Criterion 1: Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Local Register Criterion 1: Associated with events that have made a significant contribution to the broad patterns of San Diego County's history and cultural heritage.

Under Criterion 1, the evaluated road is not associated with events that have made significant contributions to the broad patterns of San Diego County and California's history or cultural heritage. Constructed prior to 1953, the road was one of several unimproved routes that proliferated throughout the region providing access to early settlements, homesteads, ranching, and agricultural areas. Based on historical research, the road was likely constructed to facilitate ranching operations in the area, in a region strongly associated with the homestead and ranching themes between the 1860s and mid-twentieth century. The road was associated with the theme of transportation, homesteading, and ranching; however, no evidence was found regarding the road to suggest it possesses individual documented significance in relation to the themes. For this reason, the road has not been found eligible under the CRHR/Local Register Criterion 1. **See Continuation Sheet for significance and integrity conclusions.**

B11. Additional Resource Attributes: None Identified

***B12. References:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023. See continuation sheet for additional references.

B13. Remarks:

***B14. Evaluator:** Urbana Preservation & Planning, LLC

***Date of Evaluation:** January 2020

(This space reserved for official comments.)

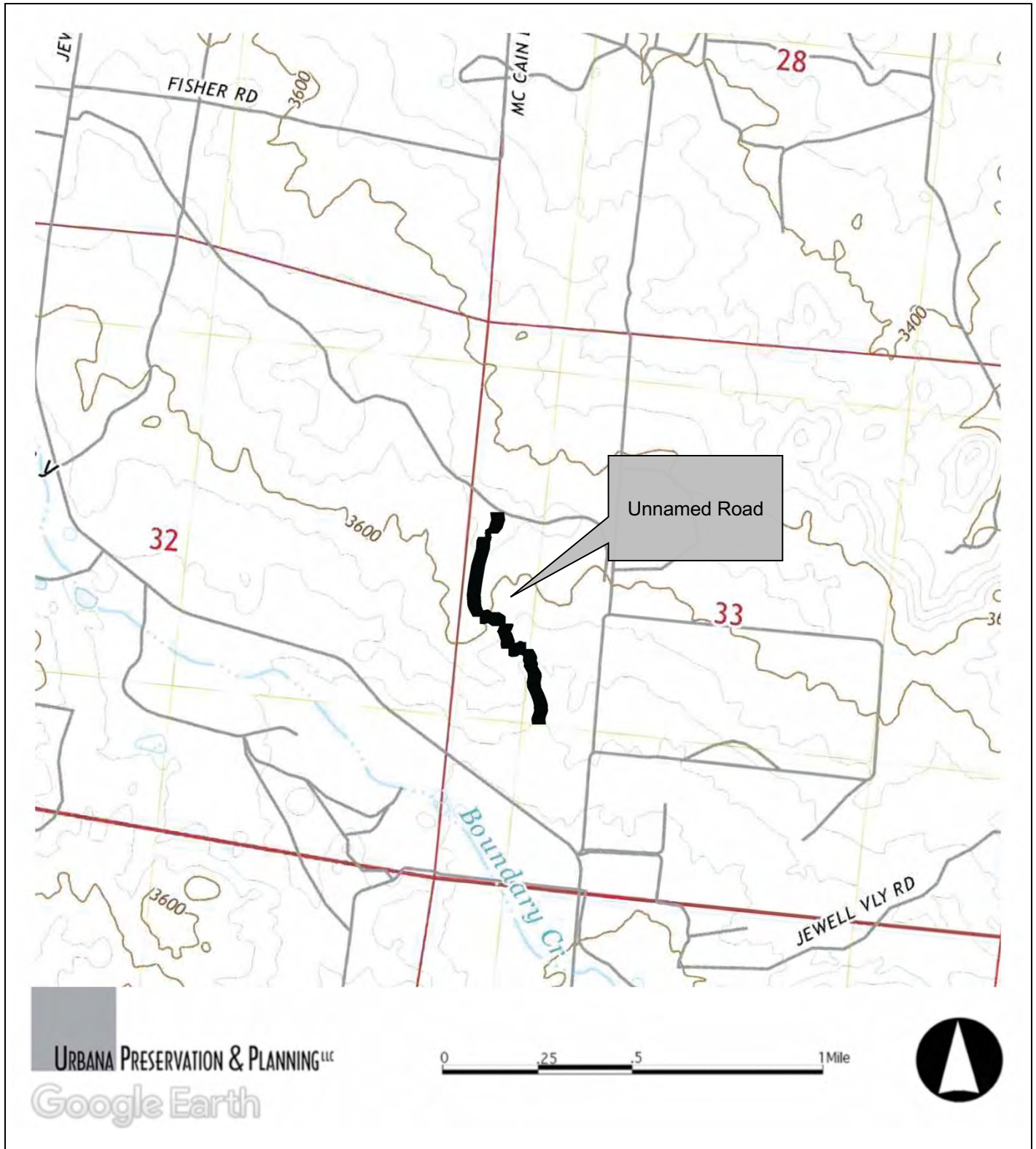


LOCATION MAP

Resource Name: Unnamed Road
Page 3 of 6

Primary#: P-37-40882
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 6

*Map Name: Live Oak Spring USGS Quadrangle *Scale: 1:24,000 *Map Date: 2021



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

Resource Name: Unnamed Road
Page 4 of 6

Primary#: P-37-40882
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 6

Primary Record Information Continued:



View south of unnamed Road. The majority of road is unmaintained. (IMG_20230912_105733)
Urbana Preservation & Planning, LLC | September 2023



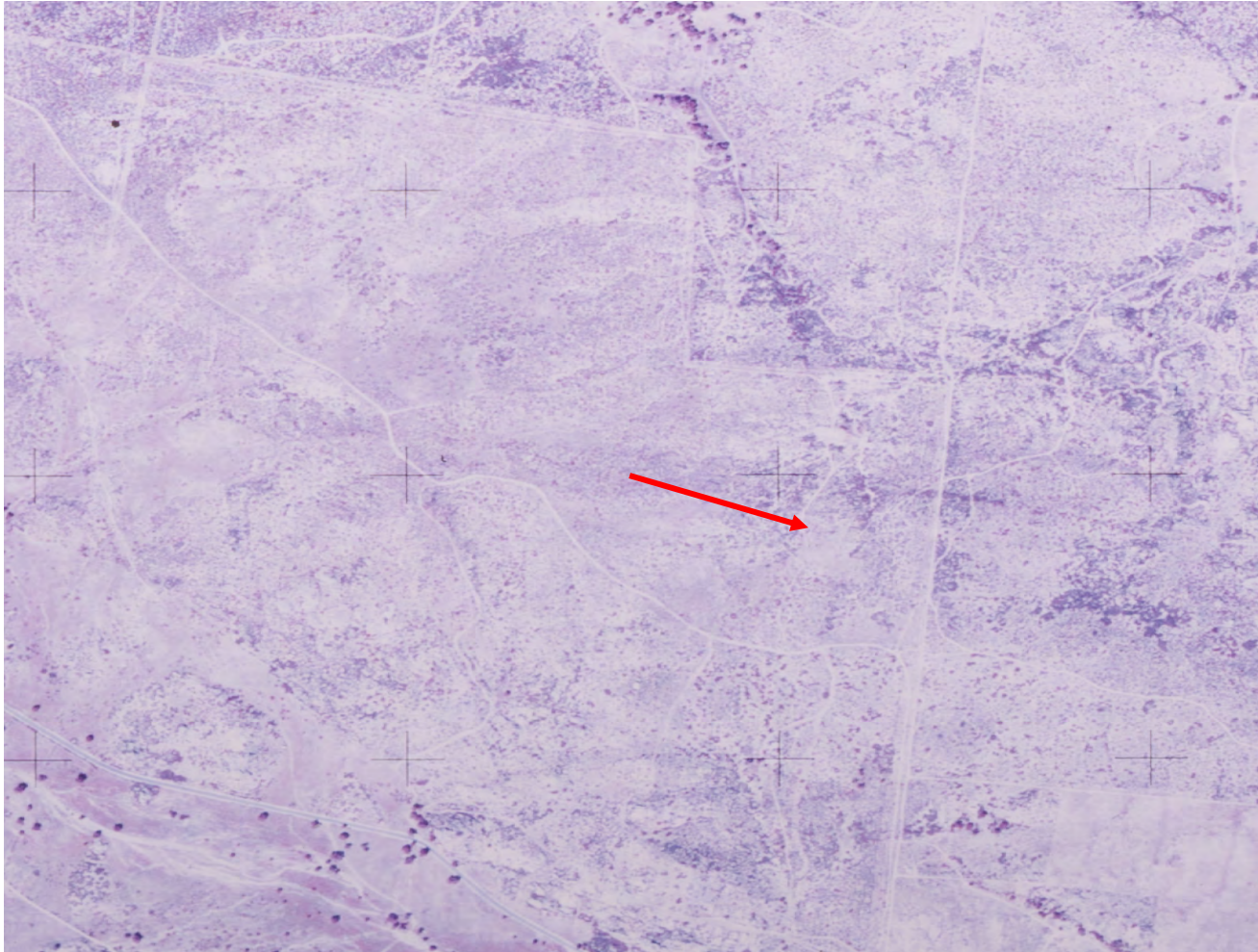
View south of unnamed Road. The majority of road is unmaintained. (IMG_20230912_105800)
Urbana Preservation & Planning, LLC | September 2023

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

Resource Name: Unnamed Road
Page 5 of 6

Primary#: P-37-40882
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 6

B6. Construction History (Continued from Page 2):



1971 aerial (EarthExplorer No. 6164005200229)

B10. Statement of Significance (Continued from Page 2):

CRHR Criterion 2: Associated with the lives of persons important in California's past.

Local Register Criterion 2: Associated with the lives of persons important to the history of San Diego County or its communities.

Under Criterion 2, research does not indicate the subject road is associated with individuals significant in San Diego County or state history. Based on historical research, the evaluated road spans through lands once owned by Frederick E. Stromquist (GLO Accession No. 1020831). Born in 1897, Stromquist was a native of Kansas and the son of William A. Stromquist and Selma Soderholm. In 1900, his father relocated the family to California, where he found employment as a stationary engineer. By the 1910s, the Stromquist family resided in Boulevard, where his father acquired 160-acres of land through the 1862 Homestead Act on Sections 31 and 32 of Township 17S, Range 7E. The homestead was located south of Jewel Valley Road, on a portion of the present-day Empire Ranch. Mr. Stromquist is listed as a farmer in Boulevard on the 1920 United States Federal Census. In 1928, his son Frederick acquired 640-acres of land in Section 29 and 33 of Township 17S, Range 7E, through the 1916 Stock Raising Homestead Act.

CONTINUATION SHEET

Resource Name: Unnamed Road

Page 6 of 6

Primary#: P-37-40882

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 6

During the course of historical research, a direct association with Stromquist was not established. Additionally, no evidence was found to suggest Stromquist rose to a level of importance such that the road would be eligible under the established criterion. For this reason, the subject road is not eligible under the CRHR/Local Register Criterion 2.

CRHR Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Local Register Criterion 3: Embodies the distinctive characteristics of a type, period, San Diego County region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Constructed prior to 1953, the evaluated road is a basic unimproved road that spans for approximately 0.5-miles through a sparse and rural desert region located in the Boulevard area in southeast San Diego County. The road does not exhibit distinctive design features, important innovations, nor does it reflect an evolution in road building practices in the area of engineering. For this reason, the road was determined not eligible under the CRHR/Local Register Criterion 3.

CRHR Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

Local Register Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

The subject road is not eligible under the established criteria as it is unlikely to yield information important to prehistory or history. To possess significance for information potential, the information yielded must answer specific important research questions that cannot be otherwise answered. The criterion is typically applied to archaeological sites that can provide archaeological information important for our understanding of the historic or prehistoric past. Survey efforts were limited to above ground built-environment historic resources. For this reason, the road is not eligible under the CRHR/Local Register Criterion 4.

Integrity

Integrity is the ability of a resource to convey its significance. Only after the historic significance of a resource is fully established can the issue of integrity be addressed. Evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to historic significance. To retain historic integrity, a resource will possess several, and usually most, of the seven aspects of integrity.

The subject road has not been found to be individually eligible for designation under any of the established CRHR/Local Register Criteria. Further integrity analysis is not merited.

B12. References Continued.

2. California Digital Newspaper Collection, University of California Riverside
3. Digital Newspaper Collection, Genealogybank.com
4. Digital Newspaper Collection, Newspapers.com
5. Digital Collection, Ancestry.com
6. Online Historic Aerial Photographs, Historic Aerials.com
7. University California Santa Barbara Online Historic Aerial Collection
8. U.S. Department of the Interior Earth Explorer Historic Aerial Collection
9. Bureau of Land Management, General Land Office Records, <https://glorerecords.blm.gov>

PRIMARY RECORD

Primary#: P-37-40883
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No.7

Review Code _____ Reviewer _____ Date _____

Resource Name: Unnamed Road

Page 1 of 7

P1. Other Identifier: None Identified

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

***a. County:** San Diego

***b. USGS 7.5' Quad:** Live Oak Springs Date: 2021 T 17S; R 7E; 1 ¼ of 1 ¼ of Sec 32; S.B. **B.M.** _____

c. Address: N/A City: N/A Zip: 91905 d. UTM Zone: 11S, 567406mE / 3612267mN

e. Other Locational Data: APN: 61-110-02-00, 612-110-04-00, 612-120-14-00

***P3a. Description:** Constructed ca.1971, the road is an unpaved route that spans in a northwest-southeast orientation for approximately 1-mile through the rural community of Boulevard in southeast San Diego County. The width of the road is approximately 10-feet. The road spans between Tule Jim Lane and an unnamed road located on APN: 61-110-02-00. There are visible vehicular tracks located along the route from off-highway vehicles. The road was likely constructed to provide access to homestead and grazing lands.

***P3b. Resource Attributes:** HP37, AH7

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



P5b. Description of Photo: View northwest of unnamed road. (IMG_20230912_110155) | Urbana Preservation & Planning, LLC | September 2023

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

☒ Historic: EarthExplorer

☐ Prehistoric

☐ Both

***P7. Owner and Address:**

Empire II LLC
12302 Exposition Blvd
Los Angeles, CA 90064

***P8. Recorded by:**

Urbana Preservation & Planning, LLC
www.urbanapreservation.com

***P9. Date Recorded:** September 2023

***P10. Survey Type:**

Cultural Resource Inventory/CEQA Review

***P11. Report Citation:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023.

***Attachments:** ☐ None ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other:

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary#: P-37-40883

HRI#: N/A

Trinomial #: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 7

Resource Name: Unnamed Road

Page 2 of 7

B1. Historic Name: None Identified

B2. Common Name: None Identified

B3. Original Use: Road

B4. Present Use: Road

***B5. Architectural Style:** N/A

***B6. Construction History:** The road was constructed ca.1971 and first appears in a 1971 aerial of the surrounding area (EarthExplorer No. 6164005200229). The road spans through a former homestead owned by Frederick E. Stromquist (GLO Accession No. 1020831). Born in 1897, Stromquist was a former plumber who acquired land in Boulevard through the Stock Raising-Homestead Entry Act in 1928. The road was likely constructed to provide access through homestead and grazing lands. The road retains integrity as an active in-use route. **See Continuation Sheet for historic aerials.**

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A

Original Location: N/A

***B8. Related Features:** None Identified

B9a. Architect: None Identified **b. Builder:** None Identified

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

Period of Significance: N/A **Property Type:** Road **Applicable Criteria:** CRHR/Local ineligible

CRHR Criterion 1: Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Local Register Criterion 1: Associated with events that have made a significant contribution to the broad patterns of San Diego County's history and cultural heritage.

Under Criterion 1, the evaluated road is not associated with events that have made significant contributions to the broad patterns of San Diego County and California's history or cultural heritage. Constructed prior to 1953, the road was one of several unimproved routes that proliferated throughout the region providing access to early settlements, homesteads, ranching, and agricultural areas. Based on historical research, the road was likely constructed to facilitate ranching operations in the area, in a region strongly associated with the homestead and ranching themes between the 1860s and mid-twentieth century. The road was associated with the theme of transportation, homesteading, and ranching; however, no evidence was found regarding the road to suggest it possesses individual documented significance in relation to the themes. For this reason, the road has not been found eligible under the CRHR/Local Register Criterion 1. **See Continuation Sheet for significance and integrity conclusions**

B11. Additional Resource Attributes: None Identified

***B12. References:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023. See continuation sheet for additional references.

B13. Remarks: None

***B14. Evaluator:** Urbana Preservation & Planning, LLC

***Date of Evaluation:** January 2020

(This space reserved for official comments.)



LOCATION MAP

Resource Name: Unnamed Road

Page 3 of 7

Primary#: P-37-40883

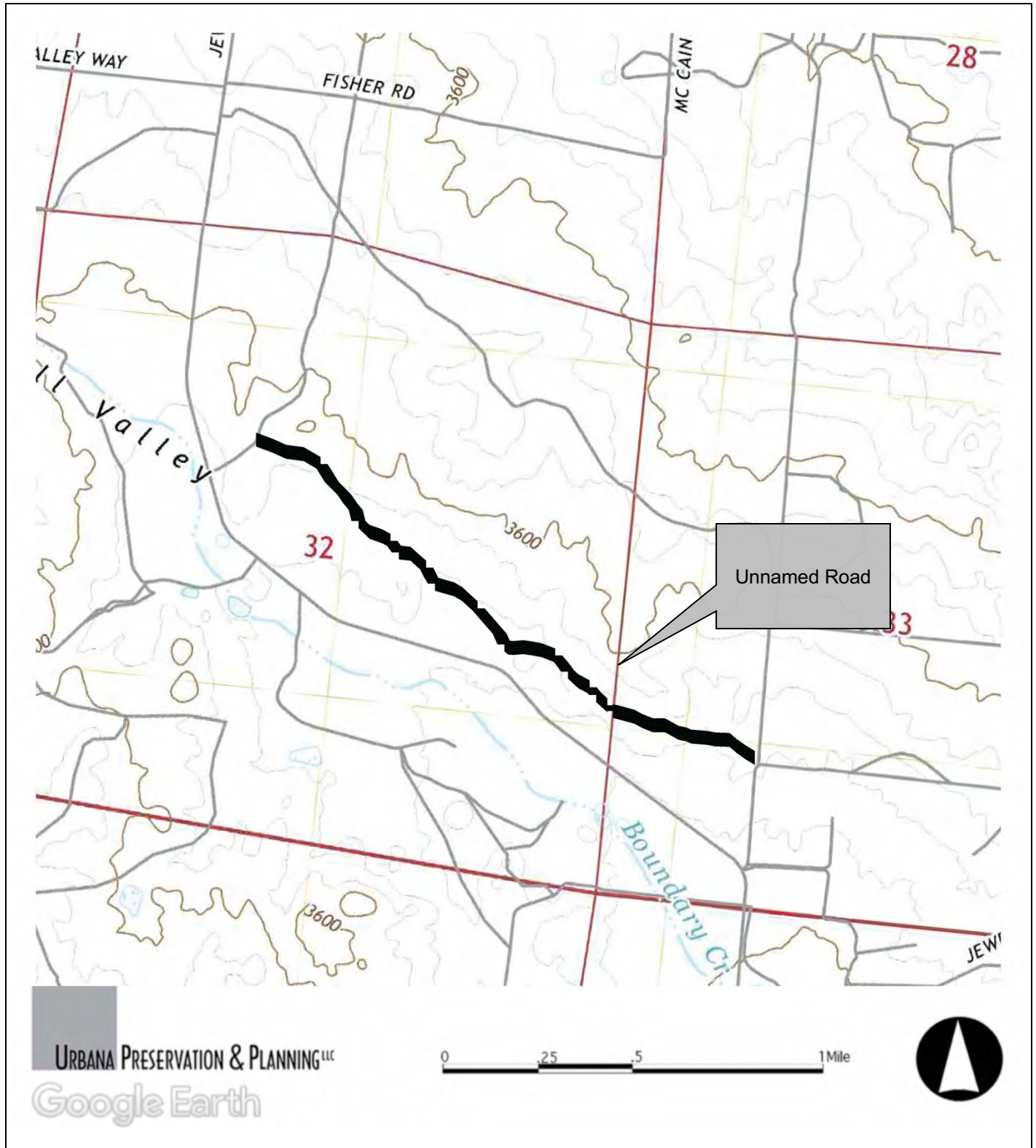
HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 7

*Map Name: Live Oak Spring USGS Quadrangle *Scale: 1:24,000 *Map Date: 2021



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

Resource Name: Unnamed Road
Page 4 of 7

Primary#: P-37-40883
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 7

Primary Record Information Continued:



View northwest of east end of unnamed road. (IMG_20230912_111108)
Urbana Preservation & Planning, LLC | September 2023



View northwest of unnamed road. (IMG_20230912_105321)
Urbana Preservation & Planning, LLC | September 2023

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

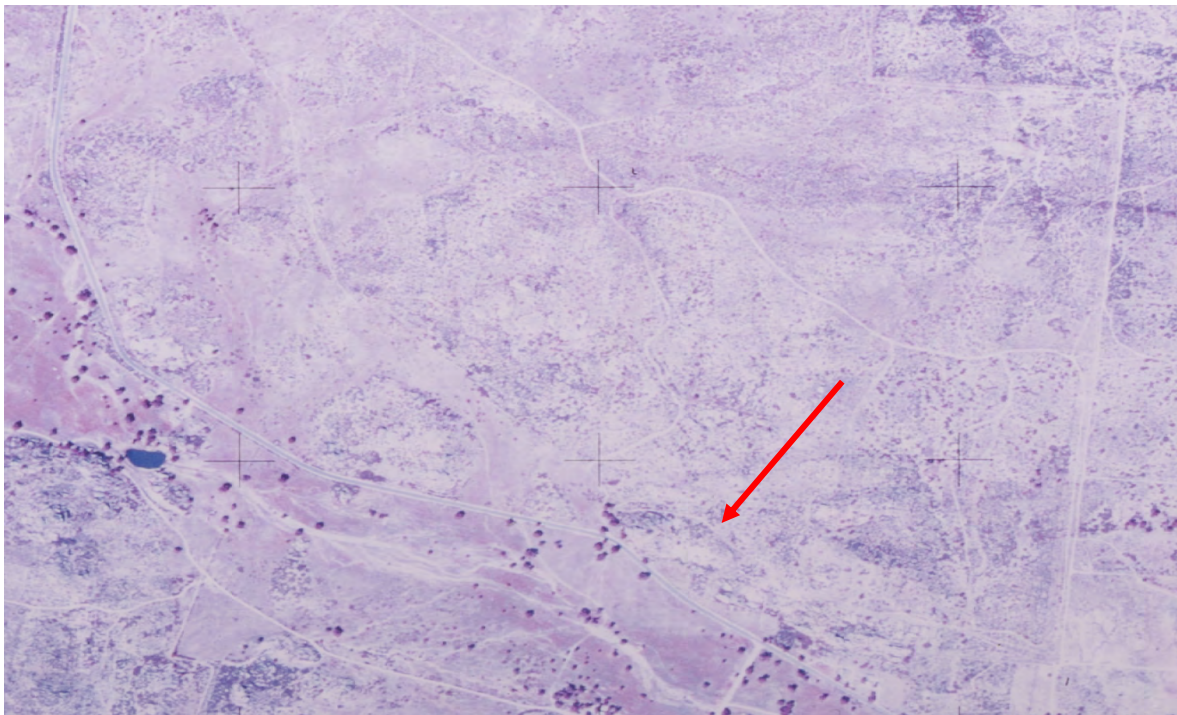
Resource Name: Unnamed Road
Page 5 of 7

Primary#: P-37-40883
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 7



View northwest of unnamed road. (IMG_20230912_110152)
Urbana Preservation & Planning, LLC | September 2023

B6. Construction History (Continued from Page 2):



1971 aerial (EarthExplorer No. 6164005200229)

CONTINUATION SHEET

Resource Name: Unnamed Road
Page 6 of 7

Primary#: P-37-40883
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 7

Building, Structure, Object Information Continued:

B10. Statement of Significance (Continued from Page 2):

CRHR Criterion 2: Associated with the lives of persons important in California's past.

Local Register Criterion 2: Associated with the lives of persons important to the history of San Diego County or its communities.

Under Criterion 2, research does not indicate the subject road is associated with individuals significant in San Diego County or state history. Based on historical research, the evaluated road spans through lands once owned by Frederick E. Stromquist (GLO Accession No. 1020831). Born in 1897, Stromquist was a native of Kansas and the son of William A. Stromquist and Selma Soderholm. In 1900, his father relocated the family to California, where he found employment as a stationary engineer. By the 1910s, the Stromquist family resided in Boulevard, where his father acquired 160-acres of land through the 1862 Homestead Act on Sections 31 and 32 of Township 17S, Range 7E. The homestead was located south of Jewel Valley Road, on a portion of the present-day Empire Ranch. Mr. Stromquist is listed as a farmer in Boulevard on the 1920 United States Federal Census. In 1928, his son Frederick acquired 640-acres of land in Section 29 and 33 of Township 17S, Range 7E, through the 1916 Stock Raising Homestead Act.

During the course of historical research, a direct association with Stromquist was not established. Additionally, no evidence was found to suggest Stromquist rose to a level of importance such that the road would be eligible under the established criterion. For this reason, the subject road is not eligible under the CRHR/Local Register Criterion 2.

CRHR Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Local Register Criterion 3: Embodies the distinctive characteristics of a type, period, San Diego County region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Constructed prior to 1953, the evaluated road is a basic unimproved road that spans for approximately 1-mile through a sparse and rural desert region located in the Boulevard area in southeast San Diego County. The road does not exhibit distinctive design features, important innovations, nor does it reflect an evolution in road building practices in the area of engineering. For this reason, the road was determined not eligible under the CRHR/Local Register Criterion 3.

CRHR Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

Local Register Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

The subject road is not eligible under the established criteria as it is unlikely to yield information important to prehistory or history. To possess significance for information potential, the information yielded must answer specific important research questions that cannot be otherwise answered. The criterion is typically applied to archaeological sites that can provide archaeological information important for our understanding of the historic or prehistoric past. Survey efforts were limited to above ground built-environment historic resources. For this reason, the road is not eligible under the CRHR/Local Register Criterion 4.

CONTINUATION SHEET

Resource Name: Unnamed Road

Page 7 of 7

Primary#: P-37-40883

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 7

Integrity

Integrity is the ability of a resource to convey its significance. Only after the historic significant of a resource is fully established can the issue of integrity be addressed. Evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to historic significance. To retain historic integrity, a resource will possess several, and usually most, of the seven aspects of integrity.

The subject road has not been found to be individually eligible for designation under any of the established CRHR/Local Register Criteria. Further integrity analysis is not merited.

B12. References Continued.

2. California Digital Newspaper Collection, University of California Riverside
3. Digital Newspaper Collection, Genealogybank.com
4. Digital Newspaper Collection, Newspapers.com
5. Digital Collection, Ancestry.com
6. Online Historic Aerial Photographs, Historic Aerials.com
7. University California Santa Barbara Online Historic Aerial Collection
8. U.S. Department of the Interior Earth Explorer Historic Aerial Collection
9. Bureau of Land Management, General Land Office Records, <https://glorerecords.blm.gov>

PRIMARY RECORD

Primary#: P-37-40884
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No.9

Review Code _____ Reviewer _____ Date _____

Resource Name: Unnamed Road

Page 1 of 6

P1. Other Identifier: None Identified

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

***a. County:** San Diego

***b. USGS 7.5' Quad:** Live Oak Springs Date: 2021 T 17S; R 7E; 1/4 of 1/4 of Sec 32; S.B. **B.M.** _____

c. Address: N/A City: N/A Zip: 91905 d. UTM Zone: 11S, 567214mE / 3611870mN

e. Other Locational Data: APN: 612-110-17-00, 612-110-18-00

***P3a. Description:** Constructed prior to 1953, the evaluated road is unpaved and spans in a mostly east-west orientation through the Empire Ranch property in Boulevard, San Diego County. The width of the road is approximately 15-feet and spans for approximately 0.76-miles. The road extends south from Jewel Valley Road, providing access to the Empire Ranch property. The road was likely constructed to provide access to homestead and grazing lands.

***P3b. Resource Attributes:** HP37, AH7

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



P5b. Description of Photo: View southeast of unnamed road. (IMG_20230912_101728)| Urbana Preservation & Planning, LLC | September 2023

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

☒ Historic: FrameFinder

☐ Prehistoric

☐ Both

***P7. Owner and Address:**

Empire II LLC
12302 Exposition Blvd
Los Angeles, CA 90064

***P8. Recorded by:**

Urbana Preservation & Planning, LLC
www.urbanapreservation.com

***P9. Date Recorded:** September 2023

***P10. Survey Type:**

Cultural Resource Inventory/CEQA Review

***P11. Report Citation:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023.

***Attachments:** ☐ None ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other:

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary#: P-37-40884
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 9

Resource Name: Unnamed Road

Page 2 of 6

B1. Historic Name: None Identified

B2. Common Name: None Identified **B3. Original Use:** Road **B4. Present Use:** Road ***B5. Architectural Style:** N/A

***B6. Construction History:** The road was constructed prior to 1953 and first appears in a 1953 aerial of the surrounding area (EarthExplorer No. 6164005200229). The road was also captured in a 1963 photograph of the Walker Quartz Deposit for the Geology and Mineral Resources of San Diego County, California. Over the years, the alignment of the road shifted slightly and was extended west to its present-day location by the 1970s.

The road spans through a former Leonard C. and Charles H. Walker homestead (GLO Accession No. 191101 and 185482). The Walkers were natives of New York who relocated to California in the early 1900s and acquired the land through the 1862 Homestead Act in 1910 and 1911. The road was likely constructed to provide access through homestead and grazing lands, and utilized to access the Walker Quartz Deposit. In 1969, the land was acquired by the Alexander Haagen family and the subject road appears to have been realigned and extended under their ownership. Today, the road continues to retain integrity as an in-use route. **See Continuation Sheet for historic maps and arials.**

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

***B8. Related Features:** None Identified

B9a. Architect: None Identified **b. Builder:** None Identified

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

Period of Significance: N/A **Property Type:** Road **Applicable Criteria:** CRHR/Local ineligible

CRHR Criterion 1: Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Local Register Criterion 1: Associated with events that have made a significant contribution to the broad patterns of San Diego County's history and cultural heritage.

Under Criterion 1, the evaluated road is not associated with events that have made significant contributions to the broad patterns of San Diego County and California's history or cultural heritage. Constructed prior to 1953, the road was one of several unimproved routes that proliferated throughout the region providing access to early settlements, homesteads, ranching, and agricultural areas. Based on historical research, the road was likely constructed to facilitate ranching operations in the area, in a region strongly associated with the homestead and ranching themes between the 1860s and mid-twentieth century. The road would later provide access to the Walker Quartz Deposit located just south of the subject route on the present-day Empire Ranch. The Walker Quartz Deposit, named after the Walker family, was a minor quartz deposit that is historically linked to the Jamba Mining District. The quartz deposit was first mentioned by the San Diego Union in 1925.

The road was associated with the theme of transportation, homesteading, ranching, and mining; however, no evidence was found regarding the road to suggest it possesses individual documented significance in relation to the themes. While the subject road may have facilitated homesteading, ranching, and mining, it is regarded a secondary or tertiary feature in relation to the identified themes, and is one of many unimproved transportation corridors that provide access through the area. For this reason, the road has not been found eligible under the CRHR/Local Register Criterion 1. **See Continuation Sheet for significance and integrity conclusions**

B11. Additional Resource Attributes: None Identified

***B12. References:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023. See continuation sheet for additional references.

B13. Remarks: None ***B14. Evaluator:** Urbana Preservation & Planning, LLC

***Date of Evaluation:** October 2023

(This space reserved for official comments.)



LOCATION MAP

Resource Name: Unnamed Road
Page 3 of 6

Primary#: P-37-40884

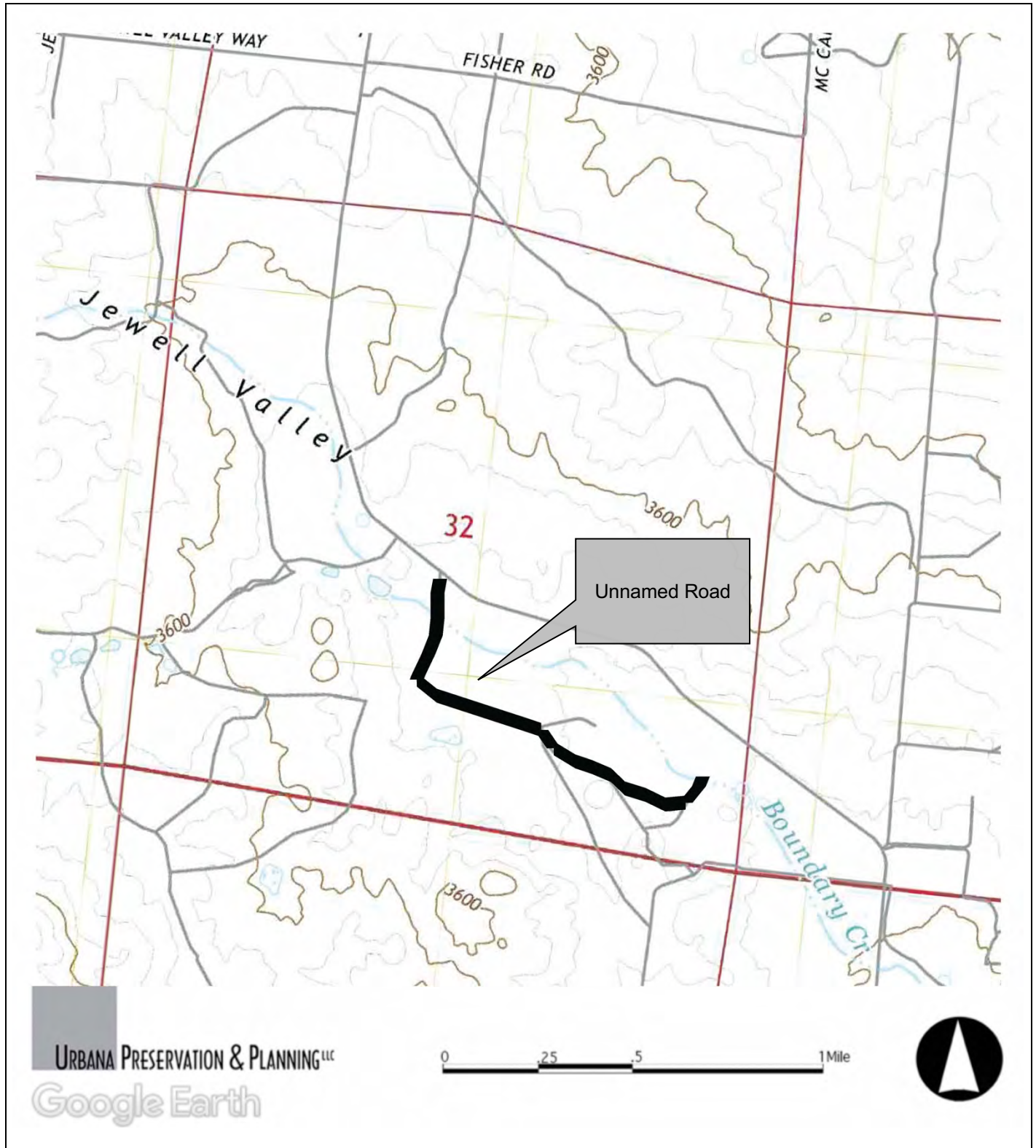
HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 9

*Map Name: Live Oak Spring USGS Quadrangle *Scale: 1:24,000 *Map Date: 2021



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

Resource Name: Unnamed Road
Page 4 of 6

Primary#: P-37-40884
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 9

Primary Record Information Continued:



View north of unnamed road. (IMG_20230912_101744)
Urbana Preservation & Planning, LLC | September 2023.

B6. Construction History (Continued from Page 2):



1953 aerial (FrameFinder: axn-1953_2m-14)

CONTINUATION SHEET

Resource Name: Unnamed Road

Page 5 of 6

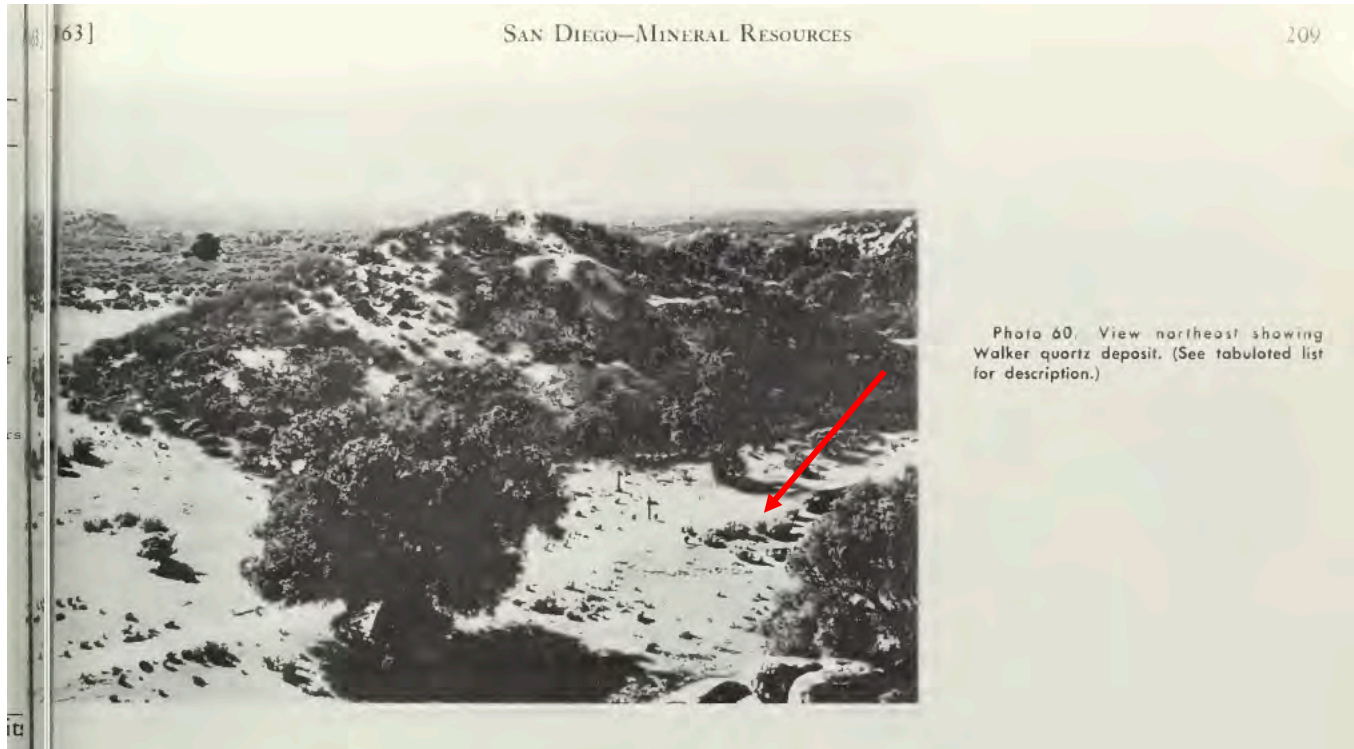
Primary#: P-37-40884

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 9



1963 photograph of the Walker Quartz Deposit and subject road (Geology and Mineral Resources of San Diego County, California, 1963).

B10. Statement of Significance (Continued from Page 2):

CRHR Criterion 2: Associated with the lives of persons important in California's past.

Local Register Criterion 2: Associated with the lives of persons important to the history of San Diego County or its communities.

Under Criterion 2, research does not indicate the subject road is associated with individuals significant in San Diego County or state history. Based on historical research, the evaluated road spans through lands once owned by Leonard C. Walker and Charles H. Walker (GLO Accession No. 191101 and 185482) in the early 1900s. Born in 1839, Leonard C. Walker was a farm laborer originally from Buffalo, New York. He was married to Elizabeth Huldah of Pennsylvania. Together they would have one son, Charles H. Walker in 1880. In the early 1900s, Charles relocated to California where he initially settled in El Cajon. Following his mother's death in 1907, his father relocated to California where they later acquired land in the Boulevard area through the 1862 Homestead Act and 1820 Sales-Cash Entry Act in 1910 and 1911. By the 1920s, the Walker Quartz deposit was discovered on the property. The Walker property and much of the adjacent land was acquired by Graham W. Howard of New Mexico at an unidentified date. In 1969, the land was sold to the Alexander Haagen family, who developed over 100 shopping centers in the Southern California region and own the Empire Polo Club where the Coachella Valley Music and Arts festival is held. Under the Haagen family's ownership the road was realigned slightly and extended west to add an additional entryway to the property.

During the course of historical research, a direct association with the Walker family, the original owners of the land, was not established. Additionally, no evidence was found to suggest the Walker family rose to a level of importance such that the road would be eligible under the established criterion. For this reason, the subject road is not eligible under the CRHR/Local Register Criterion 2.

CONTINUATION SHEET

Resource Name: Unnamed Road

Page 6 of 6

Primary#: P-37-40884

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 9

CRHR Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Local Register Criterion 3: Embodies the distinctive characteristics of a type, period, San Diego County region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Constructed prior to 1953, the evaluated road is a basic unimproved road that spans for approximately 0.76-miles through the present-day Empire Ranch, providing access to the property. The road does not exhibit distinctive design features, important innovations, nor does it reflect an evolution in road building practices in the area of engineering. For this reason, the road was determined not eligible under the CRHR/Local Register Criterion 3.

CRHR Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

Local Register Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

The subject road is not eligible under the established criteria as it is unlikely to yield information important to prehistory or history. To possess significance for information potential, the information yielded must answer specific important research questions that cannot be otherwise answered. The criterion is typically applied to archaeological sites that can provide archaeological information important for our understanding of the historic or prehistoric past. Survey efforts were limited to above ground built-environment historic resources. For this reason, the road is not eligible under the CRHR/Local Register Criterion 4.

Integrity

Integrity is the ability of a resource to convey its significance. Only after the historic significant of a resource is fully established can the issue of integrity be addressed. Evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to historic significance. To retain historic integrity, a resource will possess several, and usually most, of the seven aspects of integrity.

The subject road has not been found to be individually eligible for designation under any of the established CRHR/Local Register Criteria. Further integrity analysis is not merited.

B12. References Continued.

2. California Digital Newspaper Collection, University of California Riverside
3. Digital Newspaper Collection, Genealogybank.com
4. Digital Newspaper Collection, Newspapers.com
5. Digital Collection, Ancestry.com
6. Online Historic Aerial Photographs, Historic Aerials.com
7. University California Santa Barbara Online Historic Aerial Collection
8. U.S. Department of the Interior Earth Explorer Historic Aerial Collection
9. Bureau of Land Management, General Land Office Records, <https://glorerecords.blm.gov>
10. Harold Weber Jr. Geology and Mineral Resources of San Diego County, California (CA: California Division of Mines and Geology, 1963).

PRIMARY RECORD

Primary#: P-37-40885
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No.13

Review Code _____ Reviewer _____ Date _____

Resource Name: Jewell Valley Road

Page 1 of 9

P1. Other Identifier: Jewel Valley Road

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

***a. County:** San Diego

***b. USGS 7.5' Quad:** Live Oak Springs Date: 2021 T 17S; R 7E; — ¼ of — ¼ of Sec 29, 32, 33; S.B. B.M. _____

c. Address: N/A City: N/A Zip: 91905 d. UTM Zone: 11S, 568211mE / 3611544mN

e. Other Locational Data: N/A

***P3a. Description:** Constructed prior to 1931, Jewell Valley Road is a paved route (one lane in each direction) that spans in a north-southeast orientation for approximately 3.5 miles through the area of Boulevard, San Diego County. The width of the road is approximately 23-feet, with one lane on each side. A portion of the southern end is unpaved, south of 73 Jewell Valley Road. The road spans between Old Highway 90 in Manzanita and the Jewel Valley Ranch, located at 1439 Jewel Valley Road. The route was likely constructed to provide access to early homesteads and grazing lands in the Jewel Valley.

***P3b. Resource Attributes:** HP37, AH7

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



P5b. Description of Photo: View northwest of paved portion of Jewel Valley Road (IMG_20230912_094034) | Urbana Preservation & Planning, LLC | September 2023

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

Source:

☒ Historic: 1931 Carrizo USGS Quad (1:125,000)

☐ Prehistoric

☐ Both

***P7. Owner and Address:**

Not Identified

***P8. Recorded by:**

Urbana Preservation & Planning, LLC
www.urbanapreservation.com

***P9. Date Recorded:** September 2023

***P10. Survey Type:**

Cultural Resource Inventory/CEQA Review

***P11. Report Citation:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023.

***Attachments:** ☐ None ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other:

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary#: P-37-40885
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 13

Resource Name: Jewell Valley Road
Page 2 of 9

B1. Historic Name: Jewell Valley Road

B2. Common Name: Jewell Valley Road

B3. Original Use: Road

B4. Present Use: Road ***B5. Architectural Style:** N/A

***B6. Construction History:** Jewell Valley Road was constructed prior to 1931. The road was first delineated as an unimproved route on the 1931 Carrizo USGS Quadrangle Map (1:125,000). The first mention of the road was in 1936 by the Times-Advocate. By 1953, the road appears in its current configuration as a paved route. The road was likely constructed to provide access to early homesteads and grazing lands in the Jewel Valley. The road was named after Fred Jewell, a banker and President of the Citizens Savings Bank in San Diego. Jewell owned a ranch formerly known as the Haydon Ranch, which he acquired from Charles Bullard in 1911. **See Continuation Sheet for historical maps and newspapers.**

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

***B8. Related Features:** None Identified

B9a. Architect: None Identified **b. Builder:** None Identified

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

Period of Significance: N/A **Property Type:** Road **Applicable Criteria:** CRHR/Local ineligible

CRHR Criterion 1: Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Local Register Criterion 1: Associated with events that have made a significant contribution to the broad patterns of San Diego County's history and cultural heritage.

Under Criterion 1, Jewell Valley Road is not associated with events that have made significant contributions to the broad patterns of San Diego County and California's history or cultural heritage. Constructed prior to 1931, the road was one of several unimproved routes that proliferated throughout the region providing access to early settlements, homesteads, ranching, and agricultural areas. Based on historical research, the road was likely constructed to facilitate ranching operations in the area, in a region strongly associated with the homestead and ranching themes between the 1860s and mid-twentieth century. The road was associated with the theme of transportation, homesteading, and ranching; however, no evidence was found regarding the road to suggest it possesses individual documented significance in relation to the themes. For this reason, Jewell Valley Road has not been found eligible under the CRHR/Local Register Criterion 1. **See Continuation Sheet for significance and integrity conclusions**

B11. Additional Resource Attributes: None Identified

***B12. References:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023. See continuation sheet for additional references.

B13. Remarks: None

***B14. Evaluator:** Urbana Preservation & Planning, LLC

***Date of Evaluation:** October 2023

(This space reserved for official comments.)



LOCATION MAP

Resource Name: Jewell Valley Road
Page 3 of 9

Primary#: P-37-40885

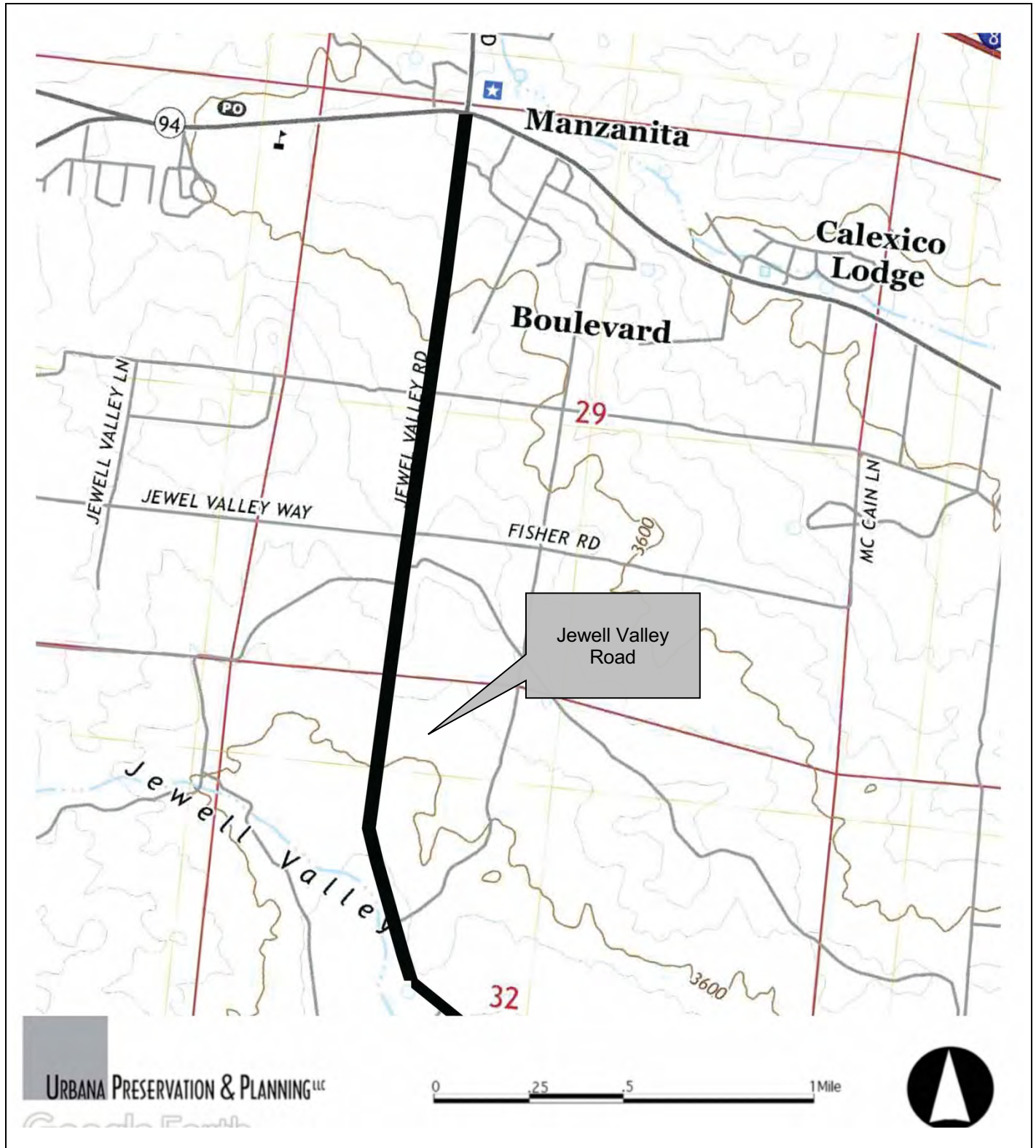
HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 13

*Map Name: Live Oak Spring USGS Quadrangle *Scale: 1:24,000 *Map Date: 2021



LOCATION MAP

Resource Name: Jewell Valley Road

Page 4 of 9

Primary#: P-37-40885

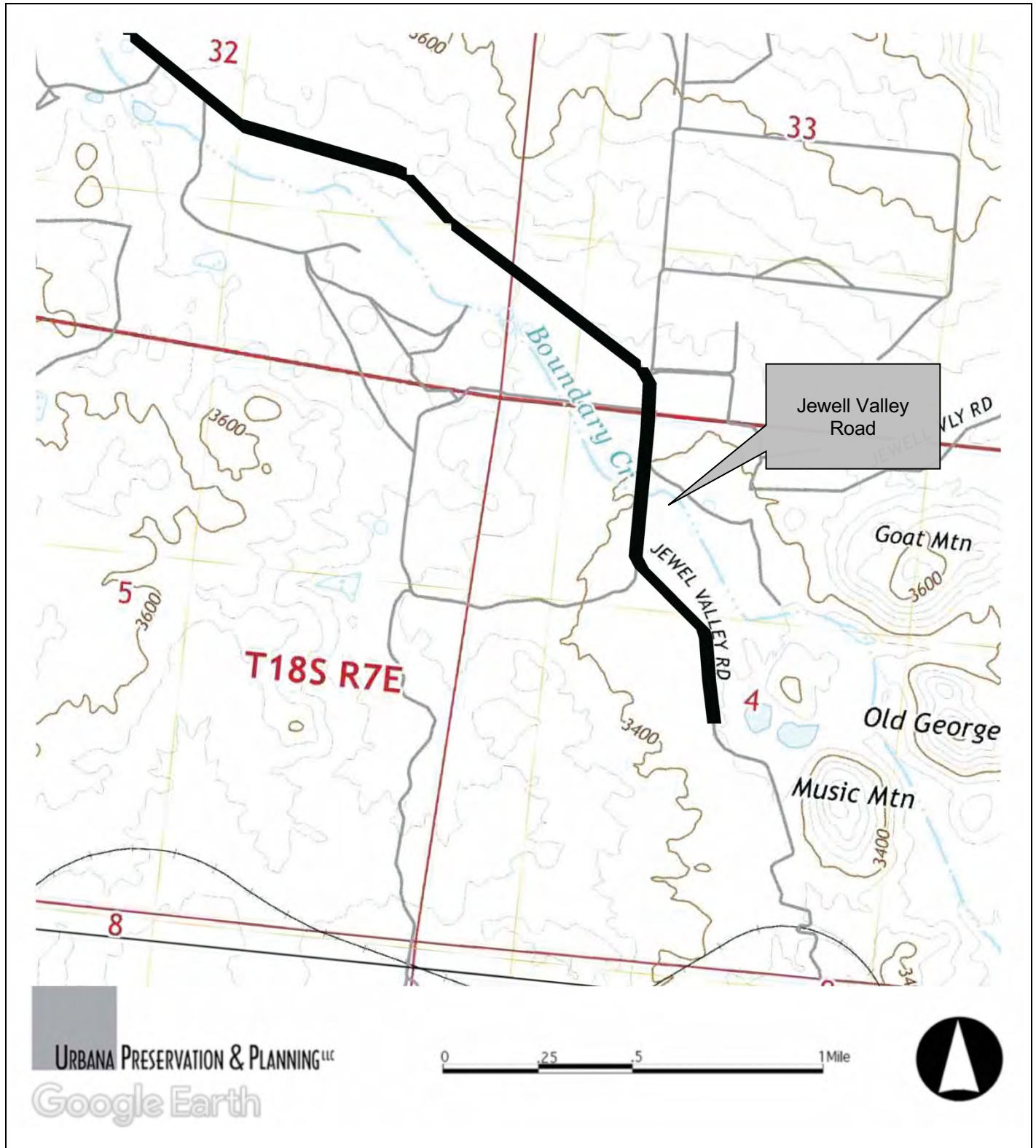
HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 13

*Map Name: Live Oak Spring USGS Quadrangle *Scale: 1:24,000 *Map Date: 2021



Primary Record Information Continued:



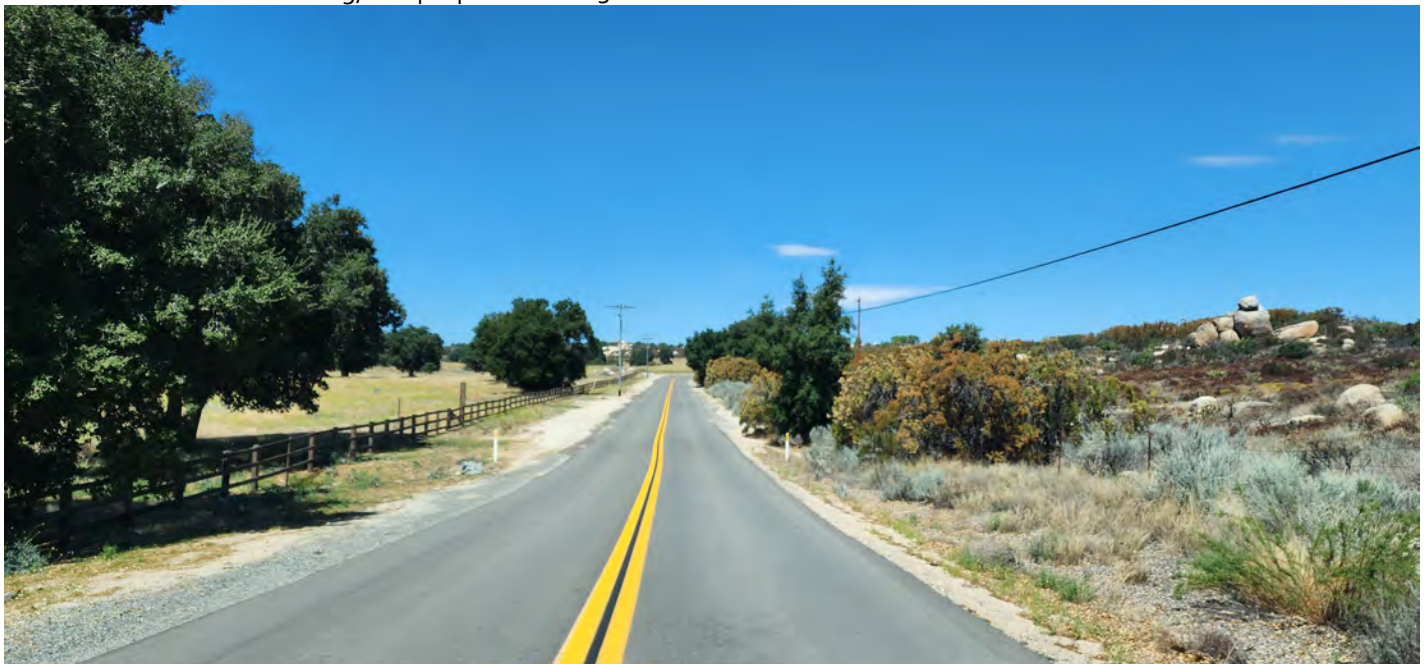
View south of unpaved portion of Jewell Valley Road. (IMG_20230912_094030)
Urbana Preservation & Planning, LLC | September 2023



View northwest of paved portion of Jewell Valley Road. (IMG_20230912_104857)
Urbana Preservation & Planning, LLC | September 2023.



View southeast of Jewell Valley Road. (IMG_20230912_121638)
Urbana Preservation & Planning, LLC | September 2023



View northwest of Jewell Valley Road. (IMG_20230912_123752)
Urbana Preservation & Planning, LLC | September 2023

CONTINUATION SHEET

Resource Name: Jewell Valley Road

Page 7 of 9

Primary#: P-37-40885

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 13

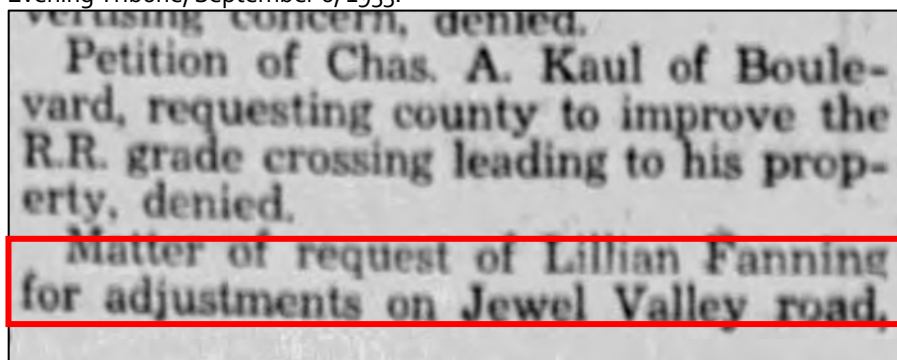
B6. Construction History (Continued from Page 2):



1931 Carrizo USGS Quad map (1:125,000)

Concrete Materials	2,000.00
ROAD DISTRICT NO. 2—	770.00
Maintenance and Operation	77,885.00
Capital Outlay:	
HC-16—Shoulders	611.00
HC-7 —Drain	400.00
HC-9 —Realign and Surface	1,300.00
HC-10—Drain and Widen	5,889.00
Jewel Valley Road	450.00
F-13	600.00
1 Portable Rock Crusher	700.00

Evening Tribune, September 6, 1933.



Times Advocate, March 19, 1936.

CONTINUATION SHEET

Resource Name: Jewell Valley Road
Page 8 of 9

Primary#: P-37-40885
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 13

Building, Structure, Object Information Continued:

B10. Statement of Significance (Continued from Page 2):

CRHR Criterion 2: Associated with the lives of persons important in California's past.

Local Register Criterion 2: Associated with the lives of persons important to the history of San Diego County or its communities.

Under Criterion 2, research does not indicate the subject road is associated with individuals significant in San Diego County or state history. Based on historical research, Jewell Valley Road was named after a Fred Jewell, a local banker from Illinois who relocated to San Diego in 1901. He was one of the founders of the Citizen's Savings Bank of San Diego, founded in 1904. Jewell helped promote and finance the 1915 Panama-California Exposition in Balboa Park and served as a board member on the committee. In 1911, Jewell acquired the former Haydon Ranch in Boulevard, California. Although Jewell appears to have been an important person in San Diego, a direct association with Fred Jewell and the road was not established. For this reason, the subject road is not eligible under the CRHR/Local Register Criterion 2.

CRHR Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Local Register Criterion 3: Embodies the distinctive characteristics of a type, period, San Diego County region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Constructed prior to 1931, Jewell Valley Road is a standard paved single-lane road that spans for approximately 3.5-miles through the rural community of Boulevard. The road does not exhibit distinctive design features, important innovations, nor does it reflect an evolution in road building practices in the area of engineering. For this reason, the road was determined not eligible under the CRHR/Local Register Criterion 3.

CRHR Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

Local Register Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

Jewell Valley Road is not eligible under the established criteria as it is unlikely to yield information important to prehistory or history. To possess significance for information potential, the information yielded must answer specific important research questions that cannot be otherwise answered. The criterion is typically applied to archaeological sites that can provide archaeological information important for our understanding of the historic or prehistoric past. Survey efforts were limited to above ground built-environment historic resources. For this reason, the road is not eligible under the CRHR/Local Register Criterion 4.

Integrity

Integrity is the ability of a resource to convey its significance. Only after the historic significant of a resource is fully established can the issue of integrity be addressed. Evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to historic significance. To retain historic integrity, a resource will possess several, and usually most, of the seven aspects of integrity.

The Jewell Valley Road has not been found to be individually eligible for designation under any of the established CRHR/Local Register Criteria. Further integrity analysis is not merited.

CONTINUATION SHEET

Resource Name: Jewell Valley Road
Page 9 of 9

Primary#: P-37-40885

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 13

Building, Structure, Object Information Continued:

B12. References Continued.

2. California Digital Newspaper Collection, University of California Riverside
3. Digital Newspaper Collection, Genealogybank.com
4. Digital Newspaper Collection, Newspapers.com
5. Digital Collection, Ancestry.com
6. Online Historic Aerial Photographs, Historic Aerials.com
7. University California Santa Barbara Online Historic Aerial Collection
8. U.S. Department of the Interior Earth Explorer Historic Aerial Collection
9. Bureau of Land Management, General Land Office Records, <https://glorerecords.blm.gov>
10. Harold Weber Jr. Geology and Mineral Resources of San Diego County, California (CA: California Division of Mines and Geology, 1963).

PRIMARY RECORD

Primary#: P-37-40886
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No.26

Review Code _____ Reviewer _____ Date _____

Resource Name: Unnamed Road

Page 1 of 7

P1. Other Identifier: None Identified

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

***a. County:** San Diego

***b. USGS 7.5' Quad:** Live Oak Springs Date: 2021 T 17S; R 7E; 1/4 of 1/4 of Sec 32; S.B. **B.M.** _____

c. Address: N/A City: N/A Zip: 91905 d. UTM Zone: 11S, 566791mE / 3611948mN

e. Other Locational Data: APN: 612-110-18-00

***P3a. Description:** Constructed prior to 1953, the evaluated road is unpaved and spans in a mostly east-west orientation for approximately 0.50-miles through the Empire Ranch property in Boulevard, San Diego County. The width of the road is approximately 15-feet. The road spans between two unnamed roads located on APN: 612-110-18-00. There are visible vehicular tracks located along the route from off-highway vehicles. The road was likely installed to provide access to homestead and grazing lands.

***P3b. Resource Attributes:** HP37, AH7

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



P5b. Description of Photo: View southwest of unnamed road. (IMG_20230912_122155) | Urbana Preservation & Planning, LLC | September 2023

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

☒ Historic: FrameFinder
☐ Prehistoric
☐ Both

***P7. Owner and Address:**

Empire II LLC
12302 Exposition Blvd
Los Angeles, CA 90064

***P8. Recorded by:**

Urbana Preservation & Planning, LLC
www.urbanapreservation.com

***P9. Date Recorded:** September 2023

***P10. Survey Type:**

Cultural Resource Inventory/CEQA Review

***P11. Report Citation:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023.

***Attachments:** ☐ None ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other:

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary#: P-37-40886

HRI#: N/A

Trinomial #: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 26

Resource Name: Unnamed Road

Page 2 of 7

B1. Historic Name: None Identified

B2. Common Name: None Identified

B3. Original Use: Road

B4. Present Use: Road

***B5. Architectural Style:** N/A

***B6. Construction History:** The evaluated road was constructed prior to 1953. The road first appears in a 1953 aerial of the surrounding area (FrameFinder: axn-1953_2m-14) and was first delineated as an unimproved route on the 1959 Live Oak Springs USGS Quadrangle map (1:24,000). The road was likely constructed to provide access through homestead and grazing lands. **See Continuation Sheet for historic maps and aerials.**

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A

Original Location: N/A

***B8. Related Features:** None Identified

B9a. Architect: None Identified **b. Builder:** None Identified

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

Period of Significance: N/A **Property Type:** Road **Applicable Criteria:** CRHR/Local ineligible

CRHR Criterion 1: Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Local Register Criterion 1: Associated with events that have made a significant contribution to the broad patterns of San Diego County's history and cultural heritage.

Under Criterion 1, the evaluated road is not associated with events that have made significant contributions to the broad patterns of San Diego County and California's history or cultural heritage. Constructed prior to 1953, the road was one of several unimproved routes that proliferated throughout the region providing access to early settlements, homesteads, ranching, and agricultural areas. Based on historical research, the road was likely constructed to facilitate ranching operations in the area, in a region strongly associated with the homestead and ranching themes between the 1860s and mid-twentieth century. The road was associated with the theme of transportation, homesteading, and ranching; however, no evidence was found regarding the road to suggest it possesses individual documented significance in relation to the themes. For this reason, the road has not been found eligible under the CRHR/Local Register Criterion 1. **See Continuation Sheet for significance and integrity conclusions**

B11. Additional Resource Attributes: None Identified

***B12. References:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023. See continuation sheet for additional references.

B13. Remarks: None

***B14. Evaluator:** Urbana Preservation & Planning, LLC

***Date of Evaluation:** October 2023

(This space reserved for official comments.)



LOCATION MAP

Resource Name: Unnamed Road

Page 3 of 7

Primary#: P-37-40886

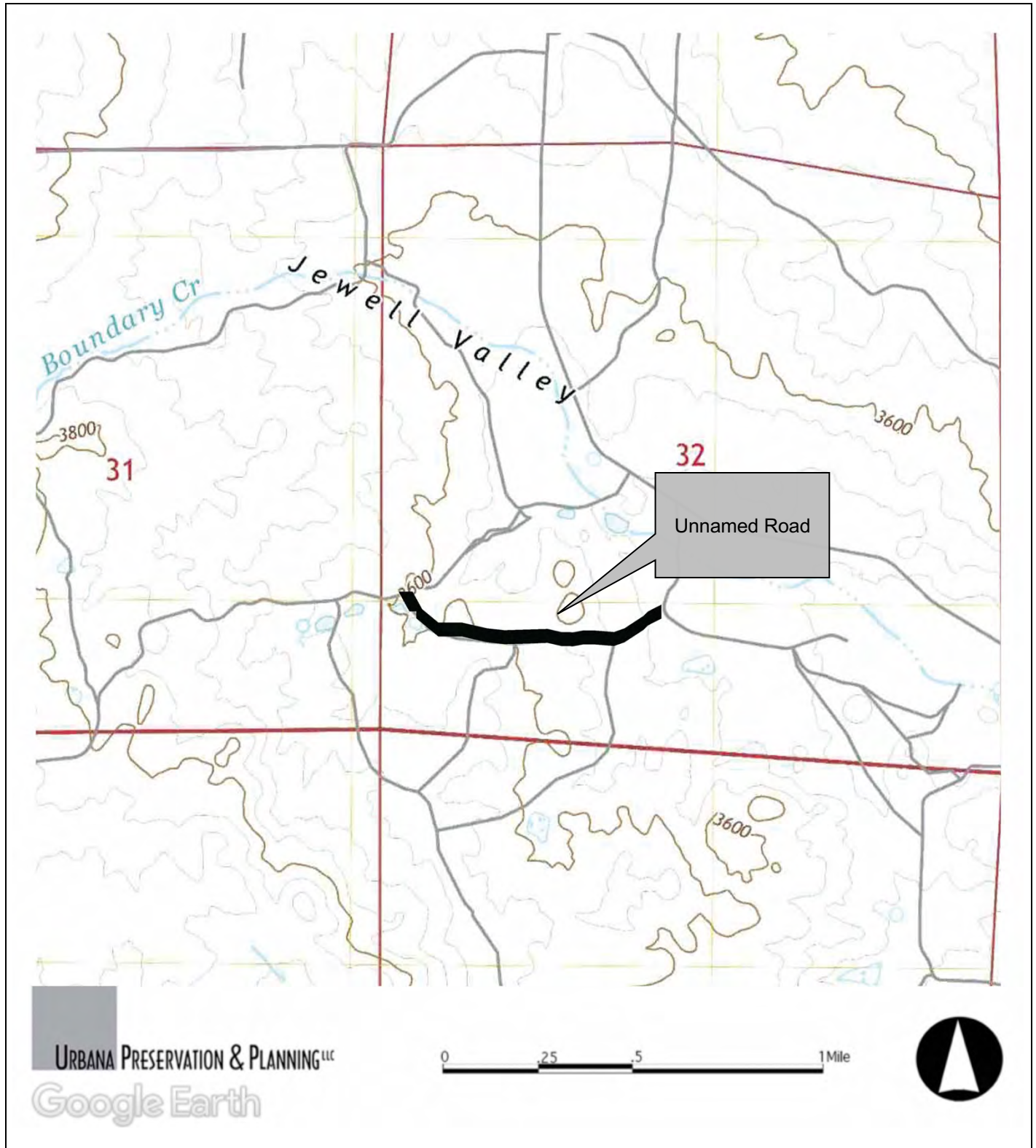
HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 26

*Map Name: Live Oak Spring USGS Quadrangle *Scale: 1:24,000 *Map Date: 2021



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

Resource Name: Unnamed Road
Page 4 of 7

Primary#: P-37-40886
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 26

Primary Record Information Continued:



View southwest of unnamed road. (IMG_20230912_101704)
Urbana Preservation & Planning, LLC | September 2023



View southwest of unnamed road. (IMG_20230912_122920)
Urbana Preservation & Planning, LLC | September 2023

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

Resource Name: Unnamed Road
Page 5 of 7

Primary#: P-37-40886
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 26



View west of unnamed road. (IMG_20230912_123238)
Urbana Preservation & Planning, LLC | September 2023

B6. Construction History (Continued from Page 2):



1953 aerial (FrameFinder: axn-1953_2m-14)

CONTINUATION SHEET

Resource Name: Unnamed Road

Page 6 of 7

Primary#: P-37-40886

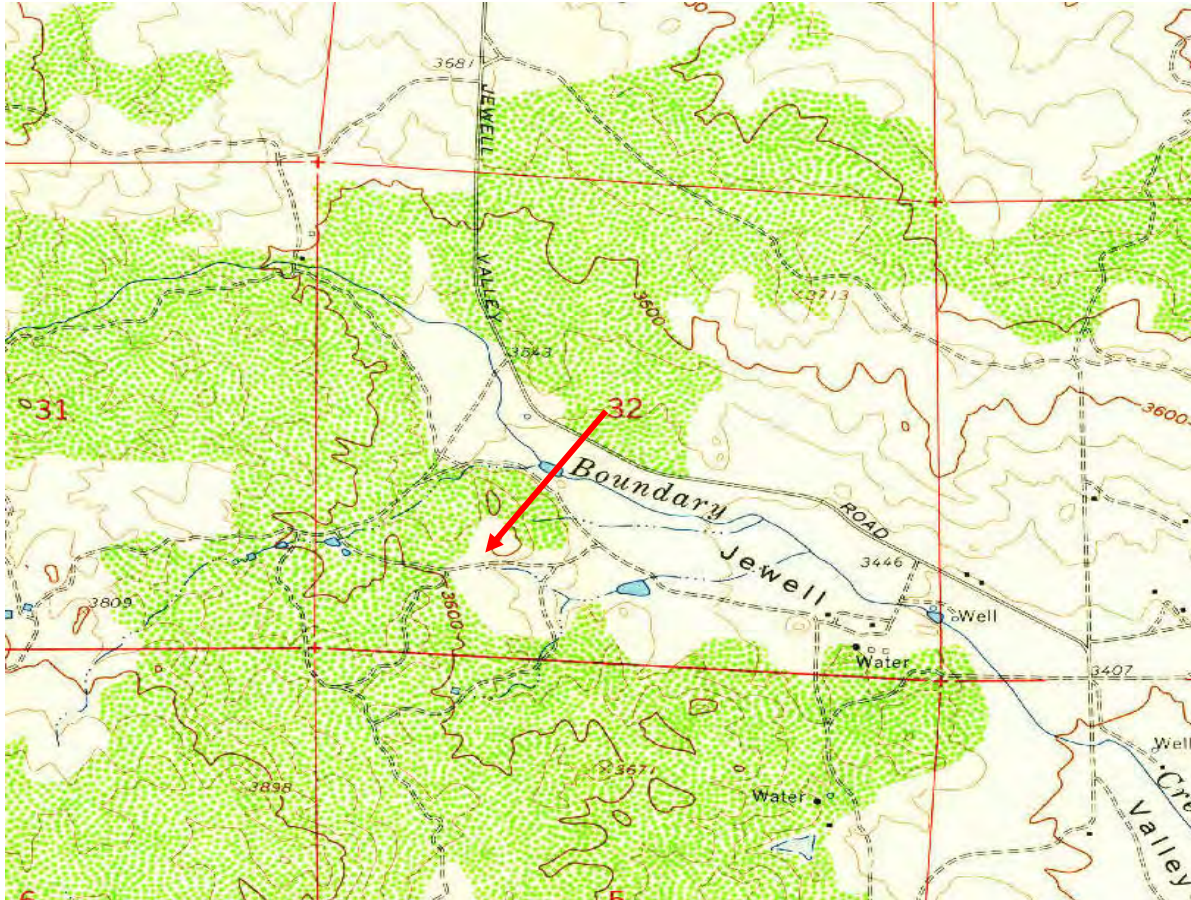
HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 26

Building, Structure, Object Information Continued:



1959 Live Oak Springs USGS Quad map (1:24,000)

B10. Statement of Significance (Continued from Page 2):

CRHR Criterion 2: Associated with the lives of persons important in California's past.

Local Register Criterion 2: Associated with the lives of persons important to the history of San Diego County or its communities.

Under Criterion 2, research does not indicate the subject road is associated with individuals significant in San Diego County or state history. Based on historical research, the evaluated road spans through lands once owned by Frederick E. Stromquist (GLO Accession No. 1020831) and the Leonard C. and Charles H. Walker (GLO Accession No. 191101 and 185482). Born in 1897, Stromquist was a native of Kansas and the son of William A. Stromquist and Selma Soderholm. In 1900, his father relocated the family to California, where he found employment as a stationary engineer. By the 1910s, the Stromquist family resided in Boulevard, where his father acquired 160-acres of land through the 1862 Homestead Act on Sections 31 and 32 of Township 17S, Range 7E. The homestead was located south of Jewell Valley Road, on a portion of the present-day Empire Ranch. Mr. Stromquist is listed as a farmer in Boulevard on the 1920 United States Federal Census. In 1928, his son Frederick acquired 640-acres of land in Section 29 and 33 of Township 17S, Range 7E, through the 1916 Stock Raising Homestead Act.

The evaluated road also spans through a portion of the former Leonard C. Walker and Charles H. Walker property (GLO Accession No. 191101 and 185482). Born in 1839, Leonard C. Walker was a farm laborer originally from Buffalo, New York. He was married to Elizabeth Huldah of Pennsylvania. Together they would have one son, Charles H. Walker in 1880.

CONTINUATION SHEET

Resource Name: Unnamed Road

Page 7 of 7

Primary#: P-37-40886

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 26

In the early 1900s, Charles relocated to California where he initially settled in El Cajon. Following his mother's death in 1907, his father relocated to California where they later acquired land in the Boulevard area through the 1862 Homestead Act and 1820 Sales-Cash Entry Act in 1910 and 1911. By the 1920s, the Walker Quartz deposit was discovered on the property.

The Walker property and much of the adjacent land, including the Stromquist property, was later acquired by Graham W. Howard of New Mexico at an unidentified date. In 1969, the land was sold to the Alexander Haagen family, who developed over 100 shopping centers in the Southern California region and own the Empire Polo Club where the Coachella Valley Music and Arts festival is held.

During the course of historical research, a direct association with both the Stromquist and Walker family was not established. Additionally, no evidence was found to suggest they rose to a level of importance such that the road would be eligible under the established criterion. For this reason, the subject road is not eligible under the CRHR/Local Register Criterion 2.

CRHR Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Local Register Criterion 3: Embodies the distinctive characteristics of a type, period, San Diego County region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Constructed prior to 1953, the evaluated road is a basic unimproved road that spans for approximately 0.5-miles through a sparse and rural desert region located in the Boulevard area in southeast San Diego County. The road does not exhibit distinctive design features, important innovations, nor does it reflect an evolution in road building practices in the area of engineering. For this reason, the road was determined not eligible under the CRHR/Local Register Criterion 3.

CRHR Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

Local Register Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

The subject road is not eligible under the established criteria as it is unlikely to yield information important to prehistory or history. To possess significance for information potential, the information yielded must answer specific important research questions that cannot be otherwise answered. The criterion is typically applied to archaeological sites that can provide archaeological information important for our understanding of the historic or prehistoric past. Survey efforts were limited to above ground built-environment historic resources. For this reason, the road is not eligible under the CRHR/Local Register Criterion 4.

Integrity

Integrity is the ability of a resource to convey its significance. Only after the historic significant of a resource is fully established can the issue of integrity be addressed. Evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to historic significance. To retain historic integrity, a resource will possess several, and usually most, of the seven aspects of integrity.

The subject road has not been found to be individually eligible for designation under any of the established CRHR/Local Register Criteria. Further integrity analysis is not merited.

B12. References Continued.

2. California Digital Newspaper Collection, University of California Riverside
3. Digital Newspaper Collection, Genealogybank.com
4. Digital Newspaper Collection, Newspapers.com
5. Digital Collection, Ancestry.com
6. Online Historic Aerial Photographs, Historic Aerials.com
7. University California Santa Barbara Online Historic Aerial Collection
8. U.S. Department of the Interior Earth Explorer Historic Aerial Collection
9. Bureau of Land Management, General Land Office Records, <https://glorerecords.blm.gov>

PRIMARY RECORD

Primary#: P-37-40887
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No.27

Review Code _____ Reviewer _____ Date _____

Resource Name: Unnamed Road

Page 1 of 6

P1. Other Identifier: None Identified

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

***a. County:** San Diego

***b. USGS 7.5' Quad:** Live Oak Springs Date: 2021 T 17S; R 7E; 1/4 of 1/4 of Sec 32; S.B. B.M. _____

c. Address: N/A City: N/A Zip: 91905 d. UTM Zone: 11S, 566822mE / 3611897mN

e. Other Locational Data: APN: 612-110-18-00, 659-020-01-00, 659-020-02-00.

***P3a. Description:** Constructed prior to 1953, the evaluated road is unpaved and spans in a north-south orientation for approximately 0.60-miles through the rural area of Boulevard in southeast San Diego County. The width of the road is approximately 10-feet. The road spans between two unnamed roads located on APN: 612-110-18-00 and 659-020-02-00. There are visible vehicular tracks located along the route from off-highway vehicles. The road was likely installed to provide access to homestead and grazing lands.

***P3b. Resource Attributes:** HP37, AH7

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



P5b. Description of Photo: View south of unnamed road. (IMG_20230912_122455) | Urbana Preservation & Planning, LLC | September 2023

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

Source:

☒ Historic: FrameFinder

☐ Prehistoric

☐ Both

***P7. Owner and Address:**

Empire II LLC
12302 Exposition Blvd
Los Angeles, CA 90064

***P8. Recorded by:**

Urbana Preservation & Planning, LLC
www.urbanapreservation.com

***P9. Date Recorded:** September 2023

***P10. Survey Type:**

Cultural Resource Inventory/CEQA Review

***P11. Report Citation:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023.

***Attachments:** ☐ None ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other:

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary#: P-37-40887

HRI#: N/A

Trinomial #: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 27

Resource Name: Unnamed Road

Page 2 of 6

B1. Historic Name: None Identified

B2. Common Name: None Identified

B3. Original Use: Road

B4. Present Use: Road

***B5. Architectural Style:** N/A

***B6. Construction History:** The evaluated road was constructed prior to 1953. The road first appears in a 1953 aerial of the area (FrameFinder: axn-1953_2m-14). The road was likely constructed to provide access through homestead and grazing lands. The road retains integrity as an in-use route. **See Continuation Sheet for historic aeri**als.

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A

Original Location: N/A

***B8. Related Features:** None Identified

B9a. Architect: None Identified **b. Builder:** None Identified

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

Period of Significance: N/A **Property Type:** Road **Applicable Criteria:** CRHR/Local ineligible

CRHR Criterion 1: Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Local Register Criterion 1: Associated with events that have made a significant contribution to the broad patterns of San Diego County's history and cultural heritage.

Under Criterion 1, the evaluated road is not associated with events that have made significant contributions to the broad patterns of San Diego County and California's history or cultural heritage. Constructed prior to 1953, the road was one of several unimproved routes that proliferated throughout the region providing access to early settlements, homesteads, ranching, and agricultural areas. Based on historical research, the road was likely constructed to facilitate ranching operations in the area, in a region strongly associated with the homestead and ranching themes between the 1860s and mid-twentieth century. The road was associated with the theme of transportation, homesteading, and ranching; however, no evidence was found regarding the road to suggest it possesses individual documented significance in relation to the themes. For this reason, the road has not been found eligible under the CRHR/Local Register Criterion 1. **See Continuation Sheet for significance and integrity conclusions**

B11. Additional Resource Attributes: None Identified

***B12. References:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023. See continuation sheet for additional references.

B13. Remarks: None

***B14. Evaluator:** Urbana Preservation & Planning, LLC

***Date of Evaluation:** October 2023

(This space reserved for official comments.)



LOCATION MAP

Resource Name: Unnamed Road
Page 3 of 6

Primary#: P-37-40887

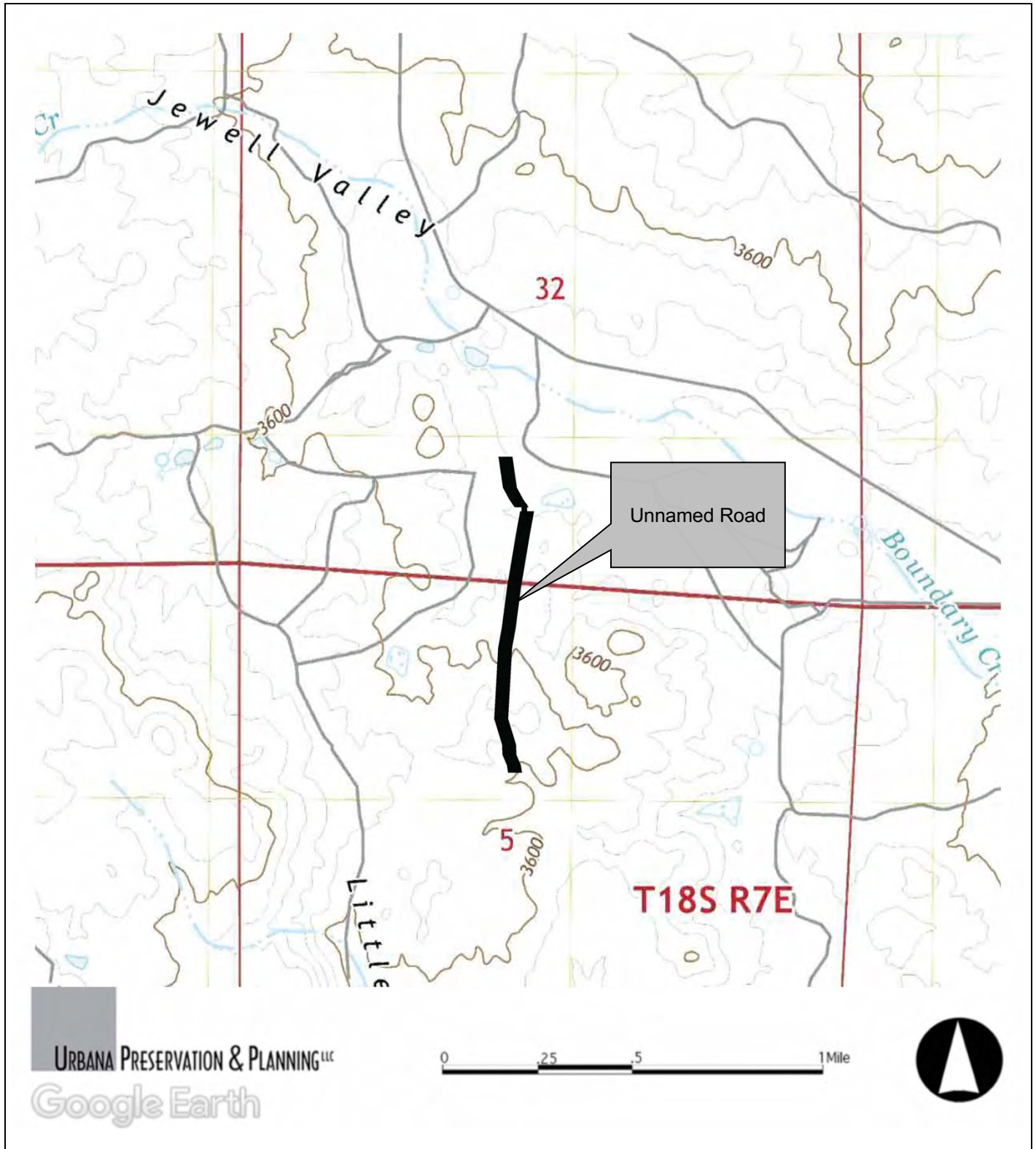
HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 27

*Map Name: Live Oak Spring USGS Quadrangle *Scale: 1:24,000 *Map Date: 2021



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

Resource Name: Unnamed Road
Page 4 of 6

Primary#: P-37-40887
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 27

Primary Record Information Continued:



View south of unnamed road. (IMG_20230912_122351)
Urbana Preservation & Planning, LLC | September 2023



1953 aerial (FrameFinder: axn-1953_2m-14)

CONTINUATION SHEET

Resource Name: Unnamed Road

Page 5 of 6

Primary#: P-37-40887

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 27

Building, Structure, Object Information Continued:

B10. Statement of Significance (Continued from Page 2):

CRHR Criterion 2: Associated with the lives of persons important in California's past.

Local Register Criterion 2: Associated with the lives of persons important to the history of San Diego County or its communities.

Under Criterion 2, research does not indicate the subject road is associated with individuals significant in San Diego County or state history. Based on historical research, the evaluated road spans through lands once owned by Frederick E. Stromquist (GLO Accession No. 1020831) and the Leonard C. and Charles H. Walker (GLO Accession No. 191101 and 185482). Born in 1897, Stromquist was a native of Kansas and the son of William A. Stromquist and Selma Soderholm. In 1900, his father relocated the family to California, where he found employment as a stationary engineer. By the 1910s, the Stromquist family resided in Boulevard, where his father acquired 160-acres of land through the 1862 Homestead Act on Sections 31 and 32 of Township 17S, Range 7E. The homestead was located south of Jewel Valley Road, on a portion of the present-day Empire Ranch. Mr. Stromquist is listed as a farmer in Boulevard on the 1920 United States Federal Census. In 1928, his son Frederick acquired 640-acres of land in Section 29 and 33 of Township 17S, Range 7E, through the 1916 Stock Raising Homestead Act.

The evaluated road also spans through a portion of the former Leonard C. Walker and Charles H. Walker property (GLO Accession No. 191101 and 185482). Born in 1839, Leonard C. Walker was a farm laborer originally from Buffalo, New York. He was married to Elizabeth Huldah of Pennsylvania. Together they would have one son, Charles H. Walker in 1880. In the early 1900s, Charles relocated to California where he initially settled in El Cajon. Following his mother's death in 1907, his father relocated to California where they later acquired land in the Boulevard area through the 1862 Homestead Act and 1820 Sales-Cash Entry Act in 1910 and 1911. By the 1920s, the Walker Quartz deposit was discovered on the property.

The Walker property and much of the adjacent land, including the Stromquist property, was later acquired by Graham W. Howard of New Mexico at an unidentified date. In 1969, the land was sold to the Alexander Haagen family, who developed over 100 shopping centers in the Southern California region and own the Empire Polo Club where the Coachella Valley Music and Arts festival is held. Under the Haagen family's ownership the road was realigned slightly and extended west to add an additional entryway to the property.

During the course of historical research, a direct association with both the Stromquist and Walker family was not established. Additionally, no evidence was found to suggest they rose to a level of importance such that the road would be eligible under the established criterion. For this reason, the subject road is not eligible under the CRHR/Local Register Criterion 2.

CRHR Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Local Register Criterion 3: Embodies the distinctive characteristics of a type, period, San Diego County region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Constructed prior to 1953, the evaluated road is a basic unimproved road that spans for approximately 0.6-miles through a sparse and rural desert region located in the Boulevard area in southeast San Diego County. The road does not exhibit distinctive design features, important innovations, nor does it reflect an evolution in road building practices in the area of engineering. For this reason, the road was determined not eligible under the CRHR/Local Register Criterion 3.

CONTINUATION SHEET

Resource Name: Unnamed Road

Page 6 of 6

Primary#: P-37-40887

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 27

CRHR Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

Local Register Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

The subject road is not eligible under the established criteria as it is unlikely to yield information important to prehistory or history. To possess significance for information potential, the information yielded must answer specific important research questions that cannot be otherwise answered. The criterion is typically applied to archaeological sites that can provide archaeological information important for our understanding of the historic or prehistoric past. Survey efforts were limited to above ground built-environment historic resources. For this reason, the road is not eligible under the CRHR/Local Register Criterion 4.

Integrity

Integrity is the ability of a resource to convey its significance. Only after the historic significance of a resource is fully established can the issue of integrity be addressed. Evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to historic significance. To retain historic integrity, a resource will possess several, and usually most, of the seven aspects of integrity.

The subject road has not been found to be individually eligible for designation under any of the established CRHR/Local Register Criteria. Further integrity analysis is not merited.

B12. References Continued.

2. California Digital Newspaper Collection, University of California Riverside
3. Digital Newspaper Collection, Genealogybank.com
4. Digital Newspaper Collection, Newspapers.com
5. Digital Collection, Ancestry.com
6. Online Historic Aerial Photographs, Historic Aerials.com
7. University California Santa Barbara Online Historic Aerial Collection
8. U.S. Department of the Interior Earth Explorer Historic Aerial Collection
9. Bureau of Land Management, General Land Office Records, <https://glorerecords.blm.gov>

PRIMARY RECORD

Primary#: P-37-40888
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No.29

Review Code _____ Reviewer _____ Date _____

Resource Name: Unnamed Road

Page 1 of 6

P1. Other Identifier: None Identified

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

***a. County:** San Diego

***b. USGS 7.5' Quad:** Live Oak Springs Date: 2021 T 18S; R 7E; 1/4 of 1/4 of Sec 5; S.B. **B.M.** _____

c. Address: N/A City: N/A Zip: 91905 d. UTM Zone: 11S, 567091mE / 3610838mN

e. Other Locational Data: APN: 659-080-09-00, 659-020-05-00, 659-020-02-00, 659-020-23-00, 659-020-01-00, 612-100-02-00.

***P3a. Description:** Constructed prior to 1953, the evaluated road is unpaved and spans in a northwest-southeast orientation for approximately 2-miles through the rural community of Boulevard in southeast San Diego County. The width of the road is approximately 10-feet. The road spans between two unnamed roads located on APN: 659-080-09-00 and 612-100-02-00. There are visible vehicular tracks located along the route from off-highway vehicles. The route was likely constructed to provide access to homestead and grazing lands.

***P3b. Resource Attributes:** HP37, AH7

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

P5b. Description of Photo: View northwest of unnamed road, just north of former San Diego & Arizona Railway tracks



(IMG_20230912_092342) | Urbana Preservation & Planning, LLC | September 2023

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

Source:

☒ Historic: FrameFinder

☐ Prehistoric

☐ Both

***P7. Owner and Address:**

Empire II LLC

12302 Exposition Blvd

Los Angeles, CA 90064

***P8. Recorded by:**

Urbana Preservation & Planning, LLC

www.urbanapreservation.com

***P9. Date Recorded:** September 2023

***P10. Survey Type:**

Cultural Resource Inventory/CEQA Review

***P11. Report Citation:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023.

***Attachments:** ☐ None ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other:

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary#: P-37-40888

HRI#: N/A

Trinomial #: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 29

Resource Name: Unnamed Road

Page 2 of 6

B1. Historic Name: None Identified

B2. Common Name: None Identified

B3. Original Use: Road

B4. Present Use: Road

B5. Architectural Style: N/A

***B6. Construction History:** The evaluated road was constructed prior to 1953 and first appears on a 1953 aerial of the area (FrameFinder: axn-1953_2m-14). The road was likely constructed to provide access through homestead and grazing lands.

Today, the road continues to retain integrity as an in-use route. **See Continuation Sheet for historic aerials.**

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A

Original Location: N/A

***B8. Related Features:** None Identified

B9a. Architect: None Identified **b. Builder:** None Identified

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

Period of Significance: N/A **Property Type:** Road **Applicable Criteria:** CRHR/Local ineligible

CRHR Criterion 1: Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Local Register Criterion 1: Associated with events that have made a significant contribution to the broad patterns of San Diego County's history and cultural heritage.

Under Criterion 1, the evaluated road is not associated with events that have made significant contributions to the broad patterns of San Diego County and California's history or cultural heritage. Constructed prior to 1953, the road was one of several unimproved routes that proliferated throughout the region providing access to early settlements, homesteads, ranching, and agricultural areas. Based on historical research, the road was likely constructed to facilitate ranching operations in the area, in a region strongly associated with the homestead and ranching themes between the 1860s and mid-twentieth century. The road was associated with the theme of transportation, homesteading, and ranching; however, no evidence was found regarding the road to suggest it possesses individual documented significance in relation to the themes. For this reason, the road has not been found eligible under the CRHR/Local Register Criterion 1. **See Continuation Sheet for significance and integrity conclusions**

B11. Additional Resource Attributes: None Identified

***B12. References:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023. See continuation sheet for additional references.

B13. Remarks: None

***B14. Evaluator:** Urbana Preservation & Planning, LLC

***Date of Evaluation:** October 2023

(This space reserved for official comments.)



LOCATION MAP

Resource Name: Unnamed Road
Page 3 of 6

Primary#: P-37-40888

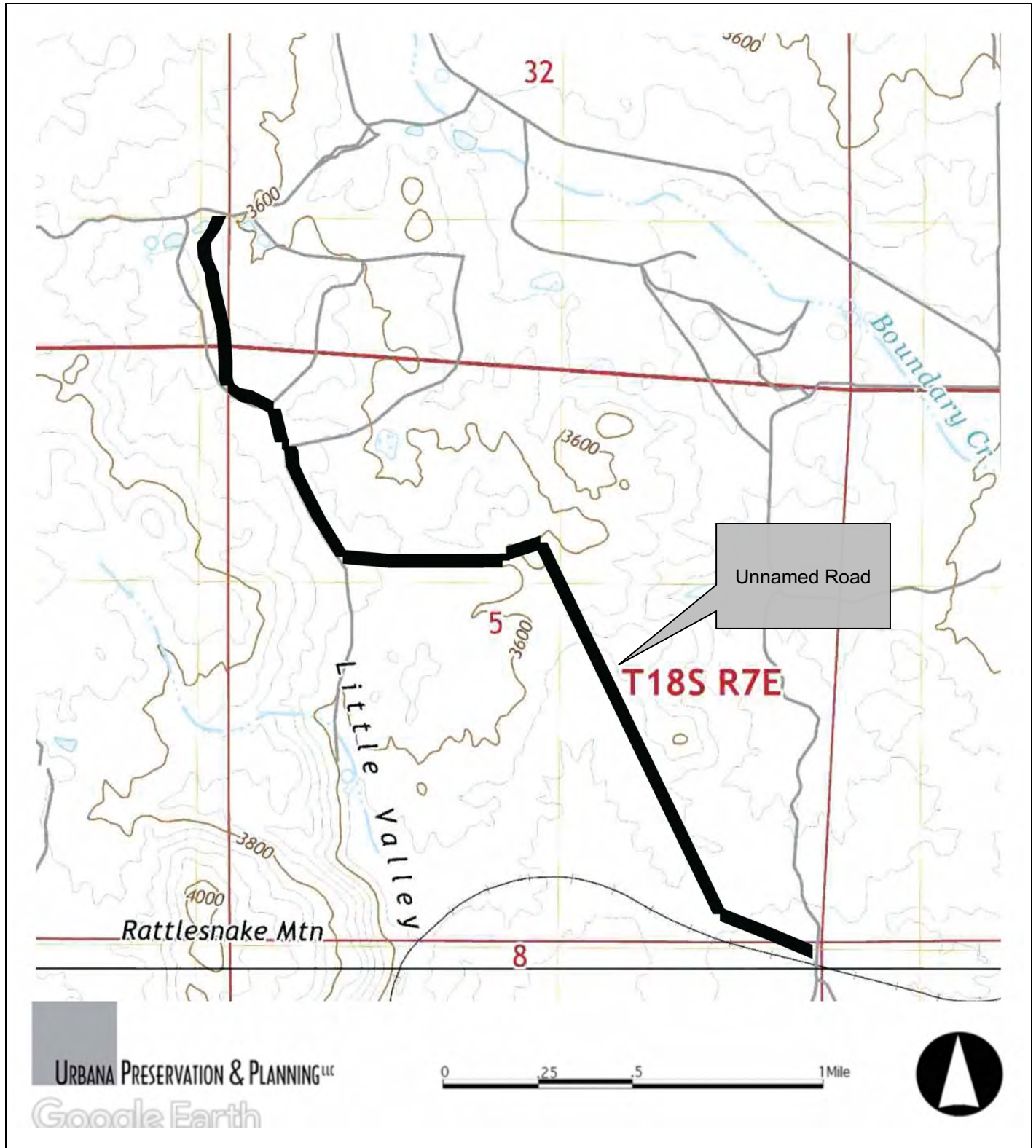
HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 29

*Map Name: Live Oak Spring USGS Quadrangle *Scale: 1:24,000 *Map Date: 2021



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

Resource Name: Unnamed Road
Page 4 of 6

Primary#: P-37-40888
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 29

Primary Record Information Continued:



View southeast of unnamed road. (IMG_20230912_092634)
Urbana Preservation & Planning, LLC | September 2023



View southeast of unnamed road. (IMG_20230912_092655)
Urbana Preservation & Planning, LLC | September 2023

CONTINUATION SHEET

Resource Name: Unnamed Road

Page 5 of 6

Primary#: P-37-40888

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 29

B6. Construction History (Continued from Page 2):



1953 aerial (FrameFinder: axn-1953_2m-14)

B10. Statement of Significance (Continued from Page 2):

CRHR Criterion 2: Associated with the lives of persons important in California's past.

Local Register Criterion 2: Associated with the lives of persons important to the history of San Diego County or its communities.

Under Criterion 2, research does not indicate the subject road is associated with individuals significant in San Diego County or state history. Based on historical research, the evaluated road spans through a portion of the property once owned by Frederick E. Stromquist (GLO Accession No. 1020831). Born in 1897, Stromquist was a native of Kansas and the son of William A. Stromquist and Selma Soderholm. In 1900, his father relocated the family to California, where he found employment as a stationary engineer. By the 1910s, the Stromquist family resided in Boulevard, where his father acquired 160-acres of land through the 1862 Homestead Act on Sections 31 and 32 of Township 17S, Range 7E. The homestead was located south of Jewel Valley Road, on a portion of the present-day Empire Ranch. Mr. Stromquist is listed as a farmer in Boulevard on the 1920 United States Federal Census. In 1928, his son Frederick acquired 640-acres of land in Section 29 and 33 of Township 17S, Range 7E, through the 1916 Stock Raising Homestead Act.

CONTINUATION SHEET

Resource Name: Unnamed Road

Page 6 of 6

Primary#: P-37-40888

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 29

During the course of historical research, a direct association with Stromquist was not established. Additionally, no evidence was found to suggest Stromquist rose to a level of importance such that the road would be eligible under the established criterion. For this reason, the subject road is not eligible under the CRHR/Local Register Criterion 2.

CRHR Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Local Register Criterion 3: Embodies the distinctive characteristics of a type, period, San Diego County region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Constructed prior to 1953, the evaluated road is a basic unimproved road that spans for approximately 2-miles through a sparse and rural desert region located in the Boulevard area in southeast San Diego County. The road does not exhibit distinctive design features, important innovations, nor does it reflect an evolution in road building practices in the area of engineering. For this reason, the road was determined not eligible under the CRHR/Local Register Criterion 3.

CRHR Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

Local Register Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

The subject road is not eligible under the established criteria as it is unlikely to yield information important to prehistory or history. To possess significance for information potential, the information yielded must answer specific important research questions that cannot be otherwise answered. The criterion is typically applied to archaeological sites that can provide archaeological information important for our understanding of the historic or prehistoric past. Survey efforts were limited to above ground built-environment historic resources. For this reason, the road is not eligible under the CRHR/Local Register Criterion 4.

Integrity

Integrity is the ability of a resource to convey its significance. Only after the historic significant of a resource is fully established can the issue of integrity be addressed. Evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to historic significance. To retain historic integrity, a resource will possess several, and usually most, of the seven aspects of integrity.

The subject road has not been found to be individually eligible for designation under any of the established CRHR/Local Register Criteria. Further integrity analysis is not merited.

B12. References Continued.

2. California Digital Newspaper Collection, University of California Riverside
3. Digital Newspaper Collection, Genealogybank.com
4. Digital Newspaper Collection, Newspapers.com
5. Digital Collection, Ancestry.com
6. Online Historic Aerial Photographs, Historic Aerials.com
7. University California Santa Barbara Online Historic Aerial Collection
8. U.S. Department of the Interior Earth Explorer Historic Aerial Collection
9. Bureau of Land Management, General Land Office Records, <https://glorerecords.blm.gov>.

PRIMARY RECORD

Primary#: P-37-40889
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No.30

Review Code _____ Reviewer _____ Date _____

Resource Name: Unnamed Road

Page 1 of 6

P1. Other Identifier: None Identified

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

***a. County:** San Diego

***b. USGS 7.5' Quad:** Live Oak Springs Date: 2021 T 18S; R 7E; 1/4 of 1/4 of Sec 5; S.B. B.M. _____

c. Address: N/A City: N/A Zip: 91905 d. UTM Zone: 11S, 566941mE / 3610215mN

e. Other Locational Data: APN: 659-020-23-00, 659-020-07-00, 659-020-06-00, 659-080-09-00

***P3a. Description:** Constructed prior to 1953, the evaluated road is an unpaved route that spans in a mostly northwest-southeast orientation for approximately 1.2-miles through the rural area of Boulevard in southeast San Diego County. The width of the road is approximately 10-feet. The road spans between two unnamed roads located on APN: 659-020-23-00 and 659-080-09-00. There are visible vehicular tracks located along the route from off-highway vehicles. The road was likely constructed to provide access to homestead and grazing lands.

***P3b. Resource Attributes:** HP37, AH7

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



P5b. Description of Photo: View northwest of unnamed road. (IMG_20230912_090734) | Urbana Preservation & Planning, LLC | September 2023

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

☒ Historic: FrameFinder

☐ Prehistoric

☐ Both

***P7. Owner and Address:**

Empire II LLC
12302 Exposition Blvd
Los Angeles, CA 90064

***P8. Recorded by:**

Urbana Preservation & Planning, LLC
www.urbanapreservation.com

***P9. Date Recorded:** September 2023

***P10. Survey Type:**

Cultural Resource Inventory/CEQA Review

***P11. Report Citation:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023.

***Attachments:** ☐ None ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other:

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary#: P-37-40889

HRI#: N/A

Trinomial #: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 30

Resource Name: Unnamed Road

Page 2 of 6

B1. Historic Name: None Identified

B2. Common Name: None Identified

B3. Original Use: Road

B4. Present Use: Road

***B5. Architectural Style:** N/A

***B6. Construction History:** The evaluated road was constructed prior to 1953 and extended ca.1975. The southern segment of the road first appears on a 1953 aerial of the area (FrameFinder: axn-1953_2m-14). By 1975, the road was extended northwest and appears in its present-day configuration. The road was likely constructed to provide access through homestead and grazing lands. Today, the road continues to retain integrity as an in-use route. **See Continuation Sheet for historic aerials.**

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A

Original Location: N/A

***B8. Related Features:** None Identified

B9a. Architect: None Identified **b. Builder:** None Identified

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

Period of Significance: N/A **Property Type:** Road **Applicable Criteria:** CRHR/Local ineligible

CRHR Criterion 1: Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Local Register Criterion 1: Associated with events that have made a significant contribution to the broad patterns of San Diego County's history and cultural heritage.

Under Criterion 1, the evaluated road is not associated with events that have made significant contributions to the broad patterns of San Diego County and California's history or cultural heritage. Constructed prior to 1953, the road was one of several unimproved routes that proliferated throughout the region providing access to early settlements, homesteads, ranching, and agricultural areas. Based on historical research, the road was likely constructed to facilitate ranching operations in the area, in a region strongly associated with the homestead and ranching themes between the 1860s and mid-twentieth century. The road was associated with the theme of transportation, homesteading, and ranching; however, no evidence was found regarding the road to suggest it possesses individual documented significance in relation to the themes. For this reason, the road has not been found eligible under the CRHR/Local Register Criterion 1. **See Continuation Sheet for significance and integrity conclusions**

B11. Additional Resource Attributes: None Identified

***B12. References:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023. See continuation sheet for additional references.

B13. Remarks: None

***B14. Evaluator:** Urbana Preservation & Planning, LLC

***Date of Evaluation:** October 2023

(This space reserved for official comments.)

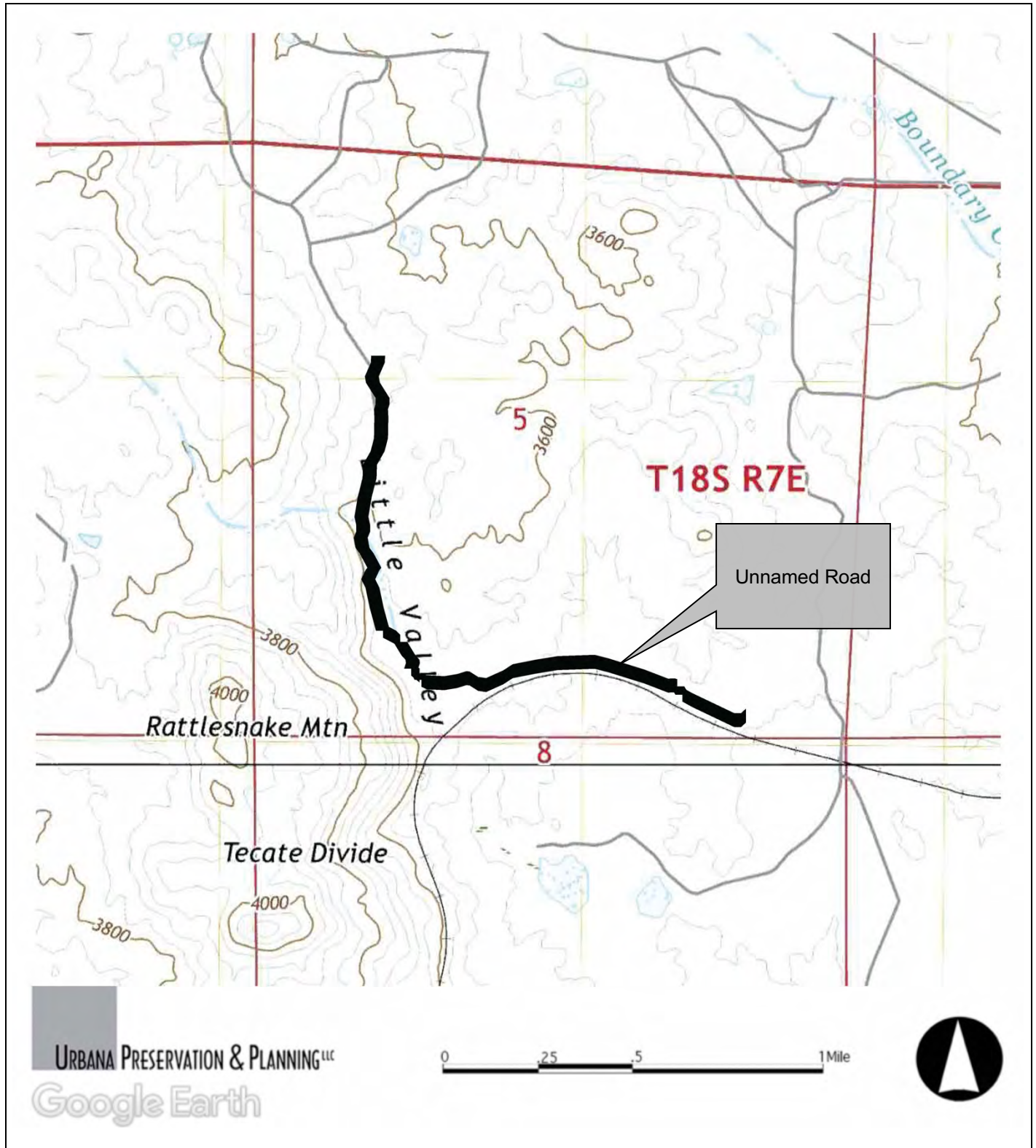


LOCATION MAP

Resource Name: Unnamed Road
Page 3 of 6

Primary#: P-37-40889
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 30

*Map Name: Live Oak Spring USGS Quadrangle *Scale: 1:24,000 *Map Date: 2021



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

Resource Name: Unnamed Road
Page 4 of 6

Primary#: P-37-40889
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 30

Primary Record Information Continued:



View southeast of unnamed road. (IMG_20230912_090739)
Urbana Preservation & Planning, LLC | September 2023

B6. Construction History (Continued from Page 2):



1953 aerial (FrameFinder: axn-1953_2m-14)

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

Resource Name: Unnamed Road
Page 5 of 6

Primary#: P-37-40889
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 30



1975 aerial (EarthExplorer: 1VDYN00010008)

B10. Statement of Significance (Continued from Page 2):

CRHR Criterion 2: Associated with the lives of persons important in California's past.

Local Register Criterion 2: Associated with the lives of persons important to the history of San Diego County or its communities.

Under Criterion 2, research does not indicate the subject road is associated with individuals significant in San Diego County or state history. Based on historical research, the evaluated road spans through a portion of the property once owned by William A. Stromquist (GLO Accession No. 937358). Born in 1875, Stromquist was a native of Kansas and the son of Swedish national, John Stromquist and Johanna Mathilda Isakson. In 1897, he married Selma Soderholm of Kansas and together they had one son, Frederick E. Stromquist. In 1900, Stromquist relocated his family to California, where he found employment as a stationary engineer. By the 1910s, the Stromquist family is listed residing in Boulevard, where they acquired 160-acres of land through the 1862 Homestead Act on Sections 5, 6, 31, and 32 of Township 17S, Range 7E. The homestead was located south of Jewel Valley Road, on a portion of the present-day Empire Ranch. Mr. Stromquist is listed as a farmer in Boulevard on the 1920 United States Federal Census. In 1928, his son Frederick acquired 640-acres of land in Section 29 and 33 of Township 17S, Range 7E, through the 1916 Stock Raising Homestead Act.

The Walker property and much of the adjacent land, including the Stromquist property, was later acquired by Graham W. Howard of New Mexico at an unidentified date. In 1969, the land was sold to the Alexander Haagen family, who developed over 100 shopping centers in the Southern California region and own the Empire Polo Club where the Coachella Valley Music and Arts festival is held. Under the Haagen family's ownership the road was realigned slightly and extended northwest to its present-day location.

During the course of historical research, a direct association with both Stromquist family was not established. Additionally, no evidence was found to suggest they rose to a level of importance such that the road would be eligible under the established criterion. For this reason, the subject road is not eligible under the CRHR/Local Register Criterion 2.

CONTINUATION SHEET

Resource Name: Unnamed Road

Page 6 of 6

Primary#: P-37-40889

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 30

CRHR Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Local Register Criterion 3: Embodies the distinctive characteristics of a type, period, San Diego County region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Constructed prior to 1953, the evaluated road is a basic unimproved road that spans for approximately 1.2-miles through a sparse and rural desert region located in the Boulevard area in southeast San Diego County. The road does not exhibit distinctive design features, important innovations, nor does it reflect an evolution in road building practices in the area of engineering. For this reason, the road was determined not eligible under the CRHR/Local Register Criterion 3.

CRHR Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

Local Register Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

The subject road is not eligible under the established criteria as it is unlikely to yield information important to prehistory or history. To possess significance for information potential, the information yielded must answer specific important research questions that cannot be otherwise answered. The criterion is typically applied to archaeological sites that can provide archaeological information important for our understanding of the historic or prehistoric past. Survey efforts were limited to above ground built-environment historic resources. For this reason, the road is not eligible under the CRHR/Local Register Criterion 4.

Integrity

Integrity is the ability of a resource to convey its significance. Only after the historic significant of a resource is fully established can the issue of integrity be addressed. Evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to historic significance. To retain historic integrity, a resource will possess several, and usually most, of the seven aspects of integrity.

The subject road has not been found to be individually eligible for designation under any of the established CRHR/Local Register Criteria. Further integrity analysis is not merited.

B12. References Continued.

2. California Digital Newspaper Collection, University of California Riverside
3. Digital Newspaper Collection, Genealogybank.com
4. Digital Newspaper Collection, Newspapers.com
5. Digital Collection, Ancestry.com
6. Online Historic Aerial Photographs, Historic Aerials.com
7. University California Santa Barbara Online Historic Aerial Collection
8. U.S. Department of the Interior Earth Explorer Historic Aerial Collection
9. Bureau of Land Management, General Land Office Records, <https://glorerecords.blm.gov>

PRIMARY RECORD

Primary#: P-37-40890
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No.31

Review Code _____ Reviewer _____ Date _____

Resource Name: Unnamed Road

Page 1 of 5

P1. Other Identifier: None Identified

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

***a. County:** San Diego

***b. USGS 7.5' Quad:** Live Oak Springs Date: 2021 T 18S; R 7E; 1/4 of 1/4 of Sec 5; S.B. B.M. _____

c. Address: N/A City: N/A Zip: 91905 d. UTM Zone: 11S, 566572mE / 3610840mN

e. Other Locational Data: APN: 659-020-23-00, 659-020-02-00, 659-020-06-00

***P3a. Description:** Constructed ca.1975, the evaluated road is an unpaved road that spans in a mostly north-south orientation for approximately 0.60-miles through the rural area of Boulevard in southeast San Diego County. The width of the road is approximately 10-feet. The road spans between two unnamed roads located in APN: 659-020-23-00 and 659-020-06-00. There are visible vehicular tracks located along the route from off-highway vehicles. The road was likely constructed to provide access to homestead and grazing lands.

***P3b. Resource Attributes:** HP37, AH7

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



P5b. Description of Photo: View northeast of unnamed road. (IMG_20230912_090751) | Urbana Preservation & Planning, LLC | September 2023

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

☒ Historic: EarthExplorer

☐ Prehistoric

☐ Both

***P7. Owner and Address:**

Empire II LLC
12302 Exposition Blvd
Los Angeles, CA 90064

***P8. Recorded by:**

Urbana Preservation & Planning, LLC
www.urbanapreservation.com

***P9. Date Recorded:** September 2023

***P10. Survey Type:**

Cultural Resource Inventory/CEQA Review

***P11. Report Citation:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023.

***Attachments:** ☐ None ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other:

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary#: P-37-40890

HRI#: N/A

Trinomial #: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 31

Resource Name: Unnamed Road

Page 2 of 5

B1. Historic Name: None Identified

B2. Common Name: None Identified

B3. Original Use: Road

B4. Present Use: Road

***B5. Architectural Style:** N/A

***B6. Construction History:** The evaluated road was constructed ca.1975 and first appears in a 1975 aerial of the area (EarthExplorer: 1VDYN00010008). The road was likely constructed to provide access through the area. Today, the road continues to retain integrity as an in-use route. **See Continuation Sheet for historic aerals.**

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A

Original Location: N/A

***B8. Related Features:** None Identified

B9a. Architect: None Identified **b. Builder:** None Identified

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

Period of Significance: N/A **Property Type:** Road **Applicable Criteria:** CRHR/Local ineligible

CRHR Criterion 1: Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Local Register Criterion 1: Associated with events that have made a significant contribution to the broad patterns of San Diego County's history and cultural heritage.

Under Criterion 1, the evaluated road is not associated with events that have made significant contributions to the broad patterns of San Diego County and California's history or cultural heritage. Constructed prior to 1953, the road was one of several unimproved routes that proliferated throughout the region providing access to early settlements, homesteads, ranching, and agricultural areas. Based on historical research, the road was likely constructed to facilitate ranching operations in the area, in a region strongly associated with the homestead and ranching themes between the 1860s and mid-twentieth century. The road was associated with the theme of transportation, homesteading, and ranching; however, no evidence was found regarding the road to suggest it possesses individual documented significance in relation to the themes. For this reason, the road has not been found eligible under the CRHR/Local Register Criterion 1. **See Continuation Sheet for significance and integrity conclusions**

B11. Additional Resource Attributes: None Identified

***B12. References:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023. See continuation sheet for additional references.

B13. Remarks: None

***B14. Evaluator:** Urbana Preservation & Planning, LLC

***Date of Evaluation:** October 2023

(This space reserved for official comments.)



LOCATION MAP

Resource Name: Unnamed Road
Page 3 of 5

Primary#: P-37-40890

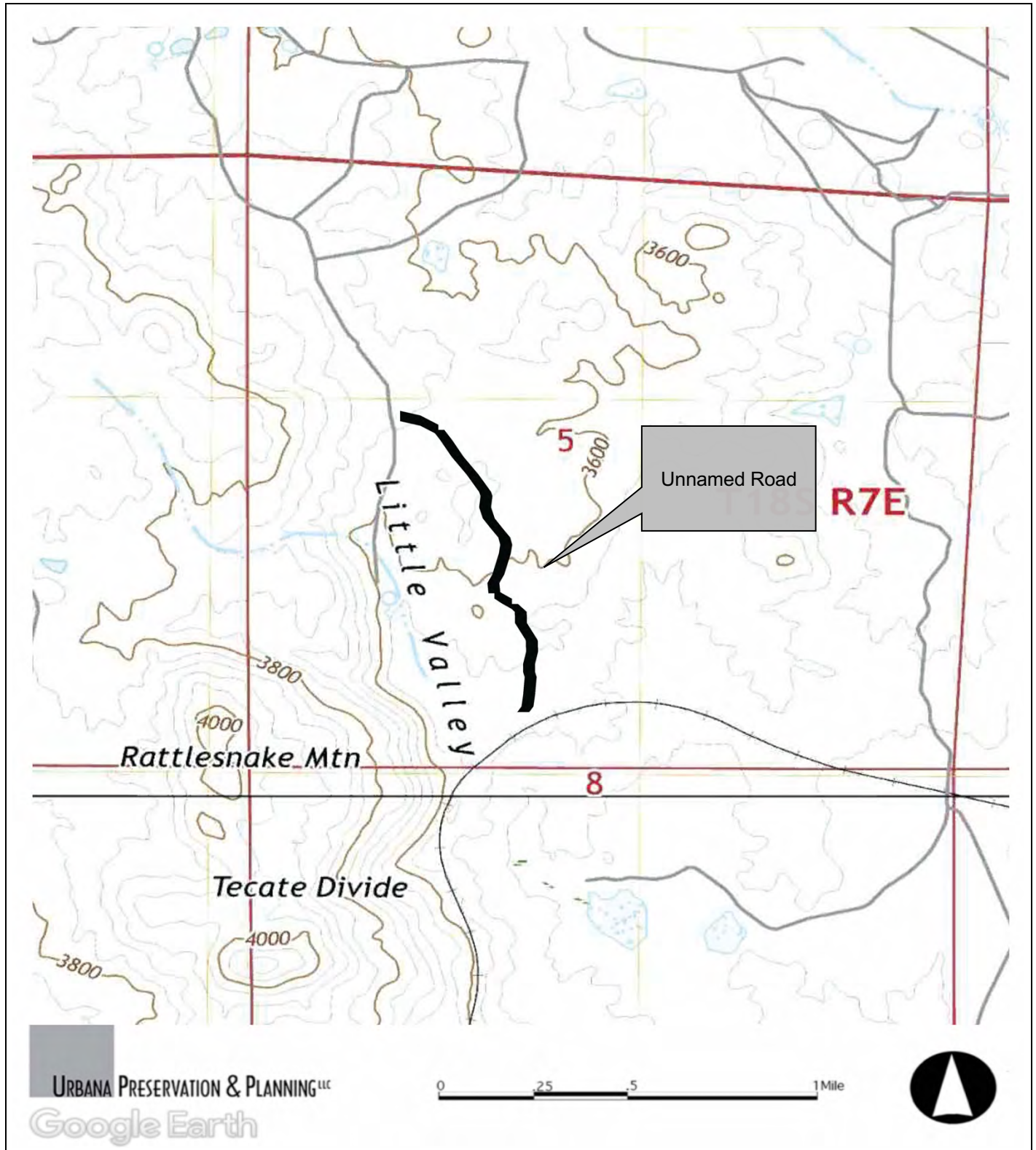
HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 31

*Map Name: Live Oak Spring USGS Quadrangle *Scale: 1:24,000 *Map Date: 2021



CONTINUATION SHEET

Resource Name: Unnamed Road

Page 4 of 5

Primary#: P-37-40890

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 31

Building, Structure, Object Information Continued

B6. Construction History (Continued from Page 2):



1975 aerial (EarthExplorer: 1VDYN00010008)

B10. Statement of Significance (Continued from Page 2):

CRHR Criterion 2: Associated with the lives of persons important in California's past.

Local Register Criterion 2: Associated with the lives of persons important to the history of San Diego County or its communities.

Under Criterion 2, research does not indicate the subject road is directly associated with individuals significant in San Diego County or state history. Based on historical research, the evaluated road spans through a portion of the property once owned by William A. Stromquist (GLO Accession No. 937358). In 1969, the land was acquired by the Alexander Haagen family, who developed over 100 shopping centers in the Southern California region and later owned the Empire Polo Club where the Coachella Valley Music and Arts festival is held. The family is also credited with starting the National Buyers Guide, which was a major real estate publication. During the 1984 Olympics, the senior Haagen, Alexander Haagen II, was appointed President of the Los Angeles Science & Industry Museum Commission and of the Los Angeles Memorial Coliseum Commission by then Governor George Deukmejian and Los Angeles Mayor Tom Bradley.

Although the road was installed under the Haagen family's ownership, a direct association with Alexander Haagen II was not established. For this reason, the subject road is not eligible under the CRHR/Local Register Criterion 2.

CONTINUATION SHEET

Resource Name: Unnamed Road
Page 5 of 5

Primary#: P-37-40890
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 31

CRHR Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Local Register Criterion 3: Embodies the distinctive characteristics of a type, period, San Diego County region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Constructed ca.1975, the evaluated road is a basic unimproved road that spans for approximately 0.6-miles through a sparse and rural desert region located in the Boulevard area in southeast San Diego County. The road does not exhibit distinctive design features, important innovations, nor does it reflect an evolution in road building practices in the area of engineering. For this reason, the road was determined not eligible under the CRHR/Local Register Criterion 3.

CRHR Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

Local Register Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

The subject road is not eligible under the established criteria as it is unlikely to yield information important to prehistory or history. To possess significance for information potential, the information yielded must answer specific important research questions that cannot be otherwise answered. The criterion is typically applied to archaeological sites that can provide archaeological information important for our understanding of the historic or prehistoric past. Survey efforts were limited to above ground built-environment historic resources. For this reason, the road is not eligible under the CRHR/Local Register Criterion 4.

Integrity

Integrity is the ability of a resource to convey its significance. Only after the historic significant of a resource is fully established can the issue of integrity be addressed. Evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to historic significance. To retain historic integrity, a resource will possess several, and usually most, of the seven aspects of integrity.

The subject road has not been found to be individually eligible for designation under any of the established CRHR/Local Register Criteria. Further integrity analysis is not merited.

B12. References Continued.

2. California Digital Newspaper Collection, University of California Riverside
3. Digital Newspaper Collection, Genealogybank.com
4. Digital Newspaper Collection, Newspapers.com
5. Digital Collection, Ancestry.com
6. Online Historic Aerial Photographs, Historic Aerials.com
7. University California Santa Barbara Online Historic Aerial Collection
8. U.S. Department of the Interior Earth Explorer Historic Aerial Collection
9. Bureau of Land Management, General Land Office Records, <https://glorerecords.blm.gov>

PRIMARY RECORD

Primary#: P-37-40891
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No.32

Review Code _____ Reviewer _____ Date _____

Resource Name: Unnamed Road

Page 1 of 6

P1. Other Identifier: None Identified

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

***a. County:** San Diego

***b. USGS 7.5' Quad:** Live Oak Springs Date: 2021 T 18S; R 7E; 1/4 of 1/4 of Sec 8; S.B. B.M. _____

c. Address: N/A City: N/A Zip: 91905 d. UTM Zone: 11S, 566777mE / 3610112mN

e. Other Locational Data: APN: 650-080-01-00 and 659-080-02-00.

***P3a. Description:** Constructed prior to 1939, the evaluated road is an unpaved route that spans for approximately 1-mile through the rural area of Boulevard in southeast San Diego County. The width of the road is approximately 10-feet. The road spans south of the former San Diego & Arizona Railroad tracks through APN: 650-080-01-00 and 659-080-02-00. There are visible vehicular tracks located along the route from off-highway vehicles. The road was likely constructed to provide access to homestead and grazing lands.

***P3b. Resource Attributes:** HP37, AH7

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

P5b. Description of Photo: View south of unnamed road, south of former San Diego & Arizona Railway tracks. (IMG_20230912_091923) | Urbana Preservation & Planning, LLC | September 2023



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

☒ Historic: 1939 Campo USGS Quad Map (1:62,500)
☐ Prehistoric
☐ Both

***P7. Owner and Address:**

Empire II LLC
12302 Exposition Blvd
Los Angeles, CA 90064

***P8. Recorded by:**

Urbana Preservation & Planning, LLC
www.urbanapreservation.com

***P9. Date Recorded:** September 2023

***P10. Survey Type:**

Cultural Resource Inventory/CEQA Review

***P11. Report Citation:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023.

***Attachments:** ☐ None ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other:

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary#: P-37-40891

HRI#: N/A

Trinomial #: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 32

Resource Name: Unnamed Road

Page 2 of 6

B1. Historic Name: None Identified

B2. Common Name: None Identified

B3. Original Use: Road

B4. Present Use: Road

B5. Architectural Style: N/A

***B6. Construction History:** The evaluated road was constructed prior to 1939. The road is first delineated as an unimproved route on the 1939 Campo USGS Quadrangle map (1:62,500) and appears on a 1953 aerial of the area (FrameFinder: axn-1953_2m-14). The road was likely constructed to provide access through homestead and grazing lands. Today, the road continues to retain integrity as an in-use route. **See Continuation Sheet for historic maps and aerials.**

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A

Original Location: N/A

***B8. Related Features:** None Identified

B9a. Architect: None Identified **b. Builder:** None Identified

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

Period of Significance: N/A **Property Type:** Road **Applicable Criteria:** CRHR/Local ineligible

CRHR Criterion 1: Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Local Register Criterion 1: Associated with events that have made a significant contribution to the broad patterns of San Diego County's history and cultural heritage.

Under Criterion 1, the evaluated road is not associated with events that have made significant contributions to the broad patterns of San Diego County and California's history or cultural heritage. Constructed prior to 1939, the road was one of several unimproved routes that proliferated throughout the region providing access to early settlements, homesteads, ranching, and agricultural areas. Based on historical research, the road was likely constructed to facilitate ranching operations in the area, in a region strongly associated with the homestead and ranching themes between the 1860s and mid-twentieth century. The road was associated with the theme of transportation, homesteading, and ranching; however, no evidence was found regarding the road to suggest it possesses individual documented significance in relation to the themes. For this reason, the road has not been found eligible under the CRHR/Local Register Criterion 1. **See Continuation Sheet for significance and integrity conclusions**

B11. Additional Resource Attributes: None Identified

***B12. References:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023. See continuation sheet for additional references.

B13. Remarks: None

***B14. Evaluator:** Urbana Preservation & Planning, LLC

***Date of Evaluation:** October 2023

(This space reserved for official comments.)



LOCATION MAP

Resource Name: Unnamed Road
Page 3 of 6

Primary#: P-37-40891

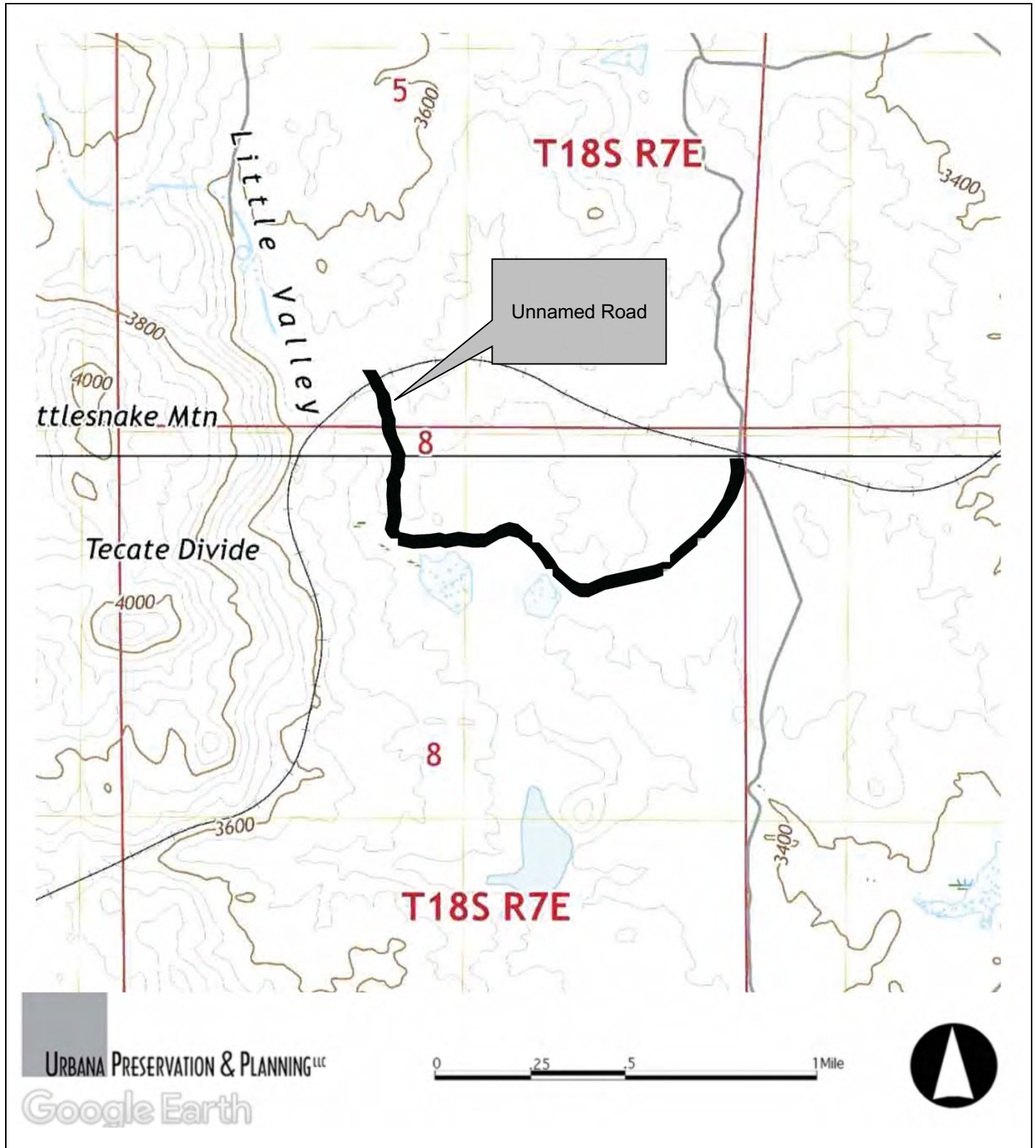
HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 32

*Map Name: Live Oak Spring USGS Quadrangle *Scale: 1:24,000 *Map Date: 2021



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

Resource Name: Unnamed Road
Page 4 of 6

Primary#: P-37-40891
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 32

Primary Record Information Continued



View south of unnamed road. (IMG_20230912_090039)
Urbana Preservation & Planning, LLC | September 2023



View north of unnamed road. (IMG_20230912_082758)
Urbana Preservation & Planning, LLC | September 2023

CONTINUATION SHEET

Resource Name: Unnamed Road

Page 5 of 6

Primary#: P-37-40891

HRI #: N/A

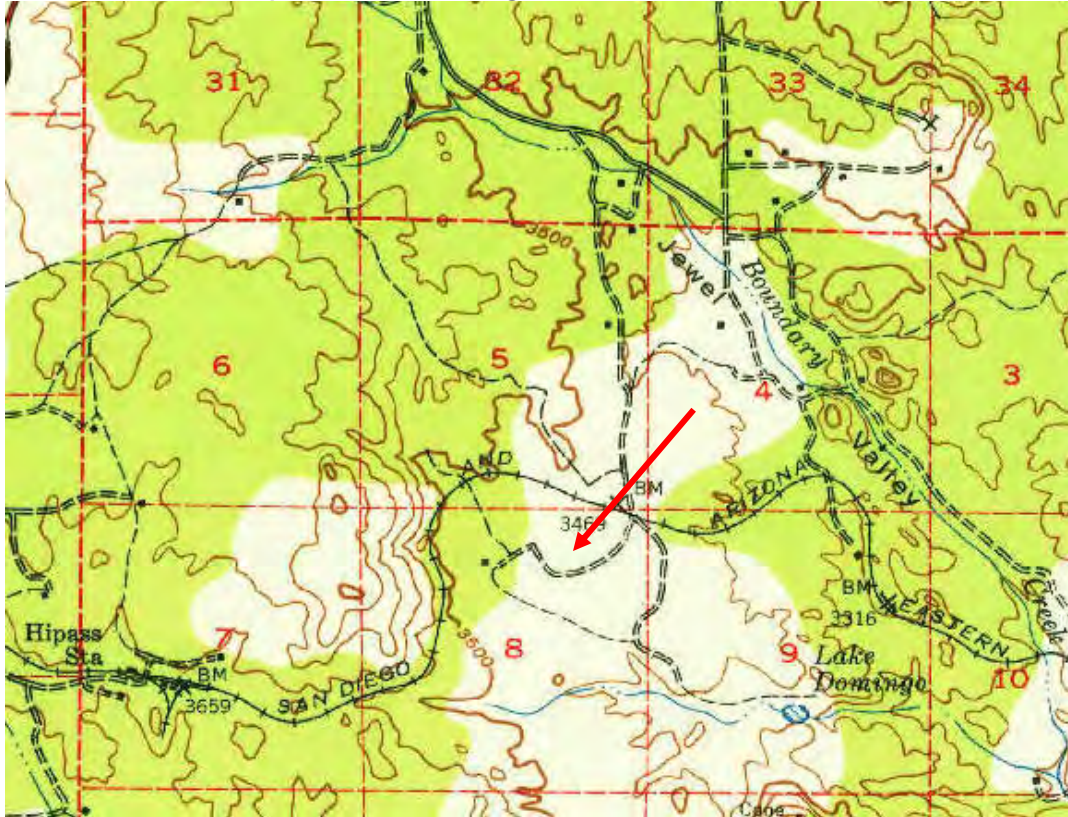
Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 32

Building, Structure, Object Information Continued

B6. Construction History (Continued from Page 2):



1939 Campo USGS Quadrangle map (1:62,500).



1953 aerial (FrameFinder: axn-1953_2m-14)

CONTINUATION SHEET

Resource Name: Unnamed Road

Page 6 of 6

Primary#: P-37-40891

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 32

B10. Statement of Significance (Continued from Page 2):

CRHR Criterion 2: Associated with the lives of persons important in California's past.

Local Register Criterion 2: Associated with the lives of persons important to the history of San Diego County or its communities.

Under Criterion 2, research does not indicate the subject road is directly associated with individuals significant in San Diego County or state history. Based on historical research, the evaluated road spans through a portion of the Alexander Haagen III property (GLO Accession No. 04-89-0076). In 1989, the land was acquired by Alexander Haagen III, the eldest son of developer Alexander Haagen II, who developed over 100 shopping centers in the Southern California region. Haagen III would later own the Empire Polo Club where the Coachella Valley Music and Arts festival is held. Ownership history prior to Haagen III, was not identified. The road was likely installed to provide access through homestead and grazing lands. A direct association with a significant individual was not established. For this reason, the subject road is not eligible under the CRHR/Local Register Criterion 2.

CRHR Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Local Register Criterion 3: Embodies the distinctive characteristics of a type, period, San Diego County region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Constructed prior to 1939, the evaluated road is a basic unimproved road that spans for approximately 1-mile through a sparse and rural desert region located in the Boulevard area in southeast San Diego County. The road does not exhibit distinctive design features, important innovations, nor does it reflect an evolution in road building practices in the area of engineering. For this reason, the road was determined not eligible under the CRHR/Local Register Criterion 3.

CRHR Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

Local Register Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

The subject road is not eligible under the established criteria as it is unlikely to yield information important to prehistory or history. To possess significance for information potential, the information yielded must answer specific important research questions that cannot be otherwise answered. The criterion is typically applied to archaeological sites that can provide archaeological information important for our understanding of the historic or prehistoric past. Survey efforts were limited to above ground built-environment historic resources. For this reason, the road is not eligible under the CRHR/Local Register Criterion 4.

Integrity

Integrity is the ability of a resource to convey its significance. Only after the historic significant of a resource is fully established can the issue of integrity be addressed. Evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to historic significance. To retain historic integrity, a resource will possess several, and usually most, of the seven aspects of integrity.

The subject road has not been found to be individually eligible for designation under any of the established CRHR/Local Register Criteria. Further integrity analysis is not merited.

B12. References Continued.

2. California Digital Newspaper Collection, University of California Riverside
3. Digital Newspaper Collection, Genealogybank.com
4. Digital Newspaper Collection, Newspapers.com
5. Digital Collection, Ancestry.com
6. Online Historic Aerial Photographs, Historic Aerials.com
7. University California Santa Barbara Online Historic Aerial Collection
8. U.S. Department of the Interior Earth Explorer Historic Aerial Collection
9. Bureau of Land Management, General Land Office Records, <https://glorerecords.blm.gov>

PRIMARY RECORD

Primary#: P-37-40892
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No.33

Review Code _____ Reviewer _____ Date _____

Resource Name: Unnamed Road

Page 1 of 7

P1. Other Identifier: None Identified

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

***a. County:** San Diego

***b. USGS 7.5' Quad:** Live Oak Springs Date: 2021 T 18S; R 7E; 1/4 of 1/4 of Sec 5; S.B. B.M. _____

c. Address: N/A City: N/A Zip: 91905 d. UTM Zone: 11S, 567666mE / 3610185mN

e. Other Locational Data: APN: 659-020-05-00, 659-020-01-00, 659-020-22-00, 659-020-24-00, 659-020-18-00, 659-020-17-00, 659-020-13-00, 612-110-19-00

***P3a. Description:** Constructed prior to 1939, the evaluated road is an unpaved route that spans in a mostly north-south orientation for approximately 1.42-mile through the rural area of Boulevard in southeast San Diego County. The width of the road is approximately 20-feet. The road spans between Jewel Valley Road and the former San Diego & Arizona Railway. There are visible vehicular tracks located along the route from off-highway vehicles. The road was likely constructed to provide access to homestead and grazing lands.

***P3b. Resource Attributes:** HP37, AH7

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



P5b. Description of Photo: View west of unnamed road from Jewel Valley Road. (IMG_20230912_094020) | Urbana Preservation & Planning, LLC | September 2023

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

Source:

☒ Historic: 1939 Campo USGS Quad Map (1:62,500)

☐ Prehistoric

☐ Both

***P7. Owner and Address:**

Empire II LLC
12302 Exposition Blvd
Los Angeles, CA 90064

***P8. Recorded by:**

Urbana Preservation & Planning, LLC
www.urbanapreservation.com

***P9. Date Recorded:** September 2023

***P10. Survey Type:**

Cultural Resource Inventory/CEQA Review

***P11. Report Citation:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023.

***Attachments:** ☐ None ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other:

B1. Historic Name: None identified

B2. Common Name: None identified

B3. Original Use: Road

B4. Present Use: Road

B5. Architectural Style: N/A

B6. Construction History: Constructed prior to 1939, the evaluated road is an unpaved route that spans in a mostly north-south orientation for approximately 1.42-mile through the rural area of Boulevard in southeast San Diego County. The width of the road is approximately 20-feet. The road spans between Jewel Valley Road and the former San Diego & Arizona Railway. There are visible vehicular tracks located along the route from off-highway vehicles. The road was likely constructed to provide access to homestead and grazing lands. See Continuation Sheet for historic maps and aerials.

B7. Moved? ☒ No ☐ Yes ☐ Unknown

Date: N/A

Original Location: N/A

B8. Related Features: None identified

B9a. Architect: None identified

B9b. Builder: None identified

B10. Significance: Theme: N/A

Area: N/A

Period of Significance: N/A

Property Type: Road

Applicable Criteria: CRHR/Local ineligible

CRHR Criterion 1: Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Local Register Criterion 1: Associated with events that have made a significant contribution to the broad patterns of San Diego County's history and cultural heritage.

Under Criterion 1, the evaluated road is not associated with events that have made significant contributions to the broad patterns of San Diego County and California's history or cultural heritage. Constructed prior to 1953 and extended ca.1975, the road was one of several unimproved routes that proliferated throughout the region providing access to early settlements, homesteads, ranching, and agricultural areas. Based on historical research, the road was likely constructed to facilitate ranching operations in the area, in a region strongly associated with the homestead and ranching themes between the 1860s and mid-twentieth century. The road was associated with the theme of transportation, homesteading, and ranching; however, no evidence was found regarding the road to suggest it possesses individual documented significance in relation to the themes. For this reason, the road has not been found eligible under the CRHR/Local Register Criterion 1. See Continuation Sheet for significance and integrity conclusions

B11. Additional Resource Attributes: None identified

B12. References: Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023. See continuation sheet for additional references.

B13. Remarks: None

B14. Evaluator: Urbana Preservation & Planning, LLC

Date of Evaluation: October 2023

(This space reserved for official comments.)



LOCATION MAP

Resource Name: Unnamed Road

Page 3 of 7

Primary#: P-37-40892

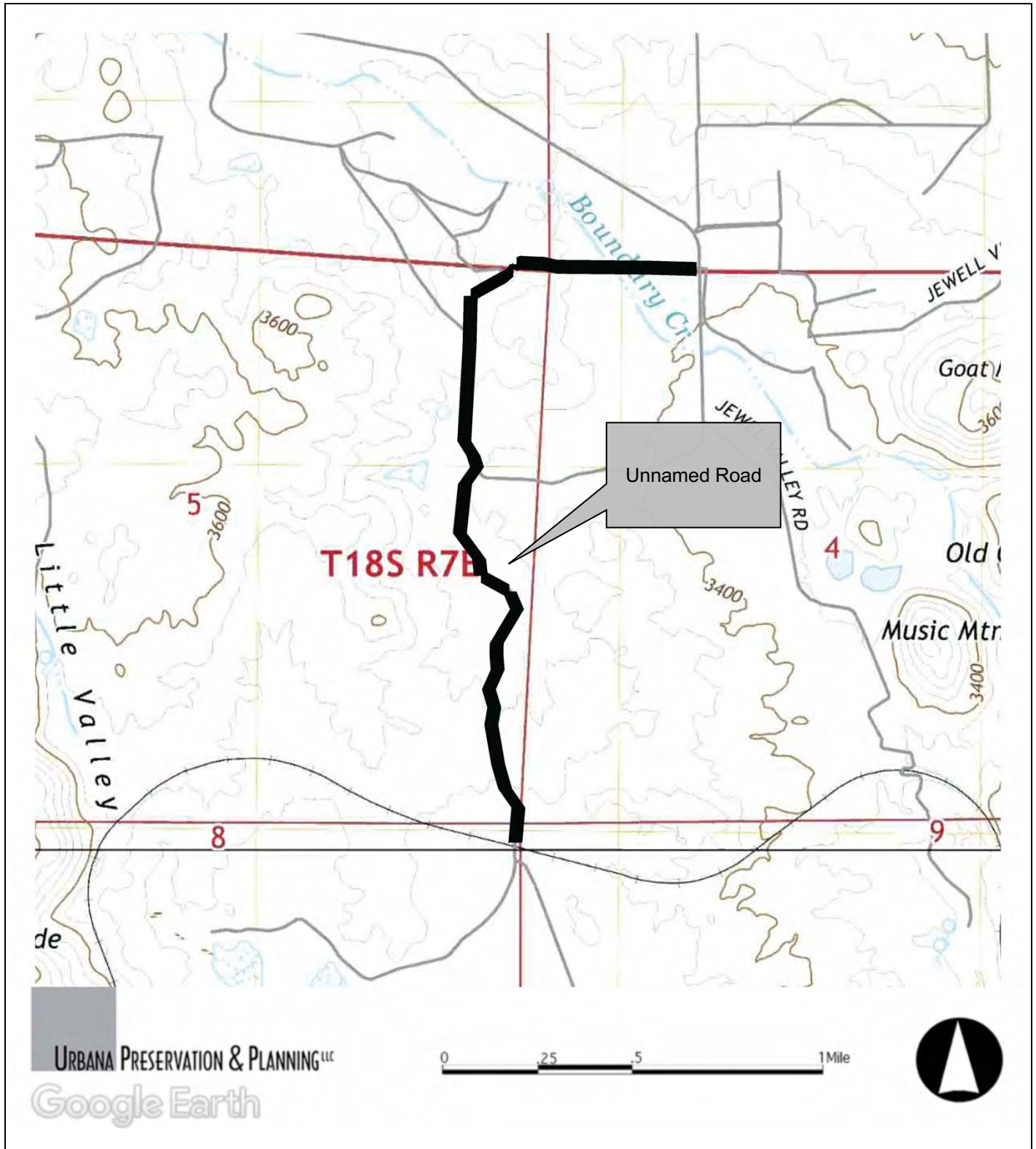
HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 33

*Map Name: Live Oak Spring USGS Quadrangle *Scale: 1:24,000 *Map Date: 2021



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

Resource Name: Unnamed Road
Page 4 of 7

Primary#: P-37-40892
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 33

Primary Record Information Continued:



View north of unnamed road, north of former San Diego & Arizona Railway track. (IMG_20230912_091932)
Urbana Preservation & Planning, LLC | September 2023



View south of unnamed road just north of former San Diego & Arizona Railway tracks (IMG_20230912_091940)
Urbana Preservation & Planning, LLC | September 2023

CONTINUATION SHEET

Resource Name: Unnamed Road

Page 5 of 7

Primary#: P-37-40892

HRI #: N/A

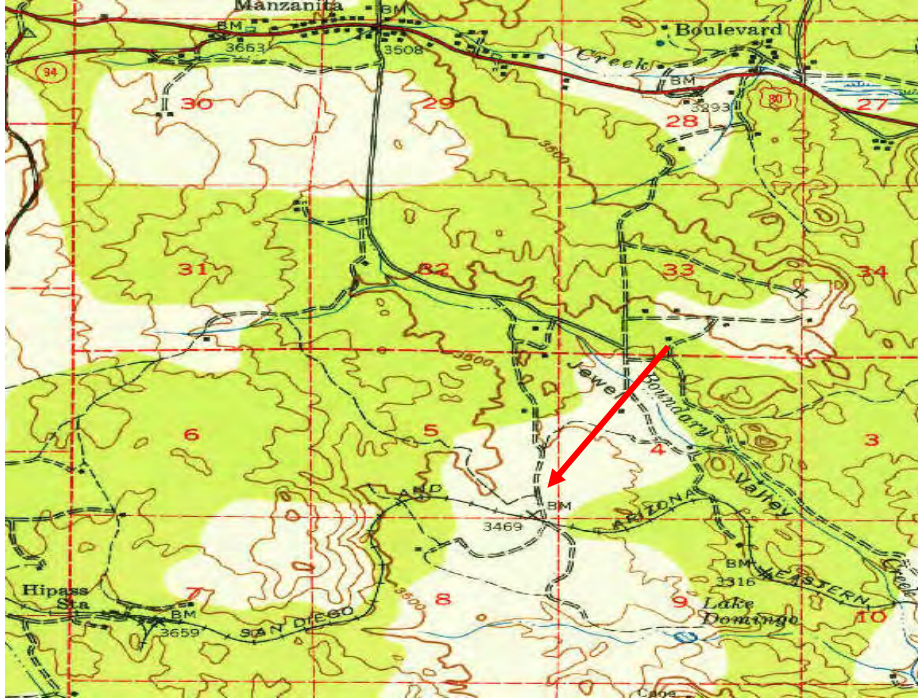
Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 33

Building, Structure, Object Information Continued:

B6. Construction History (Continued from Page 2):



1939 Campo USGS Quadrangle map (1:62,500).



1953 aerial (FrameFinder: axn-1953_2m-14)

CONTINUATION SHEET

Resource Name: Unnamed Road

Page 6 of 7

Primary#: P-37-40892

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 33

B10. Statement of Significance (Continued from Page 2):

CRHR Criterion 2: Associated with the lives of persons important in California's past.

Local Register Criterion 2: Associated with the lives of persons important to the history of San Diego County or its communities.

Under Criterion 2, research does not indicate the subject road is directly associated with individuals significant in San Diego County or state history. Based on historical research, the evaluated road spans through a portion of the Roland E. Mills property (GLO Accession No. 586207). Born in 1893, Mills was a native of Missouri and the son of Henry C. Mills and Ada C. Binley. During the 1910s, his family relocated west where they settled in California. In 1917, Mr. Mills acquired 160-acres of land through 1862 Homestead Act. Little information was identified on Mr. Mills. He lived on the property until at least the late 1930s, when he relocated to National City. The road was likely installed to provide access through homestead and grazing lands. By 1969, the property was acquired by the Haagen family, who developed over 100 shopping centers in the Southern California region. The family would later own the Empire Polo Club where the Coachella Valley Music and Arts festival is held. Under their ownership, the road was extended east to terminate at Jewel Valley Road.

During the course of historical research, a direct association with a significant individual was not established. For this reason, the subject road is not eligible under the CRHR/Local Register Criterion 2.

CRHR Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Local Register Criterion 3: Embodies the distinctive characteristics of a type, period, San Diego County region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Constructed prior to 1953, the evaluated road is a basic unimproved road that spans for approximately 1.42-miles through a sparse and rural desert region located in the Boulevard area in southeast San Diego County. The road does not exhibit distinctive design features, important innovations, nor does it reflect an evolution in road building practices in the area of engineering. For this reason, the road was determined not eligible under the CRHR/Local Register Criterion 3.

CRHR Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

Local Register Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

The subject road is not eligible under the established criteria as it is unlikely to yield information important to prehistory or history. To possess significance for information potential, the information yielded must answer specific important research questions that cannot be otherwise answered. The criterion is typically applied to archaeological sites that can provide archaeological information important for our understanding of the historic or prehistoric past. Survey efforts were limited to above ground built-environment historic resources. For this reason, the road is not eligible under the CRHR/Local Register Criterion 4.

CONTINUATION SHEET

Resource Name: Unnamed Road

Page 7 of 7

Primary#: P-37-40892

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 33

Integrity

Integrity is the ability of a resource to convey its significance. Only after the historic significance of a resource is fully established can the issue of integrity be addressed. Evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to historic significance. To retain historic integrity, a resource will possess several, and usually most, of the seven aspects of integrity.

The subject road has not been found to be individually eligible for designation under any of the established CRHR/Local Register Criteria. Further integrity analysis is not merited.

B12. References Continued.

2. California Digital Newspaper Collection, University of California Riverside
3. Digital Newspaper Collection, Genealogybank.com
4. Digital Newspaper Collection, Newspapers.com
5. Digital Collection, Ancestry.com
6. Online Historic Aerial Photographs, Historic Aerials.com
7. University California Santa Barbara Online Historic Aerial Collection
8. U.S. Department of the Interior Earth Explorer Historic Aerial Collection
9. Bureau of Land Management, General Land Office Records, <https://glorerecords.blm.gov>

PRIMARY RECORD

Primary#: P-37-40893
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No.34

Review Code _____ Reviewer _____ Date _____

Resource Name: Unnamed Road

Page 1 of 5

P1. Other Identifier: None Identified

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

***a. County:** San Diego

***b. USGS 7.5' Quad:** Live Oak Springs / Tierra del Sol Date: 2021 T 18S; R 7E; 1 ¼ of 1 ¼ of Sec 8; S.B. **B.M.** _____

c. Address: N/A City: N/A Zip: 91905 d. UTM Zone: 11S, 567360mE / 3609472mN

e. Other Locational Data: APN: 659-080-020-00

***P3a. Description:** Constructed prior to 1953, the evaluated road is an unpaved route that spans in a northwest-southeast orientation for approximately 0.40-miles through the rural community of Boulevard in southeast San Diego County. The width of road is approximately 6-feet. There is moderate vegetation visible along the route from lack of vehicular traffic. The route was likely constructed to provide access to homestead and grazing lands.

***P3b. Resource Attributes:** HP37, AH7

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



P5b. Description of Photo: View southeast of unnamed road. (IMG_20230912_084229) | Urbana Preservation & Planning, LLC | September 2023

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

☒ Historic: FrameFinder

☐ Prehistoric

☐ Both

***P7. Owner and Address:**

Empire II LLC
12302 Exposition Blvd
Los Angeles, CA 90064

***P8. Recorded by:**

Urbana Preservation & Planning, LLC
www.urbanapreservation.com

***P9. Date Recorded:** September 2023

***P10. Survey Type:**

Cultural Resource Inventory/CEQA Review

***P11. Report Citation:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023.

***Attachments:** ☐ None ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other:

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary#: P-37-40893

HRI#: N/A

Trinomial #: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 34

Resource Name: Unnamed Road

Page 2 of 5

B1. Historic Name: None Identified

B2. Common Name: None Identified

B3. Original Use: Road

B4. Present Use: Road

***B5. Architectural Style:** N/A

***B6. Construction History:** The evaluated road was constructed prior to 1953 and first appears on a 1953 aerial of the area (FrameFinder: axn-1953_2m-14). The road was likely constructed to provide access through homestead and grazing lands. Today, the road retains low to moderate integrity with visible vegetation along the route. **See Continuation Sheet for historic aerials.**

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A

Original Location: N/A

***B8. Related Features:** None Identified

B9a. Architect: None Identified **b. Builder:** None Identified

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

Period of Significance: N/A **Property Type:** Road **Applicable Criteria:** CRHR/Local ineligible

CRHR Criterion 1: Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Local Register Criterion 1: Associated with events that have made a significant contribution to the broad patterns of San Diego County's history and cultural heritage.

Under Criterion 1, the evaluated road is not associated with events that have made significant contributions to the broad patterns of San Diego County and California's history or cultural heritage. Constructed prior to 1953, the road was one of several unimproved routes that proliferated throughout the region providing access to early settlements, homesteads, ranching, and agricultural areas. Based on historical research, the road was likely constructed to facilitate ranching operations in the area, in a region strongly associated with the homestead and ranching themes between the 1860s and mid-twentieth century. The road was associated with the theme of transportation, homesteading, and ranching; however, no evidence was found regarding the road to suggest it possesses individual documented significance in relation to the themes. For this reason, the road has not been found eligible under the CRHR/Local Register Criterion 1. **See Continuation Sheet for significance and integrity conclusions.**

B11. Additional Resource Attributes: None Identified

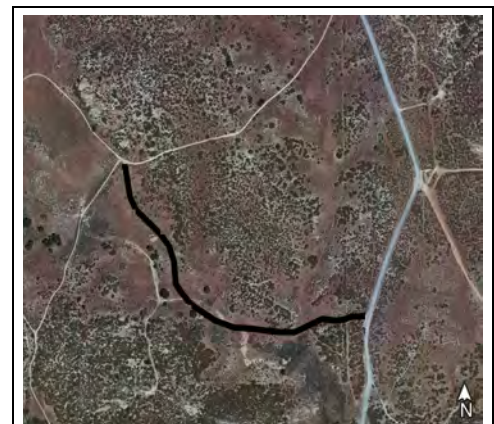
***B12. References:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023. See continuation sheet for additional references.

B13. Remarks: None

***B14. Evaluator:** Urbana Preservation & Planning, LLC

***Date of Evaluation:** October 2023

(This space reserved for official comments.)

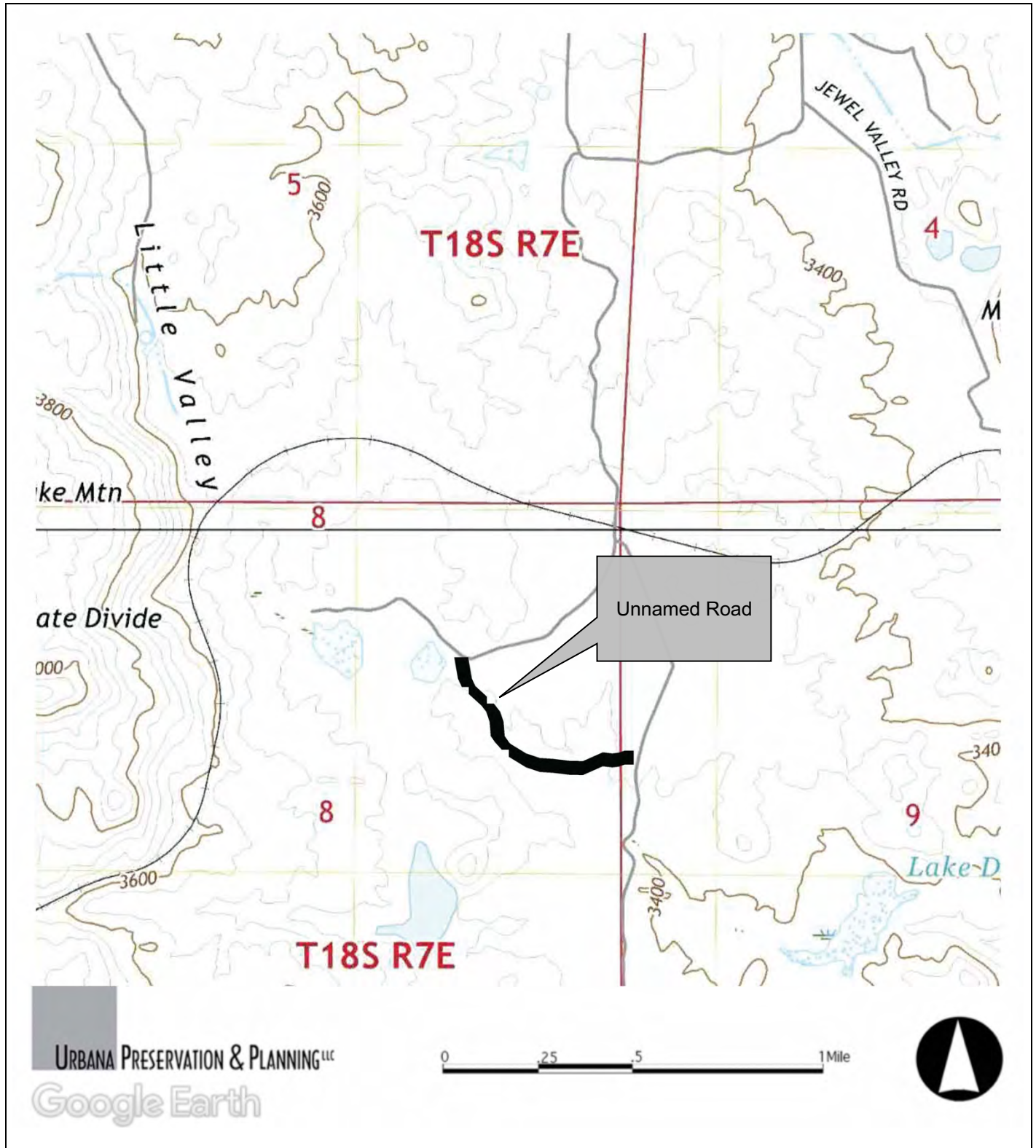


LOCATION MAP

Resource Name: Unnamed Road
Page 3 of 5

Primary#: P-37-40893
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 34

*Map Name: Live Oak Spring USGS Quadrangle, Tierra del Sol Quadrangle *Scale: 1:24,000 *Map Date: 2021



CONTINUATION SHEET

Resource Name: Unnamed Road

Page 4 of 5

Primary#: P-37-40893

HRI #: N/A

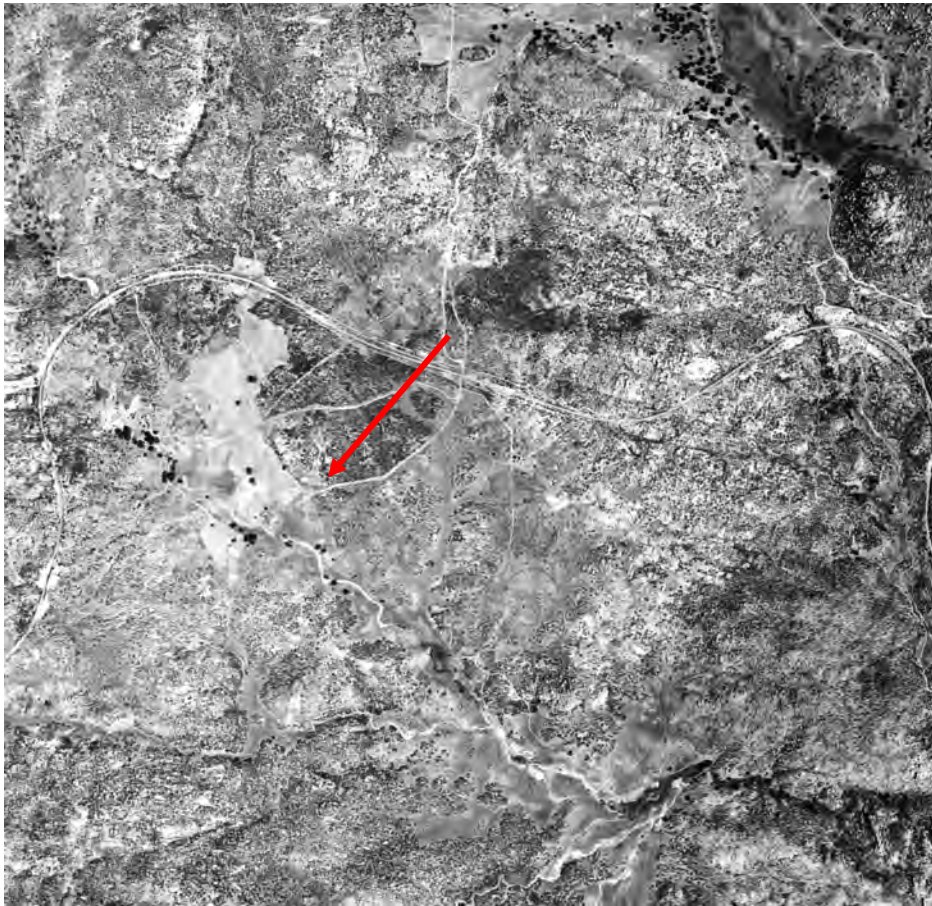
Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 34

Building, Structure, Object Information Continued:

B6. Construction History (Continued from Page 2):



1953 aerial (FrameFinder: axn-1953_2m-14)

B10. Statement of Significance (Continued from Page 2):

CRHR Criterion 2: Associated with the lives of persons important in California's past.

Local Register Criterion 2: Associated with the lives of persons important to the history of San Diego County or its communities.

Under Criterion 2, research does not indicate the subject road is directly associated with individuals significant in San Diego County or state history. Based on historical research, the evaluated road spans through a portion of the William Stephens property (GLO Accession No. 756375 and 970191). In 1920 and 1925, Stephens acquired land in Boulevard through the 1862 Homestead Act and the 1916 Stock Raising Homestead Act. Based on early San Diego city directories, Stephens was a rancher. No further information was identified on Stephens. The road was likely installed to provide access through homestead and grazing lands. By 1969, the property, and surrounding lands, were acquired by the Haagen family, who developed over 100 shopping centers in the Southern California region. The family would later own the Empire Polo Club where the Coachella Valley Music and Arts festival is held.

During the course of historical research, a direct association with a significant individual was not established. For this reason, the subject road is not eligible under the CRHR/Local Register Criterion 2.

CONTINUATION SHEET

Resource Name: Unnamed Road

Page 5 of 5

Primary#: P-37-40893

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 34

CRHR Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Local Register Criterion 3: Embodies the distinctive characteristics of a type, period, San Diego County region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Constructed prior to 1953, the evaluated road is a basic unimproved road that spans for approximately 0.40-miles through a sparse and rural desert region located in the Boulevard area in southeast San Diego County. The road does not exhibit distinctive design features, important innovations, nor does it reflect an evolution in road building practices in the area of engineering. For this reason, the road was determined not eligible under the CRHR/Local Register Criterion 3.

CRHR Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

Local Register Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

The subject road is not eligible under the established criteria as it is unlikely to yield information important to prehistory or history. To possess significance for information potential, the information yielded must answer specific important research questions that cannot be otherwise answered. The criterion is typically applied to archaeological sites that can provide archaeological information important for our understanding of the historic or prehistoric past. Survey efforts were limited to above ground built-environment historic resources. For this reason, the road is not eligible under the CRHR/Local Register Criterion 4.

Integrity

Integrity is the ability of a resource to convey its significance. Only after the historic significant of a resource is fully established can the issue of integrity be addressed. Evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to historic significance. To retain historic integrity, a resource will possess several, and usually most, of the seven aspects of integrity.

The subject road has not been found to be individually eligible for designation under any of the established CRHR/Local Register Criteria. Further integrity analysis is not merited.

B12. References Continued.

2. California Digital Newspaper Collection, University of California Riverside
3. Digital Newspaper Collection, Genealogybank.com
4. Digital Newspaper Collection, Newspapers.com
5. Digital Collection, Ancestry.com
6. Online Historic Aerial Photographs, Historic Aerials.com
7. University California Santa Barbara Online Historic Aerial Collection
8. U.S. Department of the Interior Earth Explorer Historic Aerial Collection
9. Bureau of Land Management, General Land Office Records, <https://glorerecords.blm.gov>

PRIMARY RECORD

Primary#: P-37-40894
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No.35

Review Code _____ Reviewer _____ Date _____

Resource Name: Unnamed Road

Page 1 of 6

P1. Other Identifier: None Identified

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

***a. County:** San Diego

***b. USGS 7.5' Quad:** Live Oak Springs / Tierra del Sol Date: 2021 T 18S; R 7E; 1 ¼ of 1 ¼ of Sec 8; S.B. B.M. _____

c. Address: N/A

City: N/A

Zip: 91905

d. UTM Zone: 11S, 567205mE / 3609485mN

e. Other Locational Data: APN:659-080-02-00, 659-080-03-00.

***P3a. Description:** Constructed prior to 1953, the evaluated road is an unpaved route that spans in a mostly north-south orientation for approximately 0.8-miles through the rural community of Boulevard in southeast San Diego County. The width of the road is approximately 6-feet. The road spans between two unnamed roads located on APN: 659-080-02-00 and 659-080-03-00. There are visible vehicular tracks from off-highway vehicles and vegetation along the route. The route was likely constructed to provide access to homestead and grazing lands.

***P3b. Resource Attributes:** HP37, AH7

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



P5b. Description of Photo: View southwest of unnamed road. (IMG_20230912_084121) | Urbana Preservation & Planning, LLC | September 2023

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

☒ Historic: FrameFinder

☐ Prehistoric

☐ Both

***P7. Owner and Address:**

Empire II LLC

12302 Exposition Blvd

Los Angeles, CA 90064

***P8. Recorded by:**

Urbana Preservation & Planning, LLC

www.urbanapreservation.com

***P9. Date Recorded:** September 2023

***P10. Survey Type:**

Cultural Resource Inventory/CEQA Review

***P11. Report Citation:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023.

***Attachments:** ☐ None ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other:

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary#: P-37-40894

HRI#: N/A

Trinomial #: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 35

Resource Name: Unnamed Road

Page 2 of 6

B1. Historic Name: None Identified

B2. Common Name: None Identified

B3. Original Use: Road

B4. Present Use: Road

***B5. Architectural Style:** N/A

***B6. Construction History:** The evaluated route was constructed prior to 1953. The road first appears on a 1953 aerial of the area and is delineated on the 1996 Tierra Del Sol USGS Quadrangle (1:24,000) as an unpaved road. The road was likely constructed to provide access through homestead and grazing lands. Today, the road retains moderate integrity with visible vegetation along the route. **See Continuation Sheet for historic maps and aerials.**

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A

Original Location: N/A

***B8. Related Features:** None Identified

B9a. Architect: None Identified **b. Builder:** None Identified

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

Period of Significance: N/A **Property Type:** Road **Applicable Criteria:** CRHR/Local ineligible

CRHR Criterion 1: Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Local Register Criterion 1: Associated with events that have made a significant contribution to the broad patterns of San Diego County's history and cultural heritage.

Under Criterion 1, the evaluated road is not associated with events that have made significant contributions to the broad patterns of San Diego County and California's history or cultural heritage. Constructed prior to 1953, the road was one of several unimproved routes that proliferated throughout the region providing access to early settlements, homesteads, ranching, and agricultural areas. Based on historical research, the road was likely constructed to facilitate ranching operations in the area, in a region strongly associated with the homestead and ranching themes between the 1860s and mid-twentieth century. The road was associated with the theme of transportation, homesteading, and ranching; however, no evidence was found regarding the road to suggest it possesses individual documented significance in relation to the themes. For this reason, the road has not been found eligible under the CRHR/Local Register Criterion 1. **See Continuation Sheet for significance and integrity conclusions.**

B11. Additional Resource Attributes: None Identified

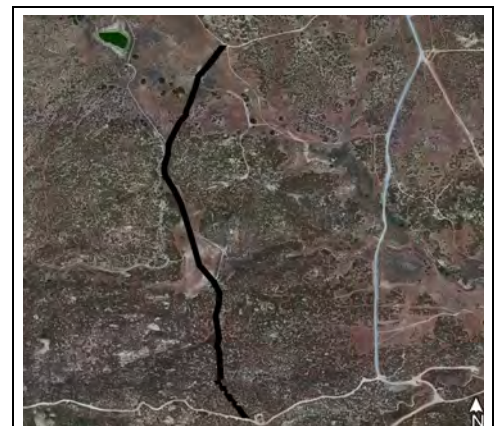
***B12. References:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023. See continuation sheet for additional references.

B13. Remarks: None

***B14. Evaluator:** Urbana Preservation & Planning, LLC

***Date of Evaluation:** October 2023

(This space reserved for official comments.)

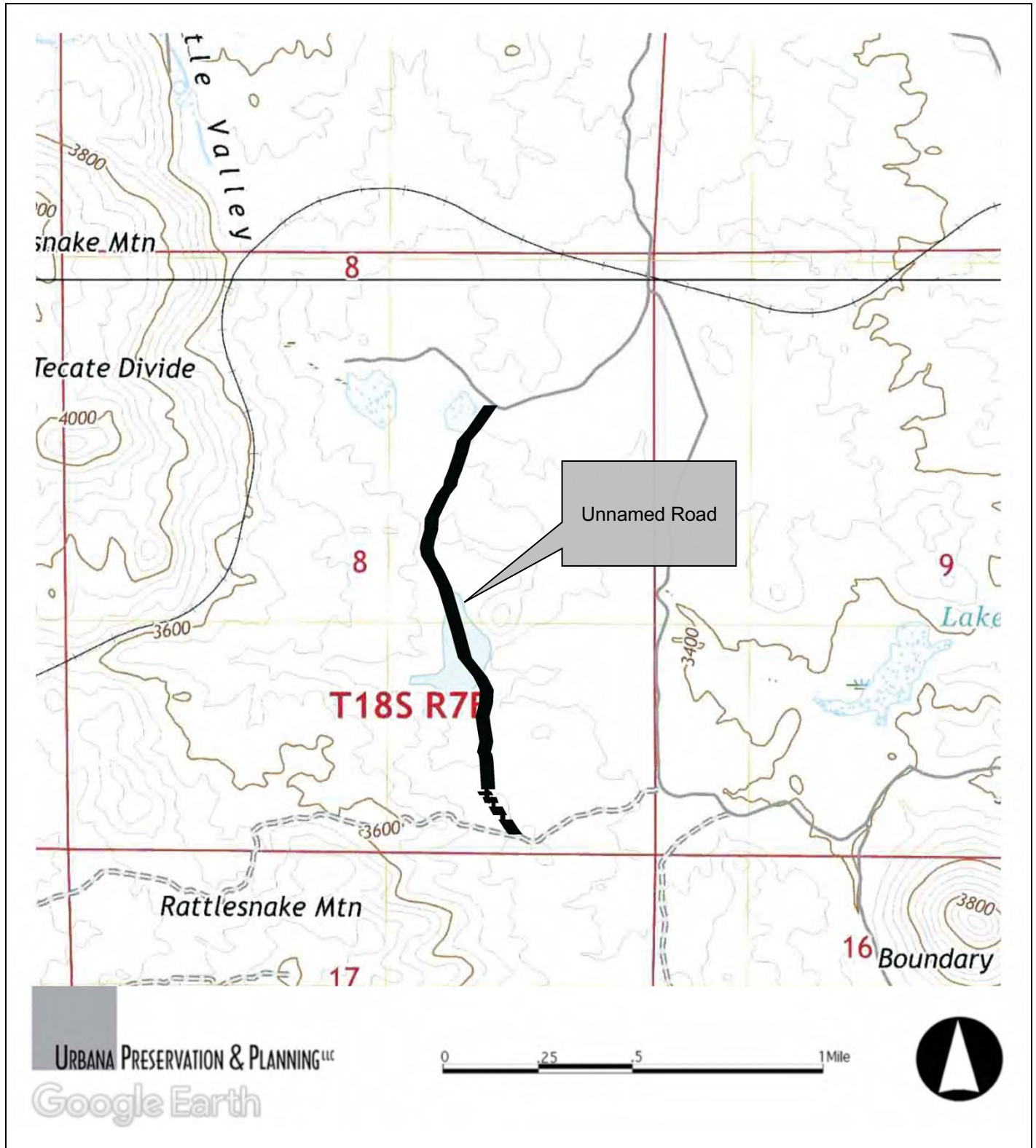


LOCATION MAP

Resource Name: Unnamed Road
Page 3 of 6

Primary#: P-37-40894
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 35

*Map Name: Live Oak Spring USGS Quadrangle, Tierra del Sol Quadrangle *Scale: 1:24,000 *Map Date: 2021

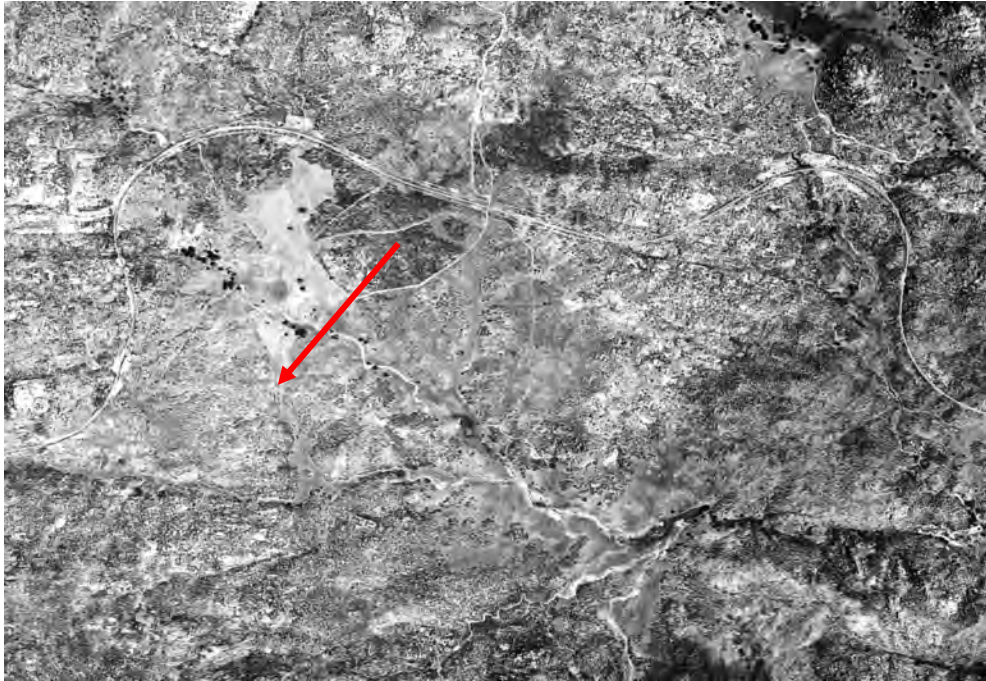


State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

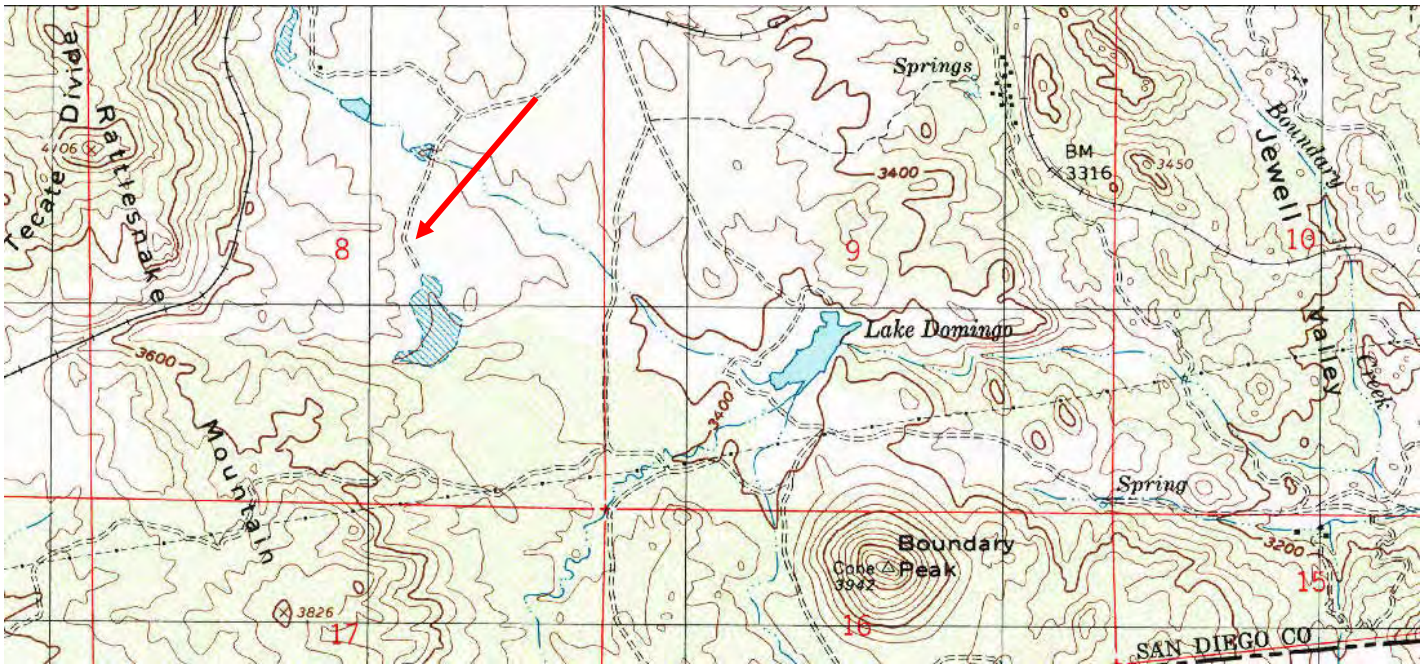
Resource Name: Unnamed Road
Page 4 of 6

Primary#: P-37-40894
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 35

B6. Construction History (Continued from Page 2):



1953 aerial (FrameFinder: axn-1953_2m-14)



1996 Tierra Del Sol USGS Quadrangle (1:24,000)

CONTINUATION SHEET

Resource Name: Unnamed Road
Page 5 of 6

Primary#: P-37-40894
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 35

Building, Structure, Object Information Continued:

B10. Statement of Significance (Continued from Page 2):

CRHR Criterion 2: Associated with the lives of persons important in California's past.

Local Register Criterion 2: Associated with the lives of persons important to the history of San Diego County or its communities.

Under Criterion 2, research does not indicate the subject road is directly associated with individuals significant in San Diego County or state history. Based on historical research, the evaluated road spans through a portion of the William Stephens property (GLO Accession No. 756375 and 970191). In 1920 and 1925, Stephens acquired land in Boulevard through the 1862 Homestead Act and the 1916 Stock Raising Homestead Act. Based on early San Diego city directories, Stephens was a rancher. No further information was identified on Stephens. The road was likely installed to provide access through homestead and grazing lands. By 1969, the property, and surrounding lands, were acquired by the Haagen family, who developed over 100 shopping centers in the Southern California region. The family would later own the Empire Polo Club where the Coachella Valley Music and Arts festival is held.

During the course of historical research, a direct association with a significant individual was not established. For this reason, the subject road is not eligible under the CRHR/Local Register Criterion 2.

CRHR Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Local Register Criterion 3: Embodies the distinctive characteristics of a type, period, San Diego County region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Constructed prior to 1953, the evaluated road is a basic unimproved road that spans for approximately 0.80-miles through a sparse and rural desert region located in the Boulevard area in southeast San Diego County. The road does not exhibit distinctive design features, important innovations, nor does it reflect an evolution in road building practices in the area of engineering. For this reason, the road was determined not eligible under the CRHR/Local Register Criterion 3.

CRHR Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

Local Register Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

The subject road is not eligible under the established criteria as it is unlikely to yield information important to prehistory or history. To possess significance for information potential, the information yielded must answer specific important research questions that cannot be otherwise answered. The criterion is typically applied to archaeological sites that can provide archaeological information important for our understanding of the historic or prehistoric past. Survey efforts were limited to above ground built-environment historic resources. For this reason, the road is not eligible under the CRHR/Local Register Criterion 4.

Integrity

Integrity is the ability of a resource to convey its significance. Only after the historic significant of a resource is fully established can the issue of integrity be addressed. Evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to historic significance. To retain historic integrity, a resource will possess several, and usually most, of the seven aspects of integrity.

The subject road has not been found to be individually eligible for designation under any of the established CRHR/Local Register Criteria. Further integrity analysis is not merited.

CONTINUATION SHEET

Resource Name: Unnamed Road

Page 6 of 6

Primary#: P-37-40894

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 35

B12. References Continued.

2. California Digital Newspaper Collection, University of California Riverside
3. Digital Newspaper Collection, Genealogybank.com
4. Digital Newspaper Collection, Newspapers.com
5. Digital Collection, Ancestry.com
6. Online Historic Aerial Photographs, Historic Aerials.com
7. University California Santa Barbara Online Historic Aerial Collection
8. U.S. Department of the Interior Earth Explorer Historic Aerial Collection
9. Bureau of Land Management, General Land Office Records, <https://glorerecords.blm.gov>

PRIMARY RECORD

Primary#: P-37-40895
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No.36

Review Code _____ Reviewer _____ Date _____

Resource Name: Unnamed Road

Page 1 of 6

P1. Other Identifier: None Identified

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

***a. County:** San Diego

***b. USGS 7.5' Quad:** Live Oak Springs / Tierra del Sol Date: 2021 T 18S; R 7E; 1 ¼ of 1 ¼ of Sec 8; S.B. **B.M.** _____

c. Address: N/A

City: N/A

Zip: 91905 d. UTM Zone: 11S, 566956mE / 3609704mN

e. Other Locational Data: APN: 659-080-02-00.

***P3a. Description:** Constructed ca.1975, the evaluated road is an unpaved road that spans in a mostly north-south orientation for approximately 0.30-miles through the rural area of Boulevard in southeast San Diego County. The width of the road is approximately 6-feet. The road spans between two unnamed roads located on APN: 659-080-02-00. There is heavy vegetation along the route from lack of vehicular traffic. The road was likely constructed to provide access through the area.

***P3b. Resource Attributes:** HP37, AH7

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



P5b. Description of Photo: View south of unnamed road. Heavy vegetation and retention pond are visible. (IMG_20230912_083220) | Urbana Preservation & Planning, LLC | September 2023

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

☒ Historic: EarthExplorer

☐ Prehistoric

☐ Both

***P7. Owner and Address:**

Empire II LLC
12302 Exposition Blvd
Los Angeles, CA 90064

***P8. Recorded by:**

Urbana Preservation & Planning, LLC
www.urbanapreservation.com

***P9. Date Recorded:** September 2023

***P10. Survey Type:**

Cultural Resource Inventory/CEQA Review

***P11. Report Citation:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023.

***Attachments:** ☐ None ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other:

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary#: P-37-40895

HRI#: N/A

Trinomial #: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 36

Resource Name: Unnamed Road

Page 2 of 6

B1. Historic Name: None Identified

B2. Common Name: None Identified

B3. Original Use: Road

B4. Present Use: Road

***B5. Architectural Style:** N/A

***B6. Construction History:** The evaluated route was constructed ca. 1975 and first appears in a 1975 aerial of the area (EarthExplorer: 1VDYN00010008). The road was likely constructed to provide access through the area. Today, the road retains low to moderate integrity with visible vegetation along the route. **See Continuation Sheet for historic aerials.**

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A

Original Location: N/A

***B8. Related Features:** None Identified

B9a. Architect: None Identified **b. Builder:** None Identified

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

Period of Significance: N/A **Property Type:** Road **Applicable Criteria:** CRHR/Local ineligible

CRHR Criterion 1: Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Local Register Criterion 1: Associated with events that have made a significant contribution to the broad patterns of San Diego County's history and cultural heritage.

Under Criterion 1, the evaluated road is not associated with events that have made significant contributions to the broad patterns of San Diego County and California's history or cultural heritage. Constructed ca. 1975, the road was one of several unimproved routes that proliferated throughout the region providing access to early settlements, homesteads, ranching, and agricultural areas. Based on historical research, the road was likely constructed to facilitate access through the area. The road was associated with the theme of transportation, homesteading, and ranching; however, no evidence was found regarding the road to suggest it possesses individual documented significance in relation to the themes. For this reason, the road has not been found eligible under the CRHR/Local Register Criterion 1. **See Continuation Sheet for significance and integrity conclusions.**

B11. Additional Resource Attributes: None Identified

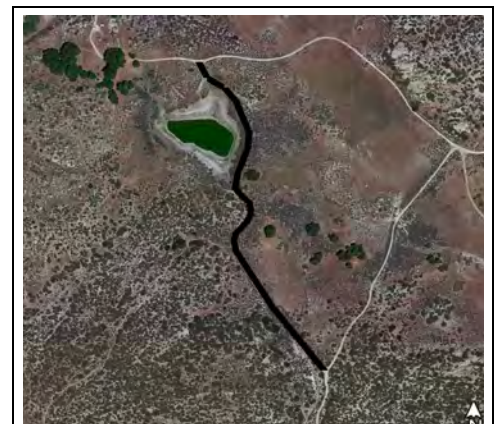
***B12. References:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023. See continuation sheet for additional references.

B13. Remarks: None

***B14. Evaluator:** Urbana Preservation & Planning, LLC

***Date of Evaluation:** October 2023

(This space reserved for official comments.)

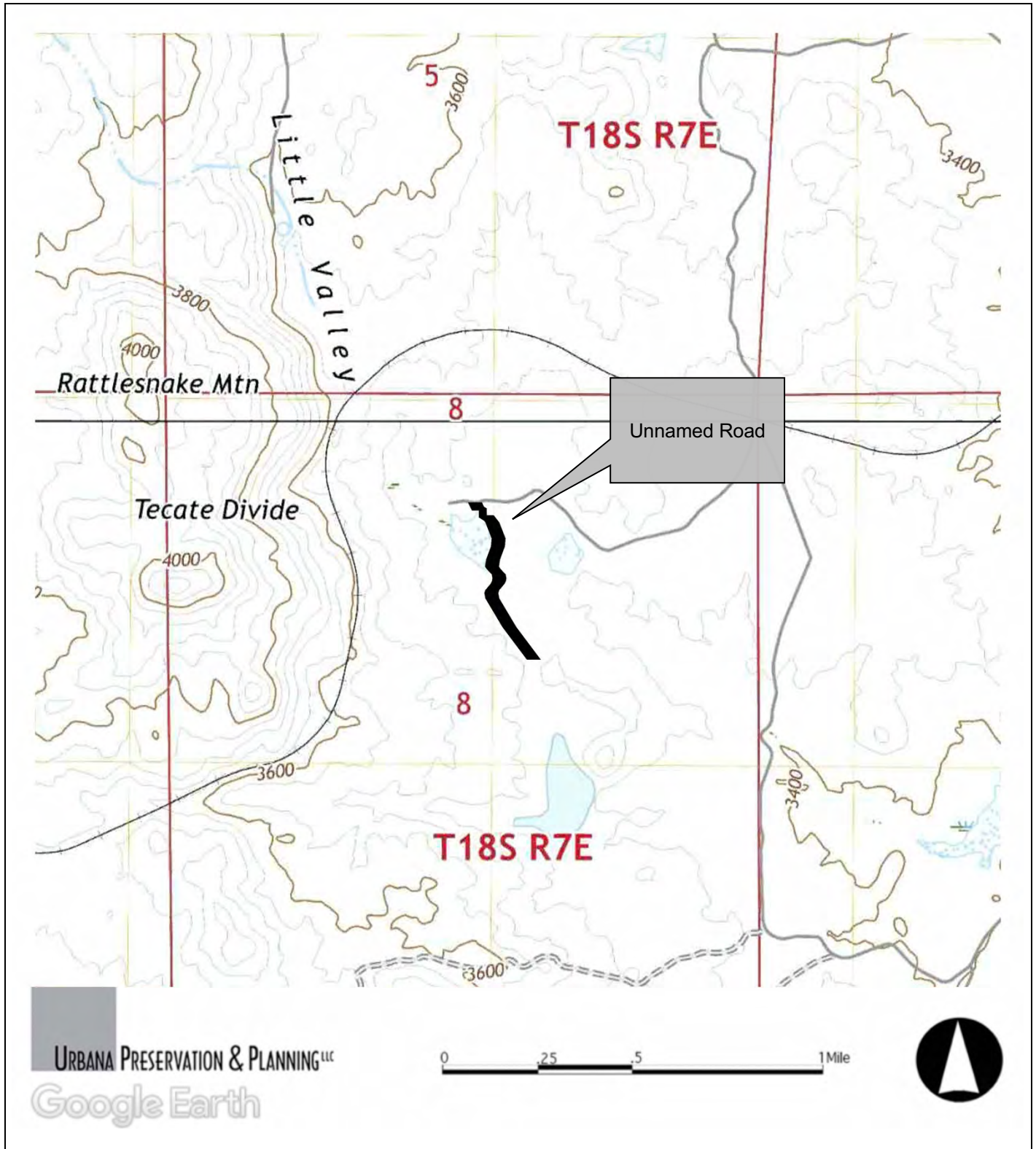


LOCATION MAP

Resource Name: Unnamed Road
Page 3 of 6

Primary#: P-37-40895
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 36

*Map Name: Live Oak Spring USGS Quadrangle *Scale: 1:24,000 *Map Date: 2021

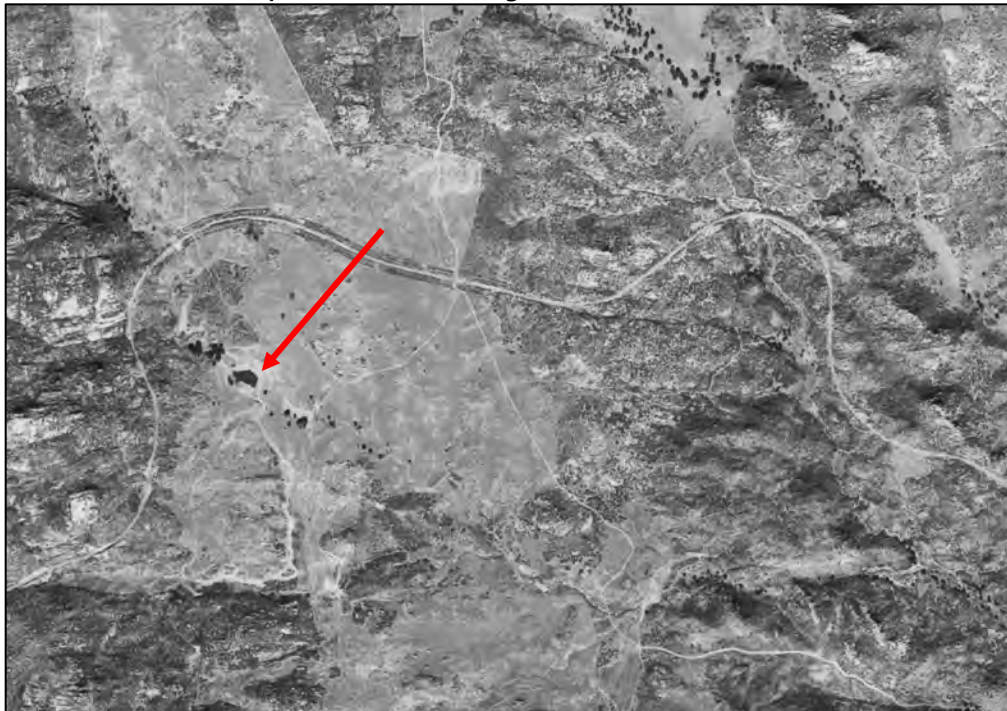


Primary Record Information Continued:



View northeast of unmaintained road. (IMG_20230912_083241)
Urbana Preservation & Planning, LLC | September 2023

B6. Construction History (Continued from Page 2):



1975 aerial (EarthExplorer: 1VDYN00010008)

CONTINUATION SHEET

Resource Name: Unnamed Road
Page 5 of 6

Primary#: P-37-40895

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 36

B10. Statement of Significance (Continued from Page 2):

CRHR Criterion 2: Associated with the lives of persons important in California's past.

Local Register Criterion 2: Associated with the lives of persons important to the history of San Diego County or its communities.

Under Criterion 2, research does not indicate the subject road is directly associated with individuals significant in San Diego County or state history. Based on historical research, the evaluated road spans through a portion of the William Stephens property (GLO Accession No. 756375 and 970191). In 1920 and 1925, Stephens acquired land in Boulevard through the 1862 Homestead Act and the 1916 Stock Raising Homestead Act. Based on early San Diego city directories, Stephens was a rancher. No further information was identified on Stephens. By 1969, the property, and surrounding lands, were acquired by the Haagen family, who developed over 100 shopping centers in the Southern California region. The family would later own the Empire Polo Club where the Coachella Valley Music and Arts festival is held. Under their ownership, the subject road was constructed to provide access through the area; however, a direct association with a significant individual was not established. For this reason, the subject road is not eligible under the CRHR/Local Register Criterion 2.

CRHR Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Local Register Criterion 3: Embodies the distinctive characteristics of a type, period, San Diego County region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Constructed ca. 1975, the evaluated road is a basic unimproved road that spans for approximately 0.30-miles through a sparse and rural desert region located in the Boulevard area in southeast San Diego County. The road does not exhibit distinctive design features, important innovations, nor does it reflect an evolution in road building practices in the area of engineering. For this reason, the road was determined not eligible under the CRHR/Local Register Criterion 3.

CRHR Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

Local Register Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

The subject road is not eligible under the established criteria as it is unlikely to yield information important to prehistory or history. To possess significance for information potential, the information yielded must answer specific important research questions that cannot be otherwise answered. The criterion is typically applied to archaeological sites that can provide archaeological information important for our understanding of the historic or prehistoric past. Survey efforts were limited to above ground built-environment historic resources. For this reason, the road is not eligible under the CRHR/Local Register Criterion 4.

Integrity

Integrity is the ability of a resource to convey its significance. Only after the historic significance of a resource is fully established can the issue of integrity be addressed. Evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to historic significance. To retain historic integrity, a resource will possess several, and usually most, of the seven aspects of integrity.

The subject road has not been found to be individually eligible for designation under any of the established CRHR/Local Register Criteria. Further integrity analysis is not merited.

CONTINUATION SHEET

Resource Name: Unnamed Road
Page 6 of 6

Primary#: P-37-40895
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 36

B12. References Continued.

2. California Digital Newspaper Collection, University of California Riverside
3. Digital Newspaper Collection, Genealogybank.com
4. Digital Newspaper Collection, Newspapers.com
5. Digital Collection, Ancestry.com
6. Online Historic Aerial Photographs, Historic Aerials.com
7. University California Santa Barbara Online Historic Aerial Collection
8. U.S. Department of the Interior Earth Explorer Historic Aerial Collection
9. Bureau of Land Management, General Land Office Records, <https://glorerecords.blm.gov>

PRIMARY RECORD

Primary#: P-37-40896
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No.38

Review Code _____ Reviewer _____ Date _____

Resource Name: Unnamed Road

Page 1 of 5

P1. Other Identifier: None Identified

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

***a. County:** San Diego

***b. USGS 7.5' Quad:** Live Oak Springs Date: 2021 T 18S; R 7E; 1/4 of 1/4 of Sec 5; S.B. B.M. _____

c. Address: N/A City: N/A Zip: 91905 d. UTM Zone: 11S, 566815mE / 3611442mN

e. Other Locational Data: APN: 659-020-01-00

***P3a. Description:** Constructed ca.1975, the evaluated road is an unpaved route that spans in a east-west orientation for approximately 0.30-miles through a rural area in Boulevard, San Diego County. The width of the road is approximately 6-feet. The road spans between two unnamed roads located on APN: 659-020-01-00. There is heavy vegetation visible along the route from lack of vehicular traffic. The road was likely constructed to provide access through the area.

***P3b. Resource Attributes:** HP37, AH7

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



P5b. Description of Photo: View west of unnamed road. Heavy vegetation visible. (IMG_20230912_122659) | Urbana Preservation & Planning, LLC | September 2023

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

☒ Historic: EarthExplorer

☐ Prehistoric

☐ Both

***P7. Owner and Address:**

Empire II LLC
12302 Exposition Blvd
Los Angeles, CA 90064

***P8. Recorded by:**

Urbana Preservation & Planning, LLC
www.urbanapreservation.com

***P9. Date Recorded:** September 2023

***P10. Survey Type:**

Cultural Resource Inventory/CEQA Review

***P11. Report Citation:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023.

***Attachments:** ☐ None ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other:

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary#: P-37-40896

HRI#: N/A

Trinomial #: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 38

Resource Name: Unnamed Road

Page 2 of 5

B1. Historic Name: None Identified

B2. Common Name: None Identified

B3. Original Use: Road

B4. Present Use: Road ***B5. Architectural Style:** N/A

***B6. Construction History:** The evaluated road was constructed ca. 1975 and first appears in a 1975 aerial of the area (EarthExplorer: 1VDYN00010008). The road was likely constructed to provide access through the area. Today, the road retains low integrity with heavy vegetation along the route.

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A

Original Location: N/A

***B8. Related Features:** None Identified

B9a. Architect: None Identified **b. Builder:** None Identified

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

Period of Significance: N/A **Property Type:** Road **Applicable Criteria:** CRHR/Local ineligible

CRHR Criterion 1: Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Local Register Criterion 1: Associated with events that have made a significant contribution to the broad patterns of San Diego County's history and cultural heritage.

Under Criterion 1, the evaluated road is not associated with events that have made significant contributions to the broad patterns of San Diego County and California's history or cultural heritage. Constructed ca. 1975, the road was one of several unimproved routes that proliferated throughout the region providing access to early settlements, homesteads, ranching, and agricultural areas. Based on historical research, the road was likely constructed to provide access through the area. The road was associated with the theme of transportation, homesteading, and ranching; however, no evidence was found regarding the road to suggest it possesses individual documented significance in relation to the themes. For this reason, the road has not been found eligible under the CRHR/Local Register Criterion 1. **See Continuation Sheet for significance and integrity conclusions.**

B11. Additional Resource Attributes: None Identified

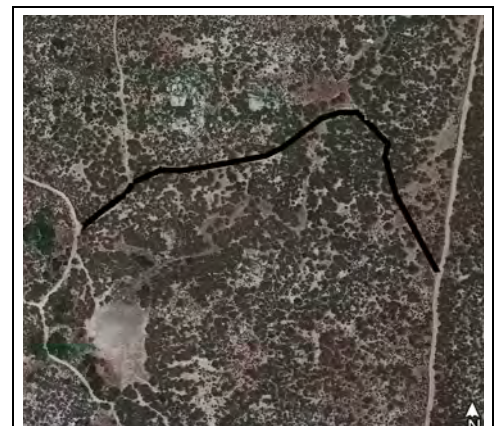
***B12. References:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023. See continuation sheet for additional references.

B13. Remarks: None

***B14. Evaluator:** Urbana Preservation & Planning, LLC

***Date of Evaluation:** October 2023

(This space reserved for official comments.)



LOCATION MAP

Resource Name: Unnamed Road
Page 3 of 5

Primary#: P-37-40896

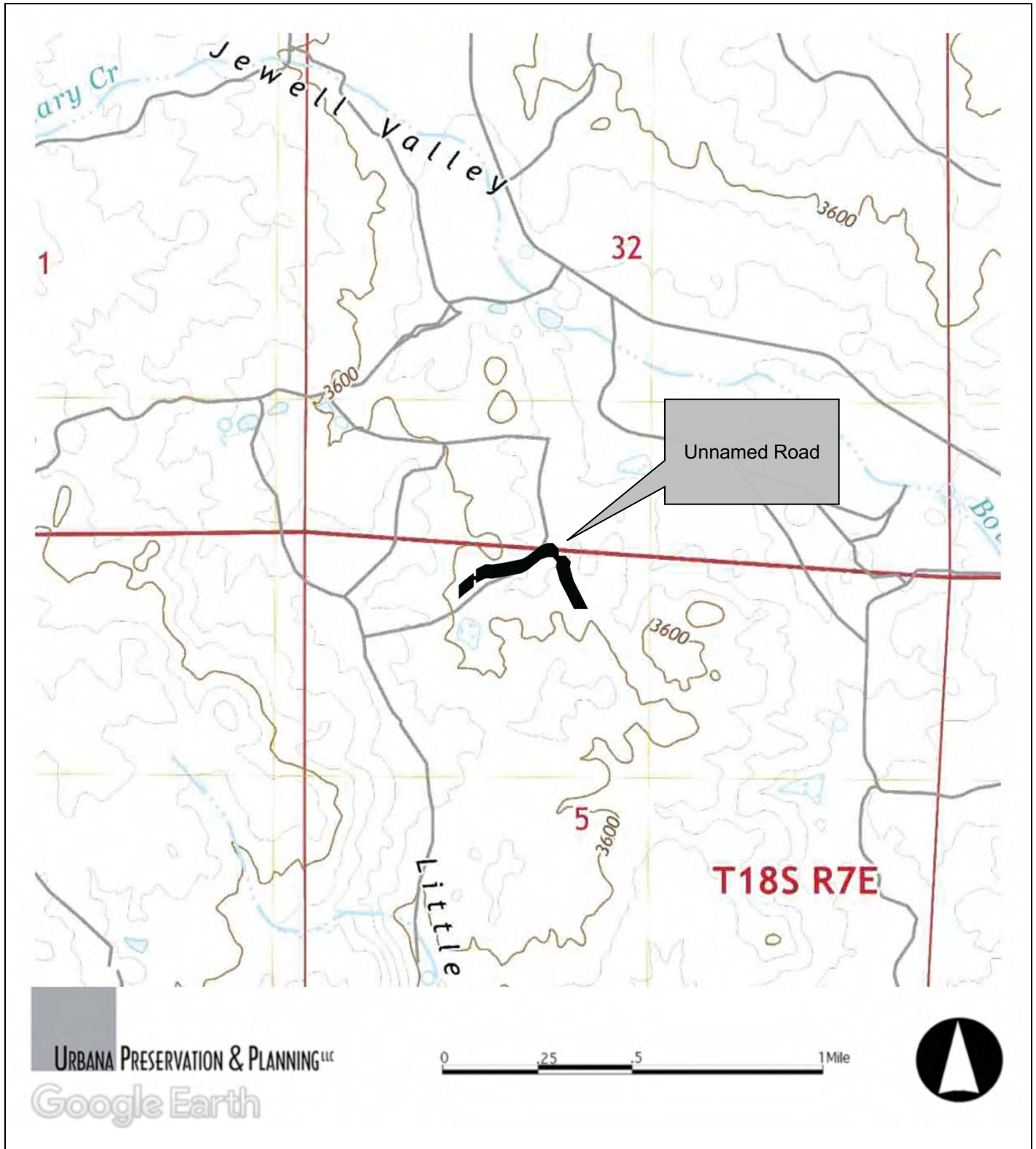
HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 38

*Map Name: Live Oak Spring USGS Quadrangle, Tierra del Sol Quadrangle *Scale: 1:24,000 *Map Date: 2021



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

Resource Name: Unnamed Road
Page 4 of 5

Primary#: P-37-40896
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 38

Primary Record Information Continued:



View northwest of unnamed road. Heavy vegetation is visible along route. (IMG_20230912_122645)
Urbana Preservation & Planning, LLC | September 2023

B10. Statement of Significance (Continued from Page 2):

CRHR Criterion 2: Associated with the lives of persons important in California's past.

Local Register Criterion 2: Associated with the lives of persons important to the history of San Diego County or its communities.

Under Criterion 2, research does not indicate the subject road is associated with individuals significant in San Diego County or state history. Based on historical research, the evaluated road spans through lands once owned by Frederick E. Stromquist (GLO Accession No. 1020831). Born in 1897, Stromquist was a native of Kansas and the son of William A. Stromquist and Selma Soderholm. In 1900, his father relocated the family to California, where he found employment as a stationary engineer. By the 1910s, the Stromquist family resided in Boulevard, where his father acquired 160-acres of land through the 1862 Homestead Act on Sections 31 and 32 of Township 17S, Range 7E. The homestead was located south of Jewel Valley Road, on a portion of the present-day Empire Ranch. Mr. Stromquist is listed as a farmer in Boulevard on the 1920 United States Federal Census. In 1928, his son Frederick acquired 640-acres of land in Section 29 and 33 of Township 17S, Range 7E, through the 1916 Stock Raising Homestead Act.

By 1969, the property, and surrounding lands, were acquired by the Haagen family, who developed over 100 shopping centers in the Southern California region. The family would later own the Empire Polo Club where the Coachella Valley Music and Arts festival is held. Under their ownership, the subject road was constructed Ca. 1975 to provide access through the area. A direct association with a significant individual was not established for either the Stromquist or Haagen families. For this reason, the subject road is not eligible under the CRHR/Local Register Criterion 2.

CONTINUATION SHEET

Resource Name: Unnamed Road

Page 5 of 5

Primary#: P-37-40896

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 38

CRHR Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Local Register Criterion 3: Embodies the distinctive characteristics of a type, period, San Diego County region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Constructed ca.1975, the evaluated road is a basic unimproved road that spans for approximately 0.3-miles through a sparse and rural desert region located in the Boulevard area in southeast San Diego County. The road does not exhibit distinctive design features, important innovations, nor does it reflect an evolution in road building practices in the area of engineering. For this reason, the road was determined not eligible under the CRHR/Local Register Criterion 3.

CRHR Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

Local Register Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

The subject road is not eligible under the established criteria as it is unlikely to yield information important to prehistory or history. To possess significance for information potential, the information yielded must answer specific important research questions that cannot be otherwise answered. The criterion is typically applied to archaeological sites that can provide archaeological information important for our understanding of the historic or prehistoric past. Survey efforts were limited to above ground built-environment historic resources. For this reason, the road is not eligible under the CRHR/Local Register Criterion 4.

Integrity

Integrity is the ability of a resource to convey its significance. Only after the historic significant of a resource is fully established can the issue of integrity be addressed. Evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to historic significance. To retain historic integrity, a resource will possess several, and usually most, of the seven aspects of integrity.

The subject road has not been found to be individually eligible for designation under any of the established CRHR/Local Register Criteria. Further integrity analysis is not merited.

B12. References Continued.

2. California Digital Newspaper Collection, University of California Riverside
3. Digital Newspaper Collection, Genealogybank.com
4. Digital Newspaper Collection, Newspapers.com
5. Digital Collection, Ancestry.com
6. Online Historic Aerial Photographs, Historic Aerials.com
7. University California Santa Barbara Online Historic Aerial Collection
8. U.S. Department of the Interior Earth Explorer Historic Aerial Collection
9. Bureau of Land Management, General Land Office Records, <https://glorerecords.blm.gov>

PRIMARY RECORD

Primary#: P-37-40897
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No.53

Review Code _____ Reviewer _____ Date _____

Resource Name: Tule Jim Lane

Page 1 of 6

P1. Other Identifier: None Identified

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

***a. County:** San Diego

***b. USGS 7.5' Quad:** Live Oak Springs Date: 2021 T 17S; R 7E; 1/4 of 1/4 of Sec 29, 32, 33; S.B. **B.M.** _____

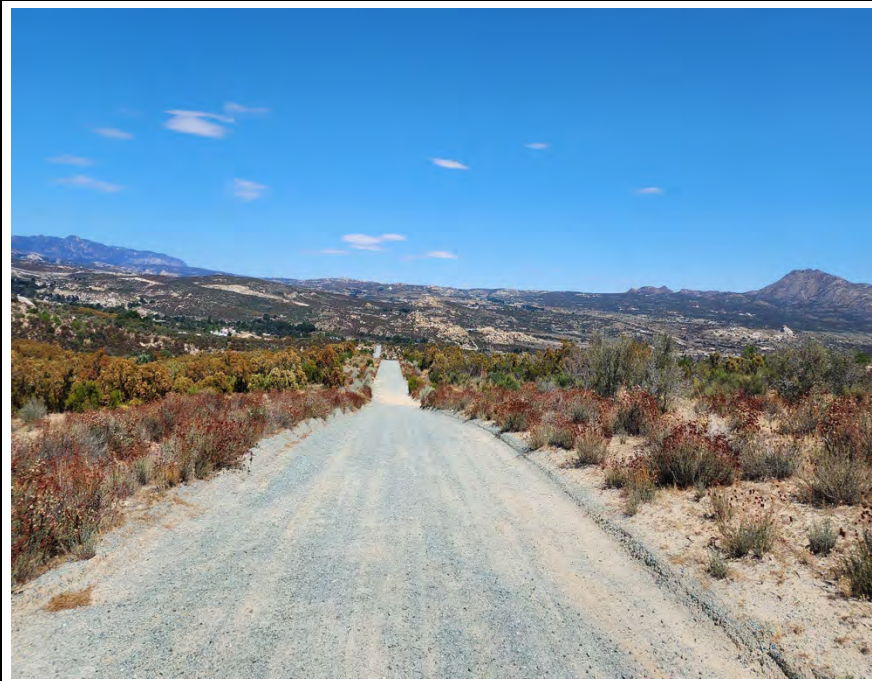
c. Address: N/A City: N/A Zip: 91905 d. UTM Zone: 11S, 568179mE / 3613125mN

e. Other Locational Data: APN:612-120-52-00, 612-120-03-00, 612-120-02-00, 612-090-57-00, 612-090-58-00, 612-092-14-00

***P3a. Description:** Constructed prior to 1953, Tule Jim Lane is an unpaved route that spans in a north-southeast orientation for approximately 1.8-miles through the rural community of Boulevard in southeast San Diego County. The width is approximately 20-feet. The road initiates south from Old Highway 80 and veers east at APN: 612-120-02-00, terminating at the White Butte Mine. There are visible vehicular tracks along the route from off-highway vehicles. The route was likely constructed to provide access to homestead and grazing lands, including the White Butte Mine located on APN:612-120-52-00.

***P3b. Resource Attributes:** HP37, AH7

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



P5b. Description of Photo: View north of Tule Jim Lane. (IMG_20230912_113404) | Urbana Preservation & Planning, LLC | September 2023

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

Source:

☒ Historic: Campo USGS Quad Map (1:62,500)

☐ Prehistoric

☐ Both

***P7. Owner and Address:**

Not Identified

***P8. Recorded by:**

Urbana Preservation & Planning, LLC

www.urbanapreservation.com

***P9. Date Recorded:** September 2023

***P10. Survey Type:**

Cultural Resource Inventory/CEQA Review

***P11. Report Citation:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023.

***Attachments:** ☐ None ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other:

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary#: P-37-40897

HRI#: N/A

Trinomial #: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 53

Resource Name: Tule Jim Lane

Page 2 of 6

B1. Historic Name: None Identified

B2. Common Name: None Identified

B3. Original Use: Road

B4. Present Use: Road

***B5. Architectural Style:** N/A

***B6. Construction History:** Tule Jim Lane was constructed prior to 1939. The southeast segment of the road is delineated on the 1939 Campo USGS Quadrangle map (1:62,500) and was captured on a 1953 aerial of the area. The entire road is delineated in its current configuration on the 1959 Live Oak Springs USGS Quadrangle map (1:24,000). The road was likely constructed to provide access through homestead and grazing lands, including the White Butte Mine. Today, the road continues to retain high integrity as an active in-use route. **See Continuation Sheet for historic maps and aerials.**

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A

Original Location: N/A

***B8. Related Features:** None Identified

B9a. Architect: None Identified **b. Builder:** None Identified

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

Period of Significance: N/A **Property Type:** Road **Applicable Criteria:** CRHR/Local ineligible

CRHR Criterion 1: Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Local Register Criterion 1: Associated with events that have made a significant contribution to the broad patterns of San Diego County's history and cultural heritage.

Under Criterion 1, Tule Jim Lane is not associated with events that have made significant contributions to the broad patterns of San Diego County and California's history or cultural heritage. Constructed prior to 1939, the road was one of several unimproved routes that proliferated throughout the region providing access to early settlements, homesteads, ranching, and agricultural areas. Based on historical research, the road was likely constructed to facilitate ranching operations in the area, in a region strongly associated with the homestead and ranching themes between the 1860s and mid-twentieth century. The road was associated with the theme of transportation, homesteading, and ranching; however, no evidence was found regarding the road to suggest it possesses individual documented significance in relation to the themes. For this reason, the road has not been found eligible under the CRHR/Local Register Criterion 1. **See Continuation Sheet for significance and integrity conclusions.**

B11. Additional Resource Attributes: None Identified

***B12. References:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023. See continuation sheet for additional references.

B13. Remarks: None

***B14. Evaluator:** Urbana Preservation & Planning, LLC

***Date of Evaluation:** October 2023

(This space reserved for official comments.)



LOCATION MAP

Resource Name: Tule Jim Lane
Page 3 of 6

Primary#: P-37-40897

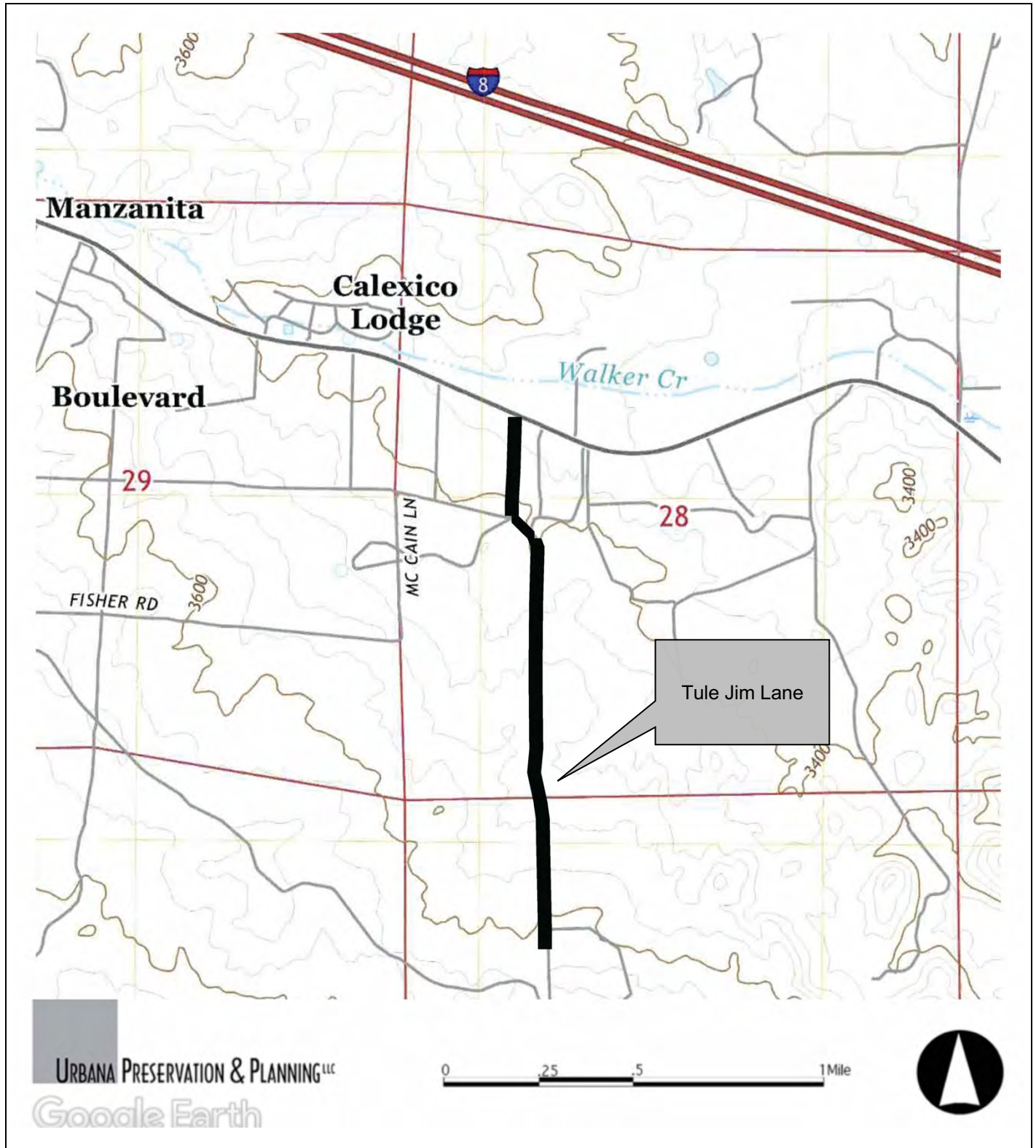
HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 53

*Map Name: Live Oak Spring USGS Quadrangle *Scale: 1:24,000 *Map Date: 2021



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

Resource Name: Tule Jim Lane
Page 4 of 6

Primary#: P-37-40897
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 53

Primary Record Information Continued:



View south of Tule Jim Lane (IMG_20230912_113751)
Urbana Preservation & Planning, LLC | September 2023



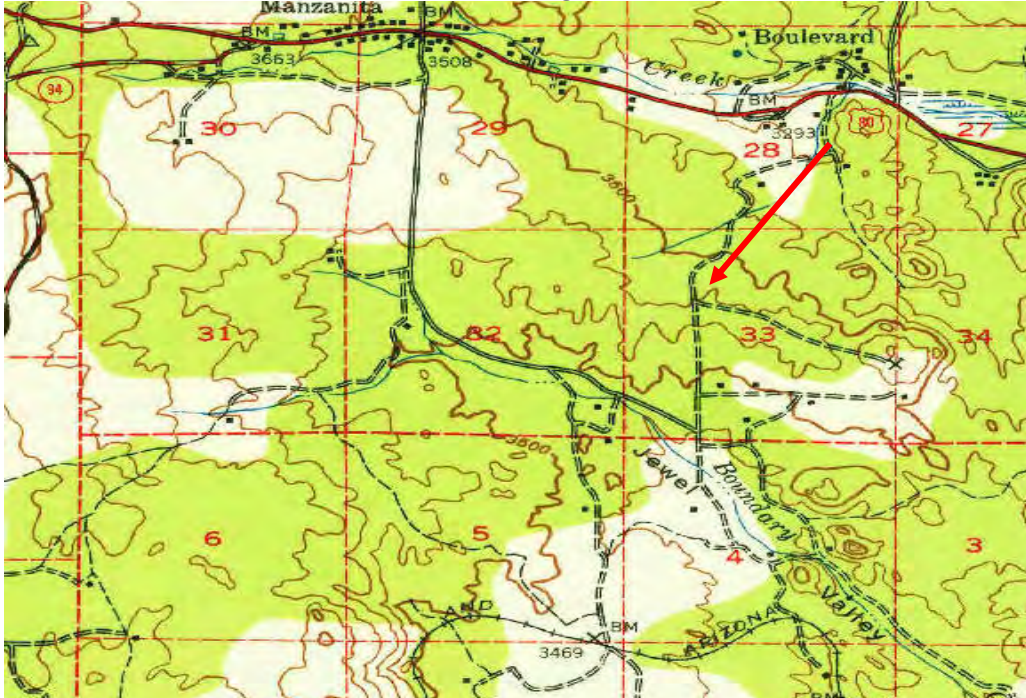
View north of Tule Jim Lane. (IMG_20230912_113759)
Urbana Preservation & Planning, LLC | September 2023

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

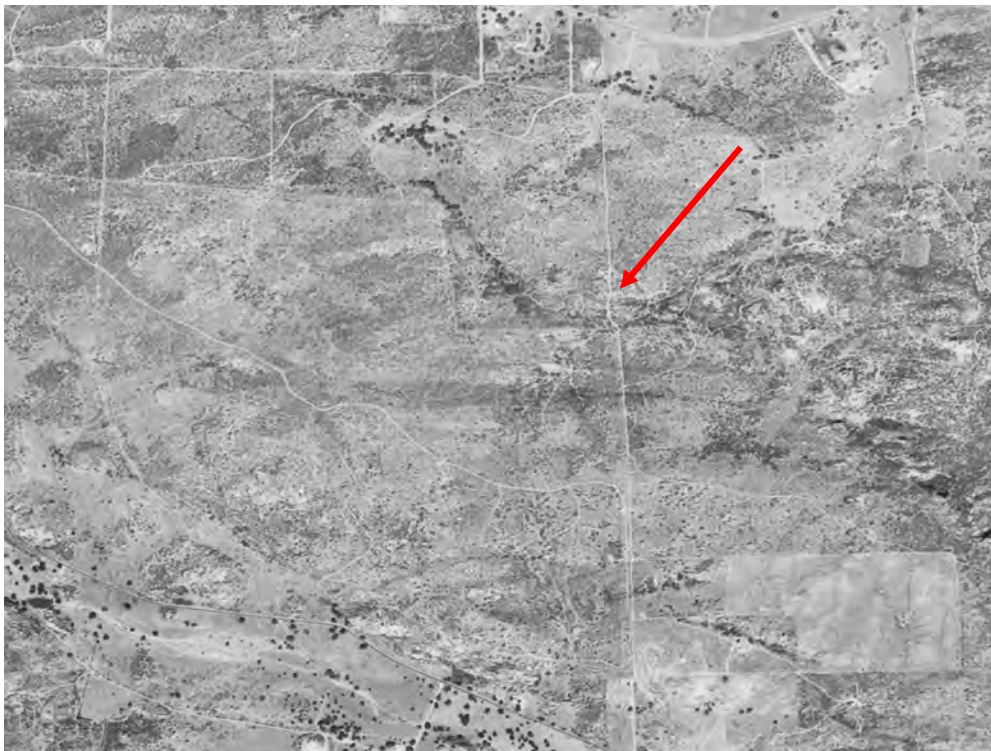
Resource Name: Tule Jim Lane
Page 5 of 6

Primary#: P-37-40897
HRI #: N/A
Trinomial: None
CRHR Status Code: 6Z
Other Listings: Urbana Survey No. 53

B6. Construction History (Continued from Page 2):



1939 Campo USGS Quadrangle map (1:62,500).



1975 aerial (FrameFinder: axn-1953_2m-14)

CONTINUATION SHEET

Resource Name: Tule Jim Lane

Page 6 of 6

Primary#: P-37-40897

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Z

Other Listings: Urbana Survey No. 53

B10. Statement of Significance (Continued from Page 2):

CRHR Criterion 2: Associated with the lives of persons important in California's past.

Local Register Criterion 2: Associated with the lives of persons important to the history of San Diego County or its communities.

Under Criterion 2, research does not indicate the subject road is directly associated with individuals significant in San Diego County or state history. The road is one of several unimproved routes that provided access to several of the area's early homesteads and ranches. Identified homestead/ranch lands established within proximity to the route include the Frederick E. Stromquist (GLO Accession No. 1020831), Elza R. Martin (GLO Accession No. 1086363), and the Henry C. and Roland E. Mills (GLO Accession No. 1020831, 1022196, 1050033) properties. During the course of historical research, a direct association with a significant individual in local and state history was not identified. For this reason, the subject road is not eligible under the CRHR/Local Register Criterion 2.

CRHR Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Local Register Criterion 3: Embodies the distinctive characteristics of a type, period, San Diego County region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Constructed prior to 1939, Tule Jim Lane is a basic unimproved road that spans for approximately 1.8-miles through a sparse and rural desert region located in the Boulevard area in southeast San Diego County. The road does not exhibit distinctive design features, important innovations, nor does it reflect an evolution in road building practices in the area of engineering. For this reason, the road was determined not eligible under the CRHR/Local Register Criterion 3.

CRHR Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

Local Register Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

The subject road is not eligible under the established criteria as it is unlikely to yield information important to prehistory or history. To possess significance for information potential, the information yielded must answer specific important research questions that cannot be otherwise answered. The criterion is typically applied to archaeological sites that can provide archaeological information important for our understanding of the historic or prehistoric past. Survey efforts were limited to above ground built-environment historic resources. For this reason, the road is not eligible under the CRHR/Local Register Criterion 4.

Integrity

Integrity is the ability of a resource to convey its significance. Only after the historic significant of a resource is fully established can the issue of integrity be addressed. Evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to historic significance. To retain historic integrity, a resource will possess several, and usually most, of the seven aspects of integrity.

The subject road has not been found to be individually eligible for designation under any of the established CRHR/Local Register Criteria. Further integrity analysis is not merited.

B12. References Continued.

2. California Digital Newspaper Collection, University of California Riverside
3. Digital Newspaper Collection, Genealogybank.com
4. Digital Newspaper Collection, Newspapers.com
5. Digital Collection, Ancestry.com
6. Online Historic Aerial Photographs, Historic Aerials.com
7. University California Santa Barbara Online Historic Aerial Collection
8. U.S. Department of the Interior Earth Explorer Historic Aerial Collection
9. Bureau of Land Management, General Land Office Records, <https://glorerecords.blm.gov>

PRIMARY RECORD

Primary#: P-37-025680
HRI#: N/A
Trinomial #: None
CRHR Status Code: 6Y
Other Listings: Urbana Survey No.54

Review Code _____ Reviewer _____ Date _____

Resource Name: San Diego & Arizona Railroad

Page 1 of 7

P1. Other Identifier: San Diego & Arizona Eastern Railway

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

***a. County:** San Diego

***b. USGS 7.5' Quad:** Live Oak Springs / Tierra del Sol Date: 2021 T 17S, 18S; R 7E; 1/4 of 1/4 of Sec 5, 4, 8; S.B. B.M.

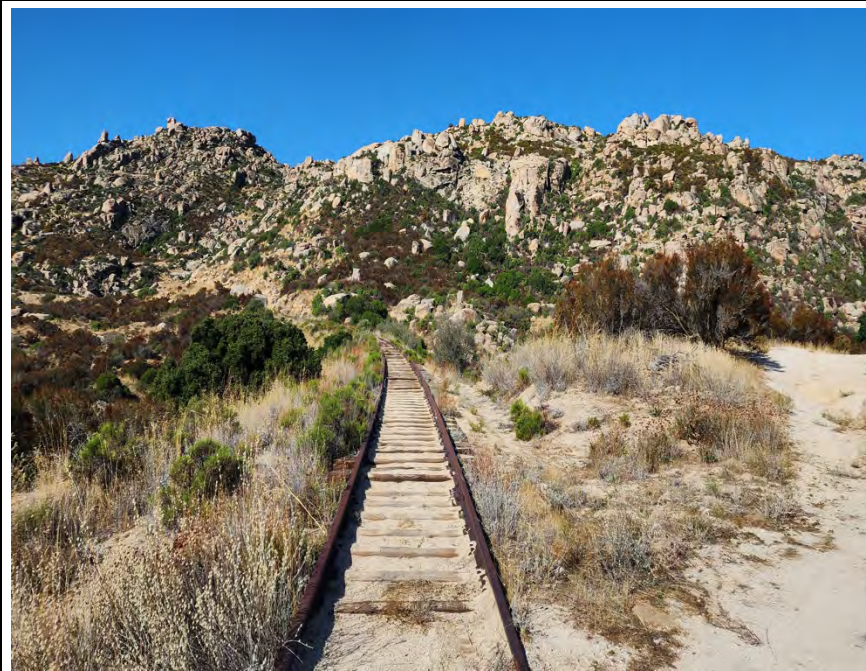
c. Address: N/A City: N/A Zip: 91905 d. UTM Zone: 11S, 566761mE / 3610141mN

e. Other Locational Data: 659-020-08-00, 659-080-08-00, 659-080-09-00, 659-090-08-00

***P3a. Description:** The evaluated segment of the San Diego & Arizona Railroad is located in Boulevard, a rural census designated community located in southeast San Diego County. The segment is approximately 1.8-miles long, extending between the Little Valley and Jewell Valley. The line is located 1.5-miles from the United States-Mexico border and spans through Sections 5, 8, and 9 of Township 18S, Range 7E. Although it retains most of its basic components (rails, sleepers, bolts, spikes, etc.), a small portion of the segment is missing its wooden sleeper rails. The line retains moderate integrity. Over the years, segments of the line have been previously recorded. In 2020, the line was evaluated in its entirety and found not eligible for designation under the NRHP through a Section 106 process. The only segment of the line that was determined potentially eligible under Criterion C for architecture was in the Carrizo Gorge, but that segment was considered to lack sufficient integrity to convey its significance. **See Continuation Sheet for additional information.**

***P3b. Resource Attributes:** HP18, AH7

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



P5b. Description of Photo: View southwest of railroad. (IMG_20230912_090118) | Urbana Preservation & Planning, LLC | September 2023

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

Source:

☒ Historic: Previous Documentation

☐ Prehistoric

☐ Both

***P7. Owner and Address:**

Not Identified

***P8. Recorded by:**

Urbana Preservation & Planning, LLC

www.urbanapreservation.com

***P9. Date Recorded:** September 2023

***P10. Survey Type:**

Cultural Resource Inventory/CEQA Review

***P11. Report Citation:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023.

***Attachments:** ☐ None ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other:

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary#: P-37-025680

HRI#: N/A

Trinomial #: None

CRHR Status Code: 6Y

Other Listings: Urbana Survey No. 54

Resource Name: San Diego & Arizona Railroad

Page 2 of 7

B1. Historic Name: San Diego & Arizona Railroad

B2. Common Name: San Diego & Arizona Eastern Railway

B3. Original Use: Railroad **B4. Present Use:** Railroad ***B5. Architectural Style:** N/A

***B6. Construction History:** The San Diego & Arizona Railroad was constructed between 1907-1919. Based on historical newspapers, the evaluated segment was constructed by the Twohy Brothers Construction Company sometime between 1916-1918. On December 30, 1916, the Imperial Valley Press reported that the company had arrived to finish the remaining stretch of the line between Campo and the Imperial Valley. By 1918, the line was completed as far as Jamba, located east of Boulevard.

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

***B8. Related Features:** None Identified

B9a. Architect: None Identified **b. Builder:** None Identified

***B10. Significance: Theme:** N/A **Area:** San Diego

Period of Significance: N/A **Property Type:** Railroad **Applicable Criteria:** CRHR/Local ineligible

The evaluated segment of the San Diego & Arizona Railroad does not qualify for the designation under the CRHR and Local Register. Under Criterion 1, the line is not directly associated with significant historic events on a national level, serving a minor role in the development of San Diego and Imperial County and in the country's national defense. Although the line was largely financed by John D. Spreckels, an important figure in San Diego's early development, much of his significant accomplishments were made prior to the line's completion. Additionally, most of his significant accomplishments were made at a local level within the City of San Diego. Therefore, the segment does qualify under Criterion 2. The evaluated segment spans between the Little Valley and Jewel Valley for approximately 1.5-miles. The segment is a standard gauge line and does not exhibit distinctive design features, important innovations, or reflect an evolution in railroad building practices in the area of engineering under Criterion 3. Lastly, the segment is unlikely to yield information important to prehistory or history under Criterion 4.

In 2020 the line was evaluated in its entirety and found not eligible for designation under the NRHP through a Section 106 process. The current evaluation agrees with the previous conclusions.

Integrity

Integrity is the ability of a resource to convey its significance. Only after the historic significant of a resource is fully established can the issue of integrity be addressed. Evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to historic significance. To retain historic integrity, a resource will possess several, and usually most, of the seven aspects of integrity.

The evaluated segment of the San Diego & Arizona Railroad has not been found to be individually eligible for designation under any of the established CRHR/Local Register Criteria. Further integrity analysis is not merited.

B11. Additional Resource Attributes: None Identified

***B12. References:** Urbana Preservation & Planning, LLC, Historical Resource Technical Report | Starlight Solar Project, Boulevard, CA, October 2023. See continuation sheet for additional references.

B13. Remarks: None

***B14. Evaluator:** Urbana Preservation & Planning, LLC

***Date of Evaluation:** October 2023

(This space reserved for official comments.)



LOCATION MAP

Resource Name: San Diego & Arizona Railway
Page 3 of 7

Primary#: P-37-025680

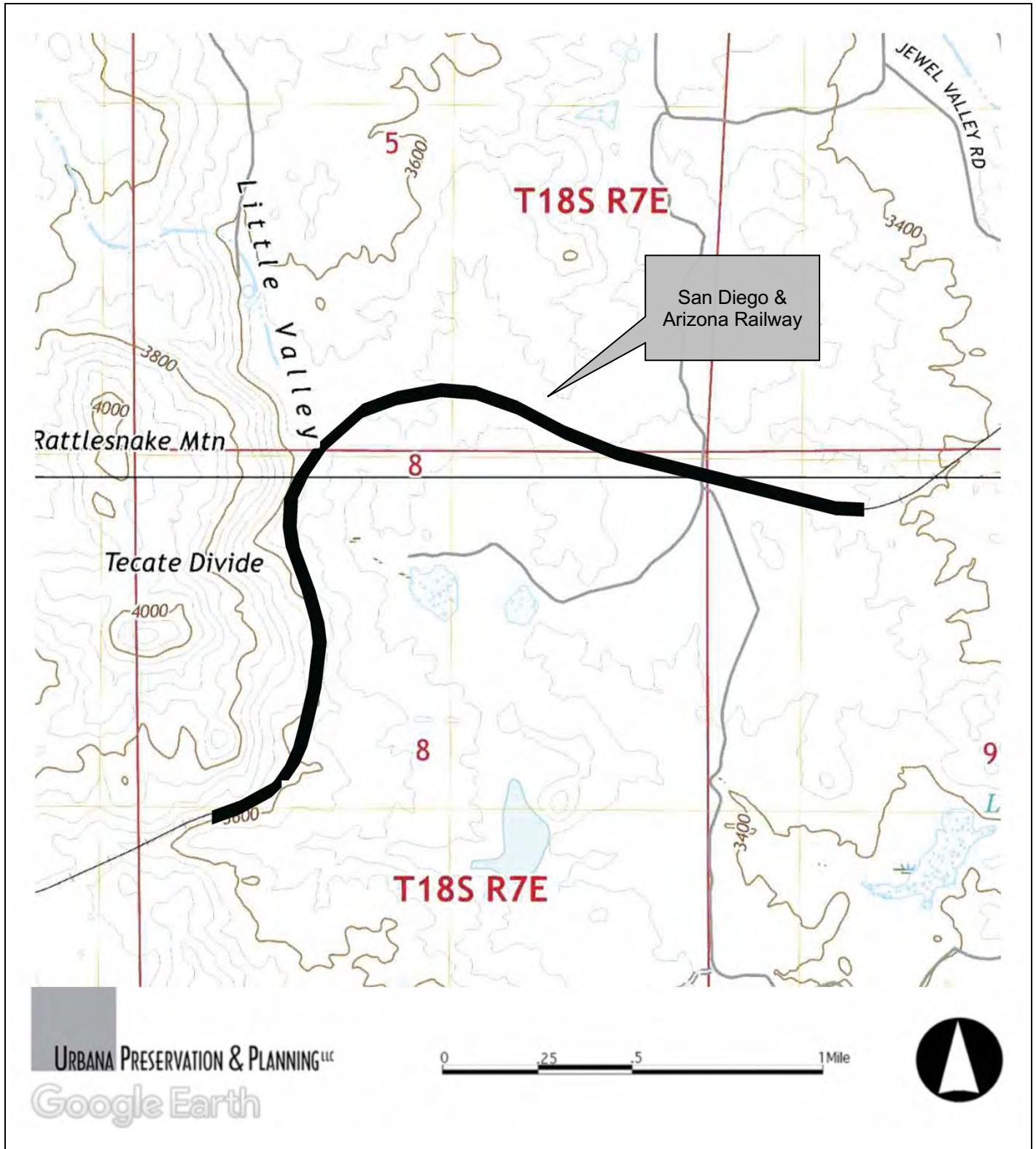
HRI #: N/A

Trinomial: None

CRHR Status Code: 6Y

Other Listings: Urbana Survey No. 54

*Map Name: Live Oak Spring USGS Quadrangle, Tierra del Sol Quadrangle *Scale: 1:24,000 *Map Date: 2021



CONTINUATION SHEET

Resource Name: San Diego & Arizona Railway
Page 4 of 7

Primary#: P-37-025680

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Y

Other Listings: Urbana Survey No. 54

Primary Record Information Continued:

P3a. Description (Continued from Page 1):

Constructed between 1907 to 1919, the San Diego & Arizona Railroad was a 148-miles line that extended between San Diego and El Centro, California. The line was established to provide the City of San Diego with a direct transcontinental rail link to eastern side of the United States. The line was founded and largely financed by John D. Spreckels, a wealthy entrepreneur from Charleston who relocated to San Diego during the development boom of the 1880s. Nicknamed the "Impossible Railroad," the line would take more than a decade to complete. Construction of the line began in 1907, initiating from the City of San Diego eastward. In 1919, after several years of financial and political setbacks, including natural disasters, the San Diego & Arizona Railway was officially completed. Costing nearly \$19 million dollars to complete, it was one of the most expensive railroads ever built in the United States. The line snaked through several miles of difficult mountainous and desert terrain, connecting with the Southern Pacific at the El Centro junction. Arguably the most difficult area to build was the Carrizo Gorge segment in the Jamba Mountains. Within an 11-mile span, the line crosses 14 trestles and 21 tunnels. See Continuation Sheet for additional information.

Upon its completion, passengers were offered a faster route to San Diego without having to disembark in Los Angeles first. It also facilitated agricultural and ranching operations in east county and stimulated tourism and development in the region. However, its initial success was short-lived. Soon thereafter it opened most people opted to travel to San Diego in their own automobiles rather than by train. The line was repeatedly damaged from heavy rainstorms, landslides, and fires, taking a financial toll on the railroad company. In 1932, six years after Spreckels death, his heirs sold their interests to the Southern Pacific, which changed the lines name to the San Diego & Arizona Eastern Railway. By the 1960s, the construction of Interstate 8 rendered the line obsolete. In 1976, the Southern Pacific stopped making repairs, and in 1978 the line was donated to the San Diego Metropolitan Transit System. Today, the San Diego & Arizona Railway still operates along parts of its historic 148-mile long route.



View southwest of railroad. (20230912_090114)

Urbana Preservation & Planning, LLC | September 2023

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

Resource Name: San Diego & Arizona Railway
Page 5 of 7

Primary#: P-37-025680

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Y

Other Listings: Urbana Survey No. 54



View southwest of railroad. (20230912_090148)
Urbana Preservation & Planning, LLC | September 2023



View east of railroad. (20230912_092015)
Urbana Preservation & Planning, LLC | September 2023

CONTINUATION SHEET

Resource Name: San Diego & Arizona Railway
Page 6 of 7

Primary#: P-37-025680

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Y

Other Listings: Urbana Survey No. 54



View east of railroad. (20230912_090200)

Urbana Preservation & Planning, LLC | September 2023

CONTINUATION SHEET

Resource Name: San Diego & Arizona Railway
Page 7 of 7

Primary#: P-37-025680

HRI #: N/A

Trinomial: None

CRHR Status Code: 6Y

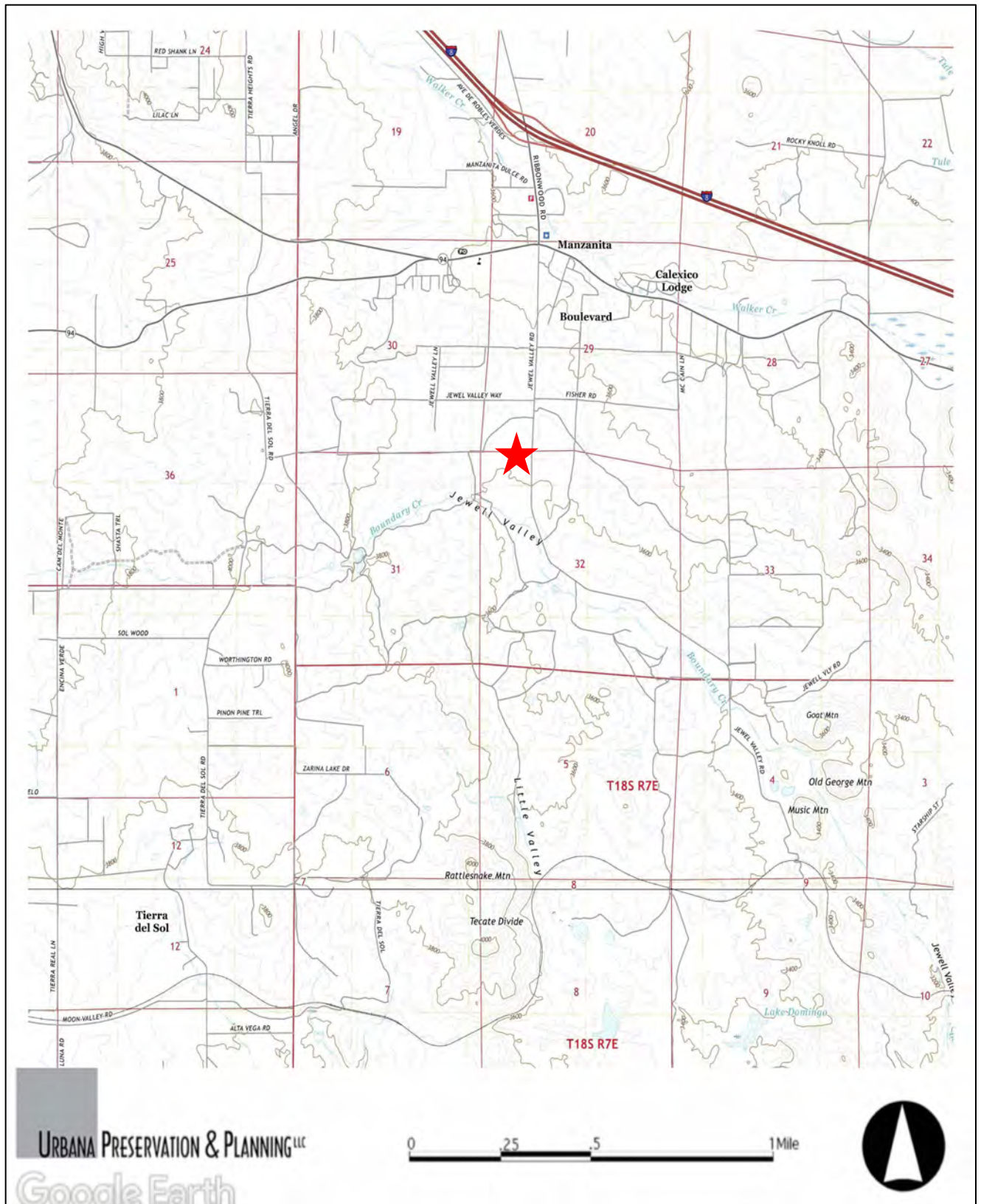
Other Listings: Urbana Survey No. 54

B12. References Continued.

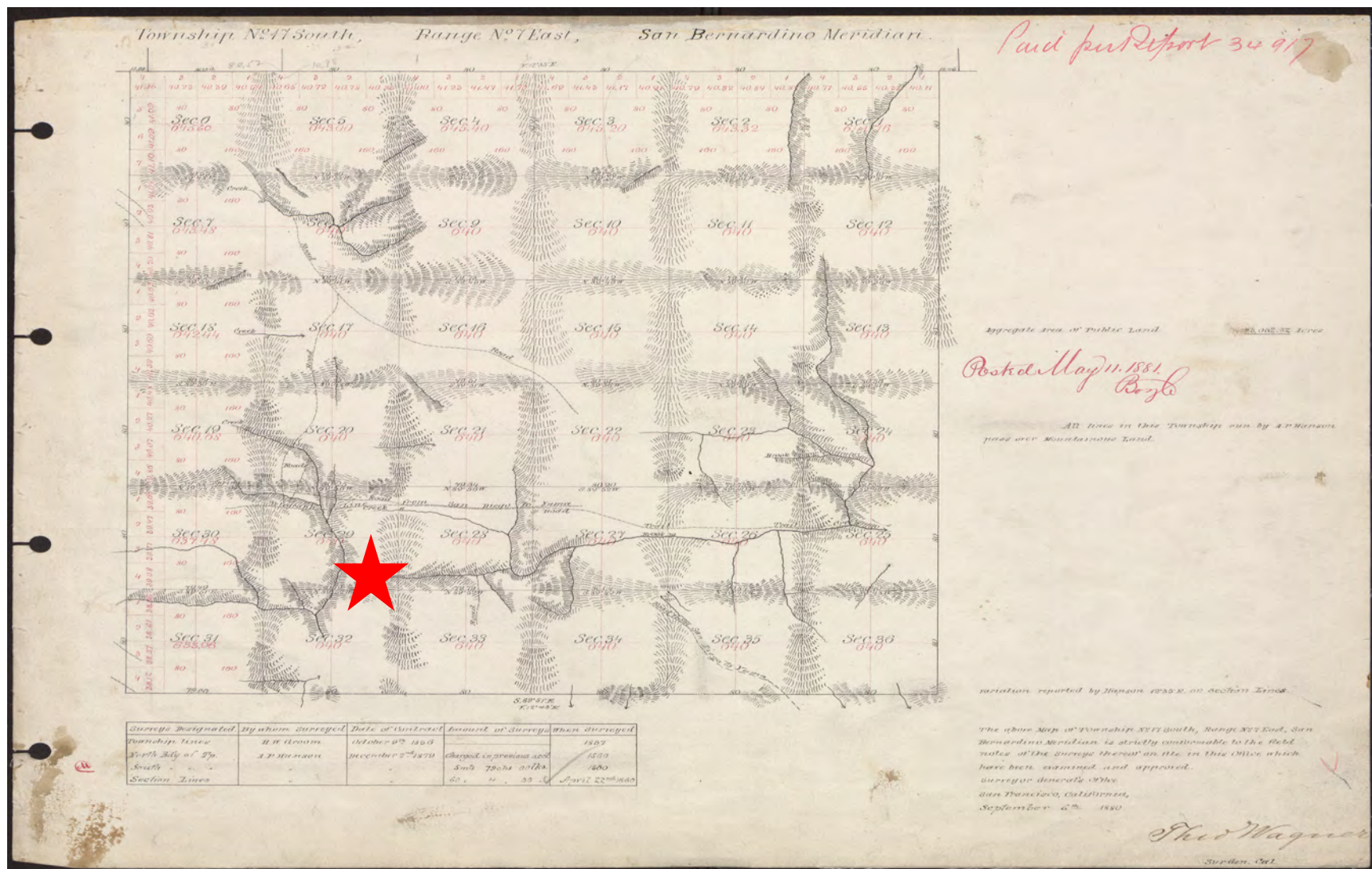
2. California Digital Newspaper Collection, University of California Riverside
3. Digital Newspaper Collection, Genealogybank.com
4. Digital Newspaper Collection, Newspapers.com
5. Digital Collection, Ancestry.com
6. Online Historic Aerial Photographs, Historic Aerials.com
7. University California Santa Barbara Online Historic Aerial Collection
8. U.S. Department of the Interior Earth Explorer Historic Aerial Collection
9. Bureau of Land Management, General Land Office Records, <https://glorerecords.blm.gov>
10. Previous Documentation, DPR 523 Form Series.

APPENDIX B

HISTORIC MAPS



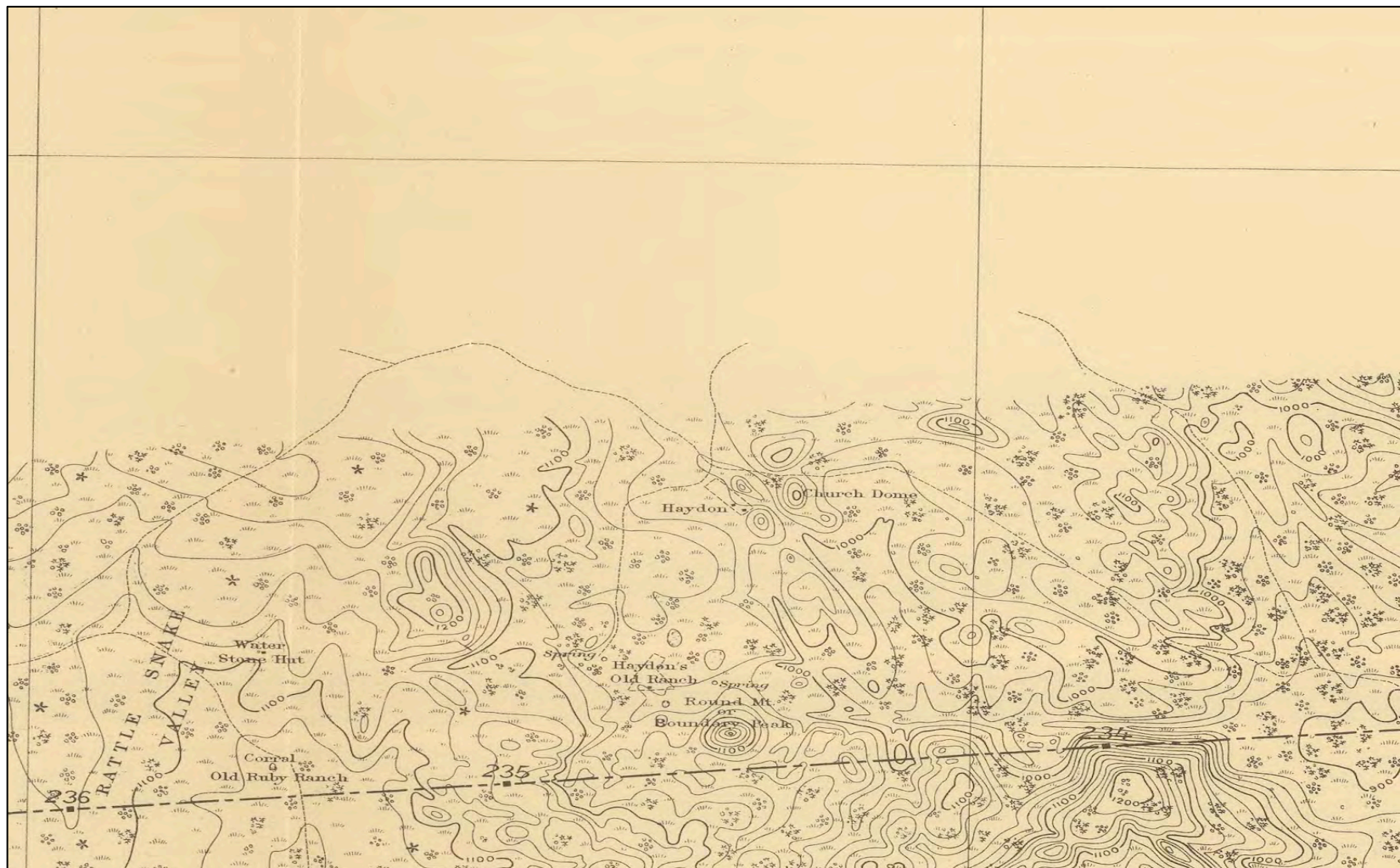
Project Location Map on 2021 Live Oak Springs / Tierra Del Sol Quadrangle maps (1:24,000).



1880 GLO Survey Plat of project area location.

Source: Bureau of Land Management Plat map, "General Land Office Survey Maps," digital images, General Land office Records, Year: 1880, [GLO Plat Map No. 288705_1].

Source: Bureau of Land Management Plat map, "General Land Office Survey Maps," digital images, General Land office Records, Year: 1884, [GLO Plat Map No. 288713_1].



1901 map of Boundary Between the United States and Mexico as Surveyed and Marked by the International Boundary Commission. The Jewell Valley was formally known as the Haydon Valley.
Source: Library of Congress.

APPENDIX C

RECORD SEARCH

CONTINUATION SHEET

Primary # P-37-025680 **UPDATE**

HRI#

Trinomial

Page 1 of 1

*Resource Name or # P-37-025680

☐ Continuation ☒ **UPDATE**

*Recorded by: Cogstone Resource Management, Inc.

*Date: May 18, 2020

P-37-025680 was originally recorded by HDR, Inc., in 2018 as a historic linear structure consisting of a 1.35-mile segment of the San Diego and Arizona Railroad (SD&A), extending from a point just east of La Posta Road to a point south of Clover Flat. The segment is part of the Desert Line which extends north and east from the U.S./Mexico Border to Plaster City, CA where it joins the Union Pacific Railroad from El Centro, CA. Several sections of the SD&A have been recorded since 2000 with varying degrees of detail.

On May 18, 2020, Cogstone surveyed the top of the hill that contains the historic train tunnel from the San Diego and Arizona Railroad where it crosses the United States/Mexico border at 11S 543575 mE 3605272 mN . The tracts and tunnel are part of P-37-025680, but the section of the railroad that extends through the tunnel has not previously recorded. The current survey area did not extend down the sides of the hill where the north and south entrances of the tunnel are. The tunnel appears in good shape from the top, but no effort was made to extend the survey area to the inside of the tunnel (Terry 2020)

Terry, Teresa

2020 Cultural Resources Survey of the San Diego 15 Border Alignment Totaling 236.98 Acres, FY 2020 284 Project,
San Diego County, California

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

Primary # P-37-025680

HRI #

Trinomial

NRHP Status Code

UPDATE

Other Listings
Review Code

Reviewer

Date

Page 1 of 13

*Resource Name or #: San Diego and Arizona (Eastern) Railroad

P1. Other Identifier: Union Pacific Railroad, "The Impossible Railroad"

P2. Location: ☒ Not for Publication ☐ Unrestricted

*a. County: San Diego County and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Campo

Date: 1994

T17S R6E Section 31 and T18S R6E Section 6 S.B.B.M.

c. Address: La Posta Road

City: Campo

Zip: 91906

d. UTM: Zone: 11N; NAD83; western extent 554437 m E/ 3612181 m N to eastern extent 555175 m E/ 3613381 m N (G.P.S.)

e. Other Locational Data: (APN: 657-010-04-00, 610-070-06-00) Elevation: 2,859 ft. to 2,956 ft.

From Interstate Highway 8, take Exit 54 for Old Highway 80. Travel east on Old highway 80 for approximately 2.8 miles and turn south on La Posta Road. Continue south on La Posta Road for 5.8 miles to the San Diego and Arizona Railroad (SD&A RR) crossing. The resource segment begins approximately 1,350 feet to the east.

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

The resource is a 1.35-mile segment of the SD&A extending from a point just east of La Posta Road to a point south of Clover Flat. The segment is part of the Desert Line which extends north and east from the U.S./Mexico Border to Plaster City, CA where it joins the Union Pacific Railroad from El Centro, CA. The total length of the Desert Line is 69.9 miles. San Diego Metropolitan Transit System purchased the portion of the railroad west of Plaster City, CA in 1979 but the Union Pacific Railroad retained ownership of the line east of Plaster City. Since inception, the SD&A has been plagued with problems such as tunnel collapses, bridge washouts, and landslides from significant weather events like Hurricane Kathleen in 1976. Due to these issues, the SD&A, including this segment, has undergone numerous repairs and rebuilds. Various owners (John Spreckels, Southern Pacific Railroad, Kyle Railways) throughout the years have tried to abandon this unprofitable railroad line; however, regulatory agencies (Southern Pacific, Interstate Commerce Commission) refused to grant these requests. Passenger service ended in 1951, but freight service has continued on a limited basis, and the line is still considered active even though the tracks in this section have not been used in recent years. The segment discussed in this record is in poor but serviceable condition. – Please see Continuation Sheets.

***P3b. Resource Attributes:** HP11. Engineering Structure, AH7. Railroad bed

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



P5b. Description of Photo:

SD&A Railroad segment between Sport Curve and Clover Flat, facing southwest

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

☒ Historic ☐ Prehistoric ☐ Both

***P7. Owner and Address:**

San Diego & Arizona Eastern
Railway Company
C/O San Diego Metropolitan
Transit System (MTS)
1255 Imperial Ave, Suite 1000
San Diego, CA 92101-7492

***P8. Recorded by:**

HDR, Inc., 591 Camino De La
Reina, Suite 300
San Diego, CA 92108

***P9. Date Recorded:** 2018-12-20

***P10. Survey Type:** Intensive

***P11. Report Citation:** Michael Connolly and Wayne Glenn 2018. *Class III Cultural Resources Inventory Report: TIMR Project, San Diego and Imperial Counties, California*. Prepared by HDR, Inc. for Customs and Border Protection.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # P-37-025680

*NRHP Status Code 6

Page 2 of 13

B1. Historic Name: San Diego & Arizona (Eastern) Railroad

B2. Common Name: San Diego & Arizona Railroad, Southern Pacific Railroad, Union Pacific Railroad

B3. Original Use: Passenger and Freight Railroad Transport B4. Present Use: Freight Transport and Tourism

*B5. Architectural Style: Standard Gauge Railroad.

*B6. Construction History: The resource is a 1.35-mile segment of the San Diego and Arizona railroad. Construction of the San Diego and Arizona Railroad took place between 1907 and 1919 at a cost of more than 18 million dollars. The construction and operation of the line was plagued by numerous disasters including insurrections in Mexico, fires, floods, hurricanes, and mechanical accidents. As such, many portions of the railroad have been continually replaced or rebuilt since completion. The railroad was never profitable and continually operated at extreme losses due to these continuous repairs and periods of non-operation. Various owners (John Spreckels, Southern Pacific Railroad, Kyle Railways) throughout the years have tried to abandon this unprofitable railroad line; however, regulatory agencies (Southern Pacific, Interstate Commerce Commission) refused to grant these requests. Passenger service ended in 1951, but freight service has continued on a limited basis, and the line is still considered active even though the tracks in this section have not been used in recent years. San Diego Metropolitan Transit System purchased the portion of the railroad west of Plaster City, CA in 1979 and the San Diego & Arizona Eastern Railway Company is MTS's subsidiary. The Union Pacific Railroad retained ownership of the line east of Plaster City. The railroad is currently divided into 4 segments: The Main Line from San Diego to the International Border at Tijuana, The Mexico Branch from Tijuana to the International Border near Campo, The Desert Line from the International Border near Campo to Plaster City, and the Union Pacific Line to the east of Plaster City.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown

Date: N/A

Original Location: N/A

*B8. Related Features: The San Ysidro Station

B9a. Architect: John Spreckels and Edward Harriman b. Builder: John Spreckels and Edward Harriman

*B10. Significance: See Below
Period of Significance: 1919 to 1951

Theme: Engineering & Transportation
Property Type: Railroad

Area: Campo, CA
Applicable Criteria: N/A



This segment of P-37-025680 does not qualify for the NRHP under Criterion A because it is not directly associated with any significant historic events on a national level. It served only minor supporting roles in the development of San Diego and Imperial Counties and national defense. It does not qualify under Criterion B because it is not associated with any significant persons on a national level. John Spreckels was the progenitor of the railroad but only made significant local contributions to history. The segment does not qualify under Criterion C because it is a typical standard gauge rail line with no characteristics to distinguish it above other railroads of this type and age. The segment does not qualify under Criterion D because it is unlikely to yield any important historical information. Therefore, HDR concurs with JRP Historical Consulting Service's assessment and assesses this segment of P-37-025680 as ineligible for the NRHP.

B11. Additional Resource Attributes: HP37. Highway

*B12. References: Robinson, John, W. 2005 Gateways to Southern California. Published by the Big Santa Anita Historical Society and Pace Lithographers, Inc., City of Industry, California.

(This space reserved for official comments.)

B13. Remarks: Currently, the railroad segment is in poor but serviceable condition except for small areas of the railroad bed that are beginning to erode. Maintenance of the dirt access road that parallels the south and east side of the tracks is scheduled. Road maintenance will be in close proximity to some portions of the track but will not affect the resource or impact its historic integrity.

*B14. Evaluator: M. Connolly

*Date of Evaluation: 2018-12-20

L1. Historic and/or Common Name: San Diego and Arizona (Eastern) Railroad

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:** HDR-1

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)

HDR-1: UTM: Southwestern extent: Zone 11N; 554437 m E/ 3612181 mN; Northeastern extent: Zone 11N; 555175 m E/ 3613381 mN Located in Section 31 of Township 17 South, Range 6 East and Section 6 of Township 18S, Range 6E of the Campo USGS 7.5' Quadrant; San Bernardino Base Meridian.

L3. Description: The resource is a 1.35-mile segment of the SD&A extending from a point just east of La Posta Road to a point south of Clover Flat. The segment is part of the Desert Line which extends north and east from the U.S./Mexico Border to Plaster City, CA where it joins the Union Pacific Railroad from El Centro, CA. The total length of the Desert Line is 69.9 miles. San Diego Metropolitan Transit System purchased the portion of the railroad west of Plaster City, CA in 1979 but the Union Pacific Railroad retained ownership of the line east of Plaster City. The segment discussed in this record is in poor but serviceable condition.

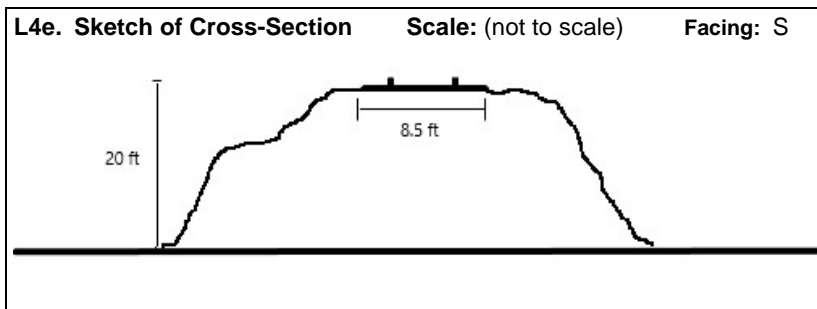
L4. Dimensions:

a. Width: 8.5 feet

c. Height or Depth: 1-20 feet (including bed)

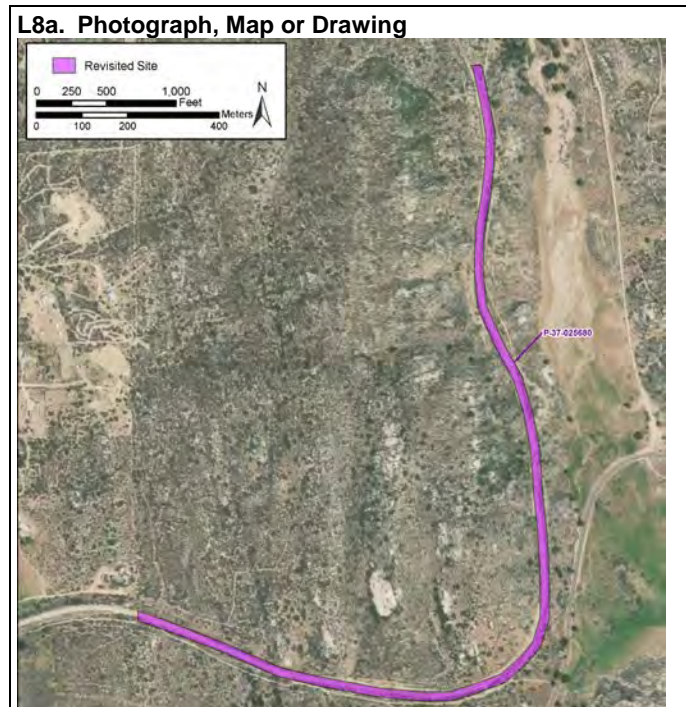
d. Length of Segment: 1.35 miles

L5. Associated Resources: No other resources are associated with HDR-1



L6. Setting: HDR-1 is located on the north edge of the Milquatay Valley. in the Peninsular Mountain Ranges of Southern California. The dominant vegetation community is Diegan coastal sage scrub. Common species in this vegetation community include California sagebrush (*Artemisia californica*), California buckwheat, laurel sumac (*Malosma laurina*), and coast live oak riparian forest. Soils are typically clay, and slopes are often steep. The geologic make-up of the area consists of Mesozoic volcanic rocks: Late Jurassic to Early Cretaceous; stratigraphic units include: Black Mountain Volcanics, Santiago Peak Volcanics, Temescal Wash Quartz Latite Porphyry.

L7. Integrity Considerations: The integrity of association, location, design, materials, workmanship, setting, and feeling are generally intact for this segment of the railroad. As such, the segment retains enough historic integrity to possibly qualify for listing in the state register or a local register of historical resources. The segment does not have any significance that would qualify it for the National Register.



L8b. Description of Photo, Map, or Drawing: Overhead / Plan View of the HDR-1 feature and the surrounding area.

L9. Remarks: The segment is adjacent to a dirt road that is scheduled for grading; however, the grading should not affect this resource.

L10. Form Prepared by:
M. Connolly

L11. Date: 2018-12-20

***Date of Map: 1994**



SKETCH MAP

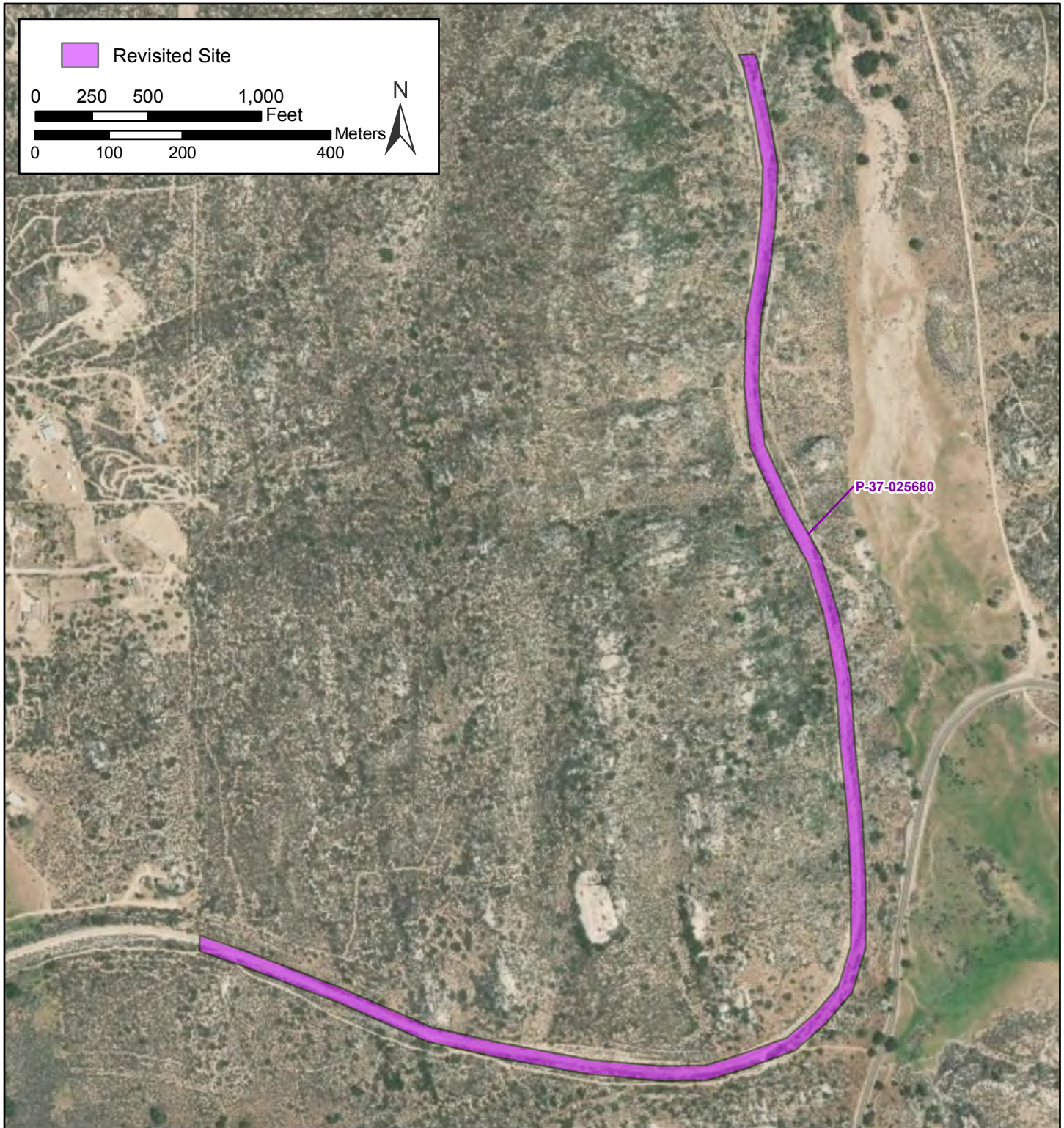
Page 5 of 13

*Resource Name or #: P-37-025680

*Drawn By: K. Lemberg

*Scale: 1:7,500

*Date of Aerial: 2015



*Required information

*Recorded by: HDR, Inc.
Continuation No. 1, P3a. Description:

*Date: 2018-12-20 ☒ Continuation ☐ Update

Several segments of the SD&A have been recorded since 2000 with varying degrees of detail. The first and most complete recording was conducted in 2000 by JRP Historical Consulting Services. They recorded and evaluated a 20-mile segment of the railroad from Ocotillo, CA to a point east of Seeley, CA. The recording included four connecting segments of standard gauge railroad separated by three railroad crossings. The evaluation of the segment concluded that the SD&A was not eligible for the National Register and this determination was applied to the entirety of the resource from San Diego to El Centro. The evaluation concedes that the Carrizo Gorge segment may be significant under Criterion C, but a substantial loss of historic integrity would negate this significance.

In 2005, ASM Affiliates surveyed a segment of the resource from Clover Flat to Miller Creek. The segment is completely separate from the one originally recorded in 2000, but states that this new section is in the same condition as when it was first recorded in 2000. A continuation sheet was used to record this new section of track, and therefore, this update is incomplete. Historic debris such as ceramic, glass, metal, and milled wood was noted near the Miller Creek sign but no other information is provided. In 2006, ASM recorded trestles at PM 46.79 and PM 59.16 on SR-94 but provided no information other than the location and photographs.

In 2009, ASM Affiliates recorded a section of the Railroad and depot at San Ysidro. The depot was constructed of corrugated steel in 1911 and served as the San Ysidro Station for the Tijuana-to-Tecate line. It is intact and currently used as a warehouse and inspection station for trains crossing the border. The evaluation of the depot concluded that it is ineligible for the National Register and California Register, but is eligible for the San Diego City Register.

In 2009, ASM Affiliates provided a continuation sheet stating that they relocated the segment of the resource initially recorded in 2000 and found it in the same condition. No locational data, details, or location map provided. ASM Affiliated provided a similar record in 2012 for a segment of the resource on the Campo Indian Reservation. No other data provided. Another such update was conducted in 2013 for the Tierra del Sol Gen-Tie Project. Only a short synopsis of the original record is given and a statement that the railroad tracks appear to be in good condition.

Observations for the current survey are as follows: The railroad bed is approximately 25 feet in width and the railroad line is a standard 8.5 feet in width at the wooded ties. Some portions of the railroad bed have been built up approximately 20 feet above the ground surface and there are concrete, tunnel type, culvert structures under the tracks at these elevated portions. Some areas of the southern portion of the railroad bed, immediately adjacent to the tracks, appear to have been utilized by off-road vehicles intermittently. As a result of this activity, small sections of the southern portion of the railroad bed have begun to deteriorate and erode.

Artifacts observed in and around the line include railroad spikes and milled lumber. Outside of the railroad right-of-way, and outside of the current survey area, several artifacts and 1 feature were observed. East of the tracks, just north of Sport Curve, a blue aqua glass insulator was observed and in the same area a partially collapsed concrete drain pipe was observed. To the south, south of the tracks at the west end of Sport Curve, a cache of 8 black blasting powder cans were observed. The cans are presumably in-situ and were left at the location after the construction of the Sport Curve rock cut. No other constituents were observed in the vicinity.

Historical Background

Ever since the railroads first entered California, San Diego sought a direct connection with the east. In combination with a port, a direct railroad connection was considered necessary for the growth and commercial development of the city. A branch line connection to Los Angeles could not do for San Diego what a direct connection could. A branch line was better than no railroad connection at all, but freight being shipped east from San Diego businesses would sit in Los Angeles rail yards waiting to be loaded onto a transcontinental main line (Robinson 2005). A main line connection would eliminate the need for either freight or passengers to transfer to other lines. Numerous attempts at a direct railroad connection for San Diego were made over a period of approximately 40 years and only the last was successful (Deutsch 2011).

The first attempt for a direct railroad connection occurred shortly after completion of the transcontinental railroad in 1868. By the close of 1869, a survey party headed by Colonel Gray and James Pascoe, San Diego County Surveyor, has already mapped out the route from Horton's Wharf in New Town San Diego to the Milquatay Valley and were on their way to Yuma, Arizona (*Grass Valley Union* 1869). Small railroad companies such as the San Diego and Gila, the Memphis, and the El Paso and Pacific made promises to build the line but never acted. In 1871, Congress granted a charter for a railroad between Marshall, Texas and San Diego to the Texas and Pacific Railroad Company. A telegraph line would accompany the railroad and was believed to be important for military operation in the Southwestern United States (*Sacramento Daily Union* 1873). The same year, a bridge company submitted an application to the San Diego County supervisors for permission to build a bridge across the Colorado River in order to block the Texas and Pacific's access (*Daily Alta California* 1871).

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*Resource Name or # San Diego and Arizona (Eastern) Railroad

*Recorded by: HDR, Inc.
Continuation No. 2, P3a. Description:

*Date: 2018-12-20 ☒ Continuation ☐ Update

The application was considered unconstitutional but was moot because a financial crisis in 1873 led to a complete change of plans. San Diego began to sense there was a problem but remained hopeful because reports of progress were still forthcoming (*Santa Barbara Daily Press* 1873). By 1876, the Texas and Pacific Railroad was only able to complete 444 miles of track within Texas and Jay Gould purchased the failing company for a merger with the Southern Pacific Railroad. The merger resulted in a transfer of all existing Texas and Pacific assets and a linkage with the existing Southern Pacific line rather than a new competing line to San Diego (*Los Angeles Herald* 1883). For the time being, San Diego would have to be content with its newly constructed California Southern Railroad (later Santa Fe) branch line connection (Deutsch 2011).

In 1887, the next attempt at a direct line was made by the San Diego, Cuyamaca and Eastern Railroad Company. The company incorporated to reach the gold mines in Julian and then had hopes to continue east and link with the Southern Pacific Railroad in Yuma. Work on the railroad began in 1888 and stopped in 1889 after 25 miles of track was laid to the community of Foster. Like countless other small railroad enterprises, lack of funding stood in the way of completion. The railroad operated for a short period of time but only provided passenger service to El Cajon (Robinson 2005).

Shortly after the turn of the twentieth century, another attempt was made with the incorporation of the San Diego Eastern Railroad Company by George Marston who was a local San Diego merchant (Robinson 2005). At a cost of approximately 40,000 dollars, the San Diego Eastern began surveying the route in 1901 and acquired land and right-of-way within San Diego. The survey was conducted from a camp just to the east of Campo and the route would travel from San Diego to Jacumba entirely on United States soil, but would come within very close proximity of the Mexican border. The survey report submitted to San Diego County was extremely favorable and stated that gradients along the proposed route would have been better than many existing Southern Pacific or Santa Fe Railroad routes (*Imperial Valley Press* 1901). Although pronounced favorable, the railroad was never started. Traversing the Cuyamaca and Laguna mountains proved to be too costly and difficult so the San Diego Eastern Railroad Company became dormant (Robinson 2005). The San Diego City Council made another attempt in 1904 by granting a railroad franchise through the city to Arizona but this too did not come to fruition. The ordinance called for a new survey and completion of the railroad by January 1, 1907 (*The Press Democrat* 1904). The stipulations seemed improbable even under the most ideal conditions, and impossible when the rugged terrain of eastern San Diego County was taken into account. Many obstacles stood in the way of this direct east route but the most daunting obstacle was funding (Robinson 2005, Deutsch 2011).

In 1906, San Diego's call for a direct railroad route to the east would be answered by industrialist John Spreckels. John Spreckels was the son of Claus Spreckels who was known as the Sugar King of San Francisco. Rather than rebuild after the Great San Francisco Earthquake destroyed most of his businesses in San Francisco, John decided to move his family to San Diego. During the real estate boom of the late 1880s, John and his brother Adolph began investing heavily in San Diego's commercial development. Picking up where Alonzo Horton Left off, John would bring San Diego into its next stage of evolution and would become known as Mr. San Diego. John, with the help of his brother, would become the most influential San Diegan of the times owning numerous companies such as the San Diego Union and Tribune newspapers, utility companies, the First National Bank of San Diego, the Hotel del Coronado, North Island, the Coronado Ferry, the San Diego and Cuyamaca Railroad, and many others. He was also responsible for establishing a network of five electric streetcar routes that would remain in operation until 1949 (Hayes 2007). John owned so much of San Diego and its infrastructure that the city was jokingly referred to by some as a "One-man town" (Robinson 2005).

In June of 1906, John Spreckels secretly partnered with Edward Harriman to begin building a direct railroad route east from San Diego. Secrecy of the partnership was essential because Harriman controlled the Southern Pacific, Union Pacific, and numerous subsidiary railroads and was hated because of the extortion created by his railroad monopolies. Spreckels would be the face and management of the company while Harriman would provide most of the funding. In December of 1906, the San Diego and Arizona Railroad was incorporated and immediately purchased the San Diego Eastern Railroad Company to acquire all of its assets and right-of-way agreements (*The San Francisco Call* 1906). By May of 1907, Spreckels completed his land acquisition in San Diego by purchasing 280 lots in National City for 38,400 dollars and selecting a depot site on H Street between Union and Columbia Streets (*Los Angeles Herald* 1907, *The Morning Press* 1907). The selected route differed from past proposals because it would travel from San Diego into Mexico for 44 miles and then reenter the United States near Campo (Robinson 2005).

*Recorded by: HDR, Inc.
Continuation No. 3, P3a. Description:

*Date: 2018-12-20 ☒ Continuation ☐ Update

Contracts for continued surveys and grading were obtained and the official ground breaking ceremony was held on September 7, 1907 in San Diego. John Spreckels did not participate in the ceremony, but Alonzo Horton and Mayor John Forward led the proceedings. Initial progress within the city of San Diego was rapid; however, an economic depression stalled the work (Dodge 1956, Deutsch 2011, Robinson 2005). In January of 1908, the Rendle-Frazier Company was awarded the grading contract through National City and work continued but was short lived due to the depression (*Los Angeles Herald* 1908, Dodge 1956). After a year of inactivity, work recommenced in May of 1909 when a new six-month contract was awarded to Scherer and Sons Company of Los Angeles for finishing the track from San Diego to the Mexican border (*Imperial Valley Press* 1909, *The Morning Press* 1909, Dodge 1956). Grading of the first section was completed on September 8, 1909 and the first railroad spike was driven at 9:05 in the morning with little ceremony other than the presence of the press. (*The San Francisco Call* 1909).

Spreckels's partner and financier, Edward Harriman, died in September of 1909 which meant a sudden end to funding and possibly abandonment of the project. The new owner of the Southern Pacific did not support the project, canceled the contract with Spreckels, and sued to retrieve the three million dollars already advanced. However, Spreckels would not give up and began raising funds on his own by selling properties and redirecting profits from his other business ventures. One of the properties Spreckels sold to the City of San Diego was the Morena Dam (*The Press Democrat* 1914, Dodge 1956, Deutsch 2011). Work was rushed, more laborers were introduced to the project in 1910, and the Imperial Valley Railroad Company was incorporated to begin work on lines around El Centro (*Imperial Valley Press* 1910a, *The Sacramento Union* 1910). By Friday July 29, 1910, the first portion of the railroad between San Diego and Tijuana Hot Springs was completed. Two trains carried the San Diego Chamber of Commerce and 2,000 San Diego residents to Mexico for an inspection of the work and a barbecue to celebrate (*Imperial Valley Press* 1910b, Deutsch 2011 [**Photograph 1**]).



Photograph 1. The San Diego Chamber of Commerce and guests visiting Tunnel #1 after completion of the first railroad segment to Tijuana (Deutsch 2011).

Mexican law required Spreckels to form a separate Mexican corporation to employ almost all Mexican workers for all work performed south of the border. To comply, Spreckels formed the Tijuana and Tecate Railroad Company as a subsidiary of the San Diego and Arizona Railroad. From 1910 to 1911 work on the railroad was being conducted simultaneously in the Imperial Valley and Mexico. By March of 1911, the railroad began regular service to Agua Caliente, a spa resort in Mexico. However, the service was disrupted due to an insurrection in Mexico (Dodge 1956, Deutsch 2011, Robinson 2005).

*Recorded by: HDR, Inc.
Continuation No. 4, P3a. Description:

*Date: 2018-12-20 ☒ Continuation ☐ Update

California and the United States sent troops to the Mexican border immediately. Local provisional brigades were established and companies of soldiers from San Francisco and Monterey were sent south (*The San Francisco Call* 1911a & 1911b). Hostilities were short lived and by June the insurrection was over, service from San Diego to Mexico was reestablished, and progress on the railroad continued. Spreckels negotiated use of the Southern Pacific's lines in Imperial Valley and he was able to connect to the Southern Pacific just west of Seeley. By December of 1911, the San Diego and Arizona Railroad shipped its first load of farm products from the Imperial Valley to San Diego (*Los Angeles Herald* 1911).

Over the next few years, work on the railroad progressed slowly because of the rough mountain terrain and problems with Mexican revolutionaries (**Photograph 2**). Although most of the hostilities were near the Texas/Mexico border, there were incidents along the California border that affected the San Diego and Arizona Railroad. One incident involved a mob of armed Mexicans who raided Tecate in March of 1914. The mob burned the American customs house and killed the American agents (*The Sacramento Union* 1914). Another incident involved the siege of Tijuana by Poncho Villa and 300 of his soldiers in December of 1914 (*Los Angeles Herald* 1914a). These incidents and others, forced the United States to order all Americans out of Mexico and prepare for war. The Mexican government also began recruiting soldiers from the railroad camp in Tecate which syphoned off the already short labor pool (*Los Angeles Herald* 1914b). By the close of 1914, several segments of the railroad were conducting regular passenger service but this was undoubtedly interrupted by international events.



Photograph 2. Railroad Construction in Mexico near Tunnel #2, circa 1912 (Deutsch 2011).

Work progressed through the hostilities with Mexico, but the railroad was dealt a major blow on January 1916 when the collapse of the Lower Otay Dam, and floods throughout San Diego County, destroyed many sections of the track. It seemed as though John Spreckels was dealing with one problem after another, but he had some luck towards the end of 1916 when the Southern Pacific Railroad fell under new leadership. Amicable relations with the Southern Pacific were reestablished and the partnership resumed. The first train from San Diego reached Campo in September 1916, and work on the railroad was concentrated just to the east where a number of trestles and tunnels had to be built over the canyons and through the mountains.

*Recorded by: HDR, Inc.
Continuation No. 5, P3a. Description:

*Date: 2018-12-20 ☒ Continuation ☐ Update

Travel between San Diego and El Centro was now accomplished by rail and car. Travelers could take the railroad as far as Campo, disembark, and board a motorized coach to El Centro; not ideal, but it was a start. However, work was halted once again when the United States entered World War I in 1917, and the government took over all major railways. Spreckels went to Washington D.C. and pleaded for an exemption so he could continue work. Spreckels was able to convince the government that completion of the railroad was necessary for national defense due to the military facilities in San Diego and he was granted his exemption (Dodge 1956, Deutsch 2011, Robinson 2005).

With the Southern Pacific fully backing the project again Spreckels was able to speed up progress and make other moves to strengthen the San Diego and Arizona Railroad. In November 1917, the company's board of directors voted to purchase the San Diego and Southeastern Railroad Company. They were granted the authority to do so by the state railroad commission for a price of 1.5 million dollars in bonds at a rate of six percent (*Los Angeles Herald* 1917). Next Spreckels negotiated with the Santa Fe Railroad for joint use of their San Diego station and the crossing of several Santa Fe lines in San Diego. Throughout 1918 and 1919, the San Diego and Arizona Railroad endured extreme environmental conditions, fought off an influenza epidemic, dealt with rock slides, and managed to cross Carrizo Gorge. On November 15, 1919, the railroad, now termed "The Impossible Railroad," was complete (*Lompoc Review* 1919, Dodge 1956, Deutsch 2011, Robinson 2005). After 12 years, and a cost of more than 18 million dollars, the 146.4-mile direct railroad between San Diego and El Centro, where it linked to the Southern Pacific, was finally realized. A train carrying John Spreckels, and all influential San Diegans, departed San Diego for Carrizo Gorge Station where Spreckels drove the final spike in a ceremony that replicated the transcontinental golden spike ceremony. The golden spike (gilded iron) was removed after the ceremony and was eventually gifted to the University of California San Diego in 1967 (*The Desert Sun* 1967). Three weeks later, on December 6th, a barbecue celebration was held in El Centro to commemorate the completion. Ten to fifteen thousand people were in attendance with speeches made by the Governor of California and John Spreckels (*The Sacramento Union* 1919).

Passenger service to the east began on December 10, 1919 and cut travel to and from San Diego by a day (*Los Angeles Herald* 1919). Further interest in the railroad stemmed from the fact that passengers were able to drink legally aboard the train during Prohibition while traveling through Baja California (*Madera Tribune and Mercury* 1920). Although the railroad appeared to be off to a good start, its first year of operation was disastrous. Firstly, the San Diego and Arizona Railroad had to sell the Southern Pacific one million dollars in bonds to repay money advanced for construction, and secondly, 1920 revenues were reported as a loss of more than 2.5 million dollars (*La Habra Star* 1920, *The Morning Press* 1921). The railroad also suffered the collapse of Tunnel No. 7 with repairs costing approximately 250,000 dollars. Disasters continued to plague the railroad, and in 1926, John Spreckels passed away. Following Spreckels death, there were a number of accidents and floods that washed out tracks along the railway. In 1929, Mexico rescinded its permission to run trains at night which almost entirely crippled freight service (Dodge 1956, Deutsch 2011, Robinson 2005).

Throughout the 1920s, the San Diego and Arizona Railroad operated at a loss and the future outlook was bleak due to increasing interest on unpaid loans, costly disasters, and lawsuits. Into the 1930s, the railroad was forced to reduce its service and slowly began closing portions of the operation. In September 1931, the Southern Pacific began negotiations to buy a controlling interest in the San Diego and Arizona to possibly save the railroad (*Madera Tribune and Mercury* 1931). Then in 1932, a series of costly disasters struck which signaled the demise of the Impossible Railroad. A fire forced the closure of the Tunnel No. 3 which stopped service through Baja California entirely. A fire also closed Tunnel No. 7, and a rock slide caused by rain forced the closure of Tunnel No. 15. The railroad was inoperable for 8 months during 1932 with no revenue coming in and repairs costing approximately 500,000 dollars. The situation forced the owners of the San Diego and Arizona Railroad to sell all their interest in the company to the Southern Pacific. In 1933, the Southern Pacific formed the San Diego and Arizona Eastern Railway Company and operated it as a wholly owned subsidiary (Dodge 1956, Deutsch 2011, Robinson 2005).

Under the Southern Pacific, operations improved and there were fewer disasters except for some floods in 1939 that washed out several track sections. Following World War II, the automobile continued to replace other modes of transportation and passenger service declined dramatically. In 1950, the Southern Pacific filed a petition with the California Public Utilities Commission to discontinue passenger service. The petition was granted and passenger service officially stopped on January 11, 1951. The San Diego and Arizona Eastern Railroad would continue to operate as a freight line but continued problems have reduced traffic considerably (Robinson 2005, Deutsch 2011, San Diego MTS 2013).

*Recorded by: HDR, Inc.
Continuation No. 6, P3a. Description:

*Date: 2018-12-20 ☒ Continuation ☐ Update

In 1970, the Southern Pacific Railroad relinquished its interest in the 44-mile section in the Tijuana and Tecate Railway to Mexican National Railways. Six years later, Hurricane Kathleen destroyed major section of track in eastern San Diego County and the Southern Pacific petitioned the Interstate Commerce Commission to abandon the railway. The Southern Pacific's request was denied, and in 1979, the San Diego Metropolitan Transit System offered to purchase a portion of the railroad from San Diego to Plaster City after significant repairs were made. Kyle railways began operating freight service on the line in 1980; however, numerous consecutive disasters hindered operations. Kyle Railways requested to abandon the railroad in 1984, but the request was denied so freight service was passed on to the San Diego & Imperial Valley Railroad. In 1985/86, the Pacific Southwest Railway Museum Association (PSRMA) began offering the public charter rail excursions to back country destinations on restored railcars. The PSRMA has also provided locations for commercial film productions to use portions of the railroad (Robinson 2005, Deutsch 2011, San Diego MTS 2013).

Evaluation

This segment of P-37-025680 does not qualify for the NRHP under Criterion A because it is not directly associated with any significant historic events on a national level. It served only minor supporting roles in the development of San Diego and Imperial Counties and national defense. It does not qualify under Criterion B because it is not associated with any significant persons on a national level. John Spreckels was the progenitor of the railroad but only made significant local contributions to history. The segment does not qualify under Criterion C because it is a typical standard gauge rail line with no characteristics to distinguish it above other railroads of this type and age. The segment does not qualify under Criterion D because it is unlikely to yield any important historical information. Therefore, HDR concurs with JRP Historical Consulting Service's assessment and assesses this segment of P-37-025680 as ineligible for the NRHP.

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*Resource Name or # San Diego and Arizona (Eastern) Railroad

*Recorded by: HDR, Inc.
Continuation No. 7, References:

*Date: 2018-12-20 ☒ Continuation ☐ Update

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Continuation No. 8, References:

*Date: 2018-12-20 ☒ Continuation ☐ Update

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Recorded by:

☐ Continuation ☒ Update

*Resource Name or # P-37-25680

Date: 8/6/18

This resource is the Union Pacific Railroad, also referred to as the San Diego Railway/Arizona Railway. It was originally recorded in great detail by JRP Consulting in 2000, who determined the resource was not eligible for NRHP listing; ASM Affiliates revisited a segment of the resource in 2013 and confirmed that finding. The railway was constructed between 1907 and 1919 and extends from El Centro to San Diego, CA. It was one of the last major railroads constructed in the U.S. ASM Affiliates noted the resource is in good condition, and retains many of its original tracks, railroad ties and stations.

Dudek visited the location of this resource as a part of the Campo Wind Cultural Resources Survey Project conducted between July 23, 2018 and August 8, 2018. The site is in the same condition as previously recorded.

CONTINUATION SHEET

*Recorded by: B. Comeau

*Date: Feb. 14, 2013 ☐ Continuation ☒ Update

This resource is the Union Pacific Railroad, built between 1907 and 1919, which runs from El Centro, CA to San Diego and is also known as the San Diego and Arizona Railway. The resource was originally recorded in 2000 by JRP Consulting who researched the railroad in great detail. That study suggested that with the possible exception of the section of railroad through Carrizo Gorge, the railroad is not eligible under any criteria for inclusion in the National Register. During the current survey, for the Tierra del Sol Gen-Tie project, a short section of railway was encountered within the southern end of the APE. The railroad is in good condition, with both tracks and all of the railroad ties still in place. The railroad tracks will not be impacted as part of this project, so no further research is planned.

P11. Report Citation: (Cite survey report and other sources, or enter "none.") Daniels, J.T., Hale, M.J., Comeau, B.E., and Giacinto, A., 2013. Archaeological Survey and Evaluation for the Tierra del Sol LLC Project, San Diego County, California

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Primary # P-37-025680 Update

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Recorded by: Adam Giacinto and Scott Wolf

☐ Continuation ☒ Update

*Resource Name: P-37-025680 Update

Date: 1/3/2012

P-37-024023, generally referred to as the Union Pacific Railroad, has been dutifully recorded by a number of archaeologists and historians in the past. A recent Intensive pedestrian archaeological survey, conducted by ASM Affiliates on the Campo Indian Reservation, observed the railroad to be in the same general condition as previously recorded.

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

Primary # P-37-025680
HRI # _____
Trinomial _____

Page 1 of 1

*Resource Name or # P-37-025680

Recorded by: Brian Williams

Date: 21 July 2009

☐ Continuation ☒ Update

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
JRP Historical Consulting Services originally recorded P-37-25680 in 2000 as a portion of the Union Pacific Railroad. The railroad line is historically known as the San Diego and Arizona Railway constructed in the early part of the twentieth century. During the current survey, ASM relocated the railroad in the same location and general condition as the initial recording.

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

Brian Williams
ASM Affiliates, Inc.
2034 Corte del Nogal
Carlsbad, CA 92011

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

Intensive Pedestrian

***P11. Report Citation:**

Arleen Garcia-Herbst, David Iversen, Brian Williams and Don Laylander
2009 *Class III Inventory of the Cultural Resources along the Approved San Diego Gas & Electric Sunrise Powerlink Final Environmentally Superior Southern Route, San Diego and Imperial Counties, California*. ASM Affiliates, Inc. Submitted to SDG&E.

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-37-025680 Continuation
HRI # _____
Trinomial _____

Page 1 of 3

***Resource Name or #:** San Diego and Arizona Eastern Railway tracks and depot

Recorded by: Ní Ghabhláin and Stringer-Bowsher

***Date:** January 28, 2009

☒ Continuation ☐ Update

P1. Other Identifier: San Diego and Arizona Eastern (SD&EA) Railway tracks and depot

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

***a. County:** San Diego

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

***b. USGS 7.5' Quad** Imperial Beach, CA **Date** 1967; T 19 S; R 1W; southwestern corner of section 6; S.B. B.M.

c. Address: n/a **City:** San Diego **Zip:** 92173

d. UTM: NAD 27, Zone 11S; 497434.19 mE 3600643.00 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate): The San Diego and Arizona (SD&A) Railroad depot is approximately 150 feet north of the United States-Mexico border and 500 feet east of the San Ysidro Land Port of Entry main buildings, on the eastern side of Rail Ct. The SD&A railroad tracks run parallel east of Rail Ct.

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

This corrugated metal warehouse was constructed in 1911 to serve as the San Ysidro Station for the Tijuana-to-Tecate line of the SD&A, the predecessor to the SD&EA. A sister station was constructed on the Tijuana side of the border in 1912. The metal warehouse has a raised concrete foundation that was poured in place, a raised loading dock on the west side. Suspended sliding metal doors are located on the north, west and east sides of the building. A heavy wooden batten door with metal studs is located in the center of south wall. It is currently in use as a warehouse and inspection station for trains crossing the border. The warehouse/station and SD&A railroad tracks have good integrity.

***P3b. Resource Attributes:** (List attributes and codes) HP17. Railroad Depot, AH7. Railroad Grades

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



P5a. Photograph or Drawing:

P5b. Description of Photo: (View, date)

View of the San Diego and Arizona Eastern Railway depot building from the northwest, 1-28-2009

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

Built in 1911.

San Diego and Eastern Arizona Railway Map

☒ Historic ☐ Prehistoric ☐ Both

***P7. Owner and Address:** Union Pacific Railroad Co.
1416 Dodge St., Omaha, NE 68179

***P8. Recorded by:** (Name, affiliation, and address)
Sinéad Ní Ghabhláin and Sarah Stringer-Bowsher
ASM Affiliates
2034 Corte del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** January 28, 2009

***P10. Survey Type:** (Describe) Historic Resource Evaluation

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

Ní Ghabhláin, Sinéad and Sarah Stringer-Bowsher (2009)

San Ysidro Land Port of Entry Cultural and Historical Resource Inventory and Evaluation Report. ASM Affiliates, Inc., Carlsbad, CA.

***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):

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DEPARTMENT OF PARKS AND RECREATION

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary# P-37-025680 Continuation
HRI # _____

Page 2 of 3

*NRHP Status Code: 6

*Resource Name or #: San Diego and Arizona Eastern Railway tracks and depot

B1. Historic Name: San Diego and Arizona Eastern Railway tracks and depot

B2. Common Name: SD&AE

B3. Original Use: Railroad depot

B4. Present Use:

*B5. Architectural Style: Utilitarian

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

The San Diego and Arizona Eastern Railway depot was constructed in 1911. The San Diego and Arizona Eastern Railway tracks were constructed from 1911 to 1919.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date:

Original Location:

*B8. Related Features: none

B9a. Architect:

b. Builder:

*B10. Significance: Theme: n/a

Area:

Period of Significance:

Property Type: Utilitarian Applicable Criteria:

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

The San Diego and Arizona Eastern Railway and depot at San Ysidro were constructed circa 1911 by the SD&A. Both the tracks and the depot building maintain good integrity. Rails examined within the APE in the vicinity of the depot bore dates ranging from 1911 to 1919. The SD&A was one of the last major railroads constructed in the United States. It extends approximately 150 miles from San Diego to El Centro, California where it was connected to the Southern Pacific's railroad network. This route provided San Diego with a more direct connection to the eastern United States. While the Atchison, Topeka and Santa Fe Rail line to San Diego was completed in 1885, it connected San Diego to Los Angeles. A route directly east through Imperial County was not accomplished until the completion of the SD&A line in 1919. The difficult terrain crossed in the eastern route through the desert earned the SD&A the title "the impossible railroad."

A section of the SD&A Railroad in eastern San Diego County around Campo was evaluated for the NRHP by Steve Wee and Paul Ferrell in 2000 and recommended not eligible for listing. They argued that it was not eligible under Criterion A because the San Diego to El Centro rail line did not make a significant contribution to the history of the railroad in America. The railroad's association with John D. Spreckels, Adolph B. Spreckels and Edward Harriman was not sufficiently significant as each individual had been associated with more significant railroad projects, and therefore the SD&A railroad was not eligible under Criterion B. In addition the segment of the rail line evaluated for eligibility had poor integrity.

The current evaluation concurs with the findings of the previous evaluation of NRHP eligibility. Within the context of the history of American railroads, the SD&A was a latecomer and did not make a significant contribution to the national history of railroad development. The SD&AE Railroad tracks and depot are therefore recommended not eligible to the NRHP and the CRHR. However, both the SD&A tracks and the depot building are recommended eligible to the City Register. The railroad tracks and depot exemplify an important aspect of San Ysidro's economic development as the border station regulating traffic of goods and people between Mexico and the U.S. The SD&A railroad transported both passengers and freight between San Diego and Mexico since it was first established in 1911-1917. The railroad depot maintains good integrity and has not been significantly modified since its construction in 1911. This simple metal warehouse embodies "distinctive characteristics of a style, type, period and method of construction." In addition the SD&A railroad is associated with people who have made a significant contribution to the history of San Diego: John D. Spreckels and Adolph B. Spreckels.

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

*B12. References:

Ní Ghabhláin, Sinéad and Sarah Stringer-Bowsher (2009)
San Ysidro Land Port of Entry Cultural and Historical Resource Inventory and Evaluation Report. ASM Affiliates, Inc., Carlsbad, CA.

B13. Remarks:

*B14. Evaluator: Sinéad Ní Ghabhláin

*Date of Evaluation: January 28, 2009

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



Aerial Photograph Showing the San Diego and Arizona Eastern Railway tracks and depot

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

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*Resource Name or #: San Diego and Arizona Eastern Railway tracks and depot

Map Name: Aerial Photograph Showing the Location of Evaluated Buildings Scale: n/a Date of Map: February 2009



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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #: P-37-025680
HRS#:
Trinomial:

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Recorded by: Drew Palette

Resource Name or #: San Diego and Arizona Railroad (Campo Reservation Trestle) UPDATE

Date: September 2006

☐ Continuation ☒ Update

P2. Location: Located at PM 59.16 on SR-94.

USGS Quad: Live Oak Springs

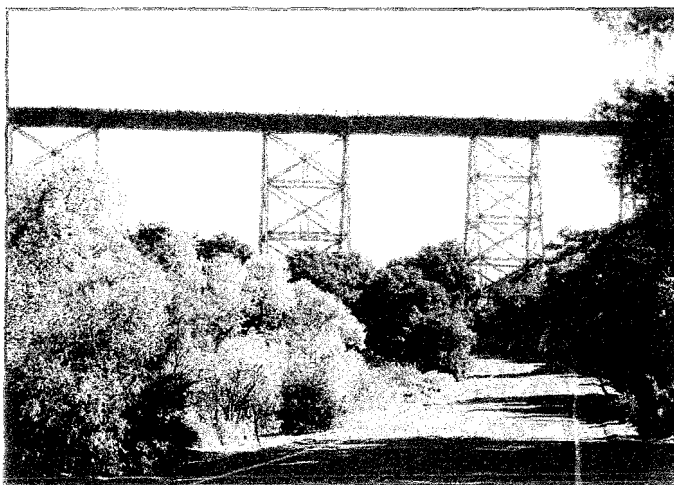
UTM: NAD 27, Zone 11, 669572 mE, 3612249 mN (recorded by GPS)

State Plane: NAD 83, Zone 6, 1986357 mE / 553546 mN (recorded by GPS)

P3a. Description: San Diego and Arizona Railroad trestle located on the Campo Indian Reservation. The railroad, built in 1915, crosses SR-94 at PM 59.16.

P8. Recorded by: Drew Palette, ASM Affiliates, Inc., 2034 Corte del Nogal, Carlsbad, CA 92011

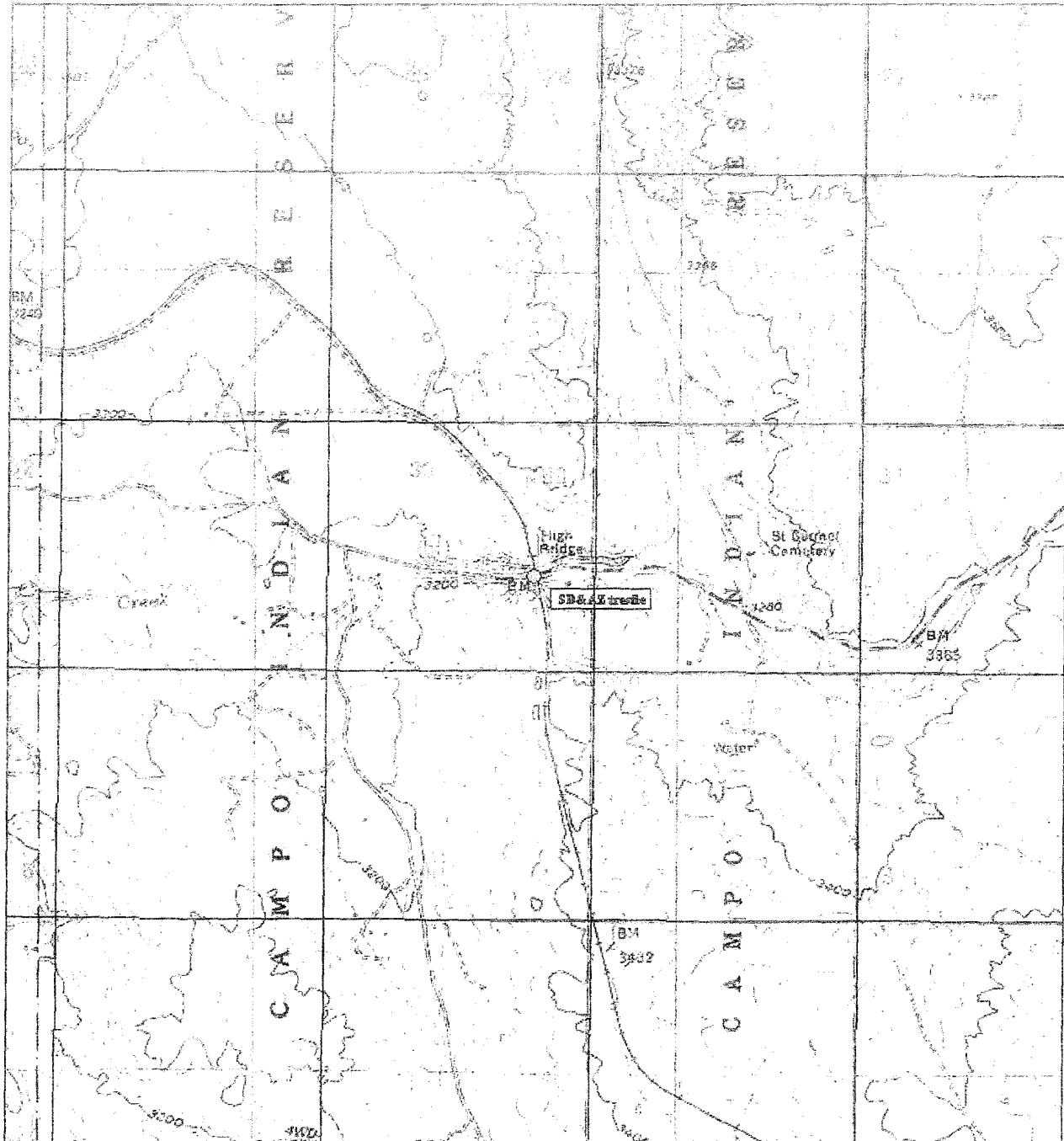
P11. Report Citation: Don Laylander and Drew Palette, 2006, *Archaeological Survey Report for the District 11 TEA21 Rural Route Survey, State Route 94, San Diego County, California*, ASM Affiliates, Carlsbad, California



View looking east from SR-94..



Upper portion of trestle looking east.



TN
13°
MN

Map created with TOPO!® ©2003 National Geographic (www.nationalgeographic.com/topo)

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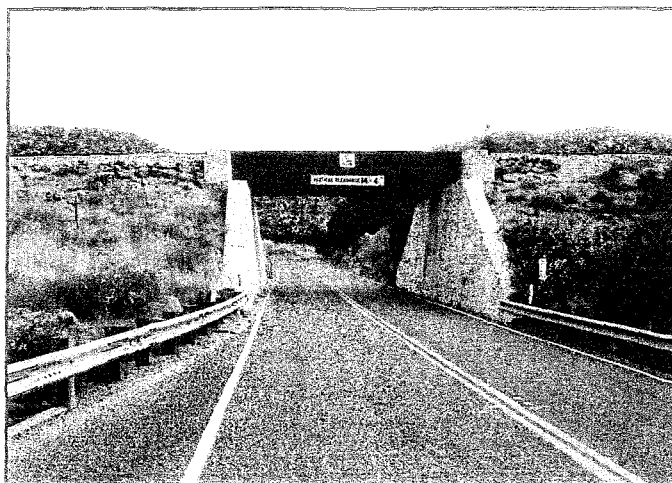
Recorded by: Drew Pallette

Resource Name or #: San Diego and Arizona Railroad (Dogpatch Trestle) UPDATE

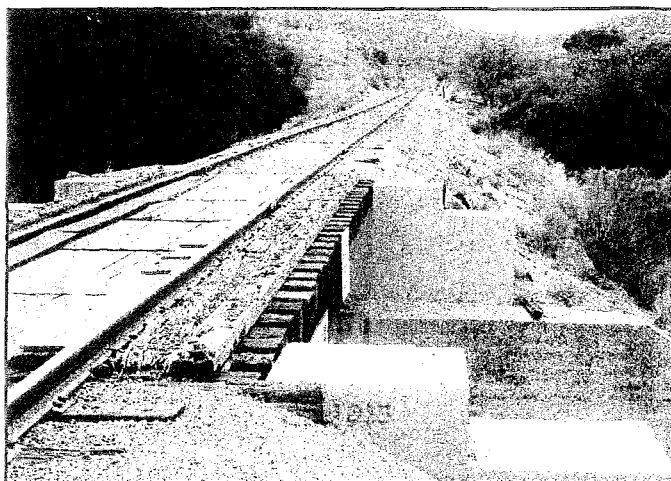
Date: September 2006

☐ Continuation ☒ Update

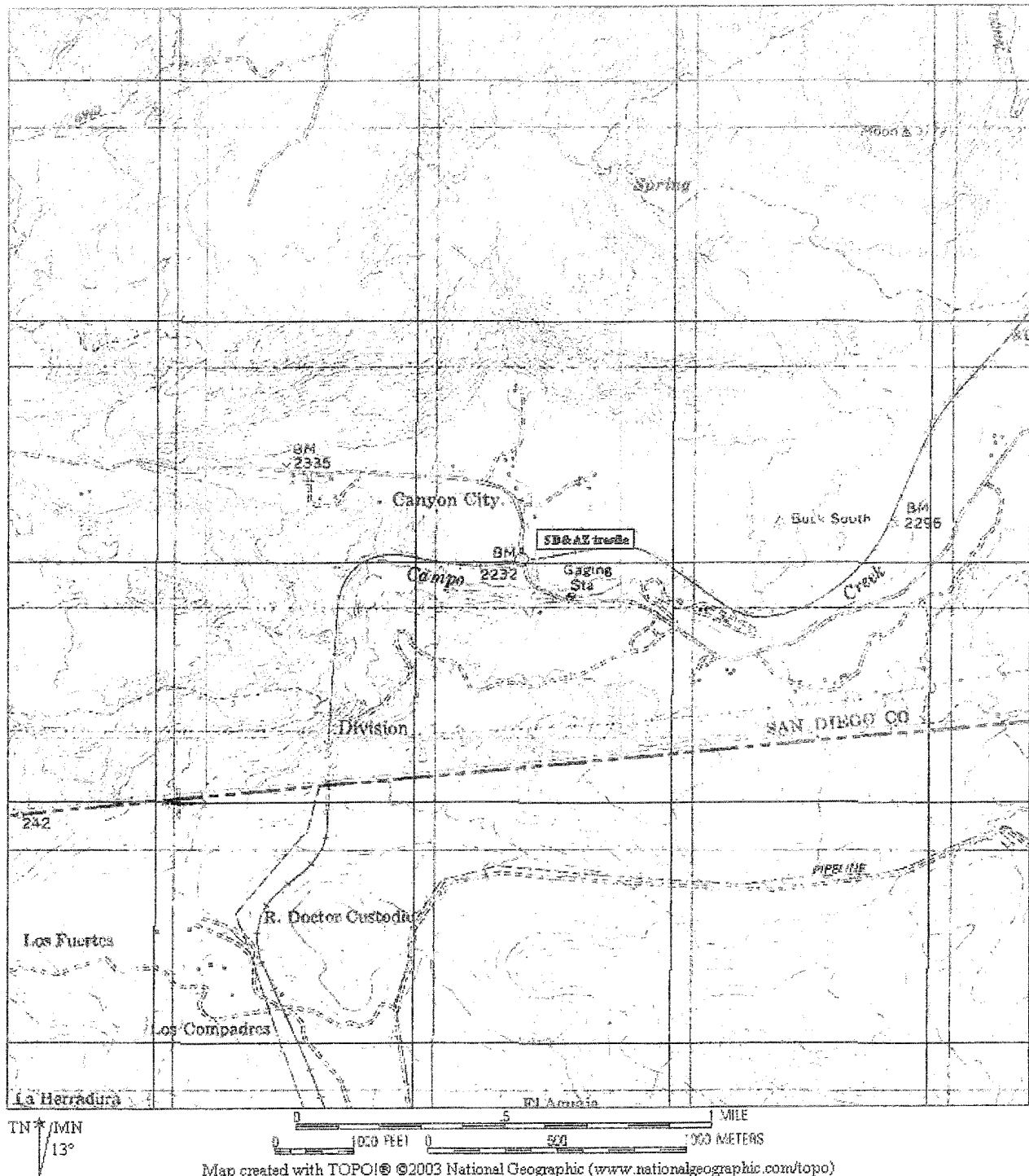
- P2. **Location:** Located at PM 46.79 on SR-94, 100 m east of the Dogpatch Railroad stop, just south of Canyon City.
USGS Quad: Potrero
UTM: NAD 27, Zone 11 544412 mE 3806008 mN (recorded by GPS)
State Plane: NAD 83, Zone 6, 1973937 mE / 547255 mN (recorded by GPS)
- P3a. **Description:** San Diego and Arizona Railroad trestle at Canyon City/Dogwood. The railroad, built in 1915, crosses SR-94 at PM 46.79. This trestle is located 100 m east of the Dogpatch Railroad stop.
- P8. **Recorded by:** Drew Pallette, ASM Affiliates, Inc., 2034 Corte del Nogal, Carlsbad, CA 92011
- P11. **Report Citation:** Don Laylander and Drew Pallette, 2006, *Archaeological Survey Report for the District 11 TEA21 Rural Route Survey, State Route 94, San Diego County, California*, ASM Affiliates, Carlsbad, California



Side view of trestle looking north.



Upper portion of trestle looking east.



Map created with TOPO!® ©2003 National Geographic (www.nationalgeographic.com/topo)

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

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Recorded by: D. Iversen

☐ Continuation ☒ Update

*Resource Name or # (Assigned by recorder) San Diego and Arizona Railway

Date: 5/12/05

ASM, Affiliates archaeologists revisited the San Diego and Arizona Railway on April 27, 2005. Wee and Ferrell originally recorded the site in 2000. The site consists of twenty-mile segment of the San Diego and Arizona Eastern Railroad grade. The railroad was completed in 1919, and originally provided service between San Diego and El Centro, California, including parts of northwestern Mexico. The portion of the railroad observed by ASM appears to be in the same condition as when it was recorded in 2000. This portion of the railway circles northward around two 4000 foot peaks, north of Highway 94. Two historic rail stops, Clover Flat and Miller Creek, are marked with modern signs. A limited amount of historic debris, including ceramic, glass, and metal, was observed on the ground surface near the Miller Creek sign, just outside of the current study area. Wood and metal debris associated with railroad maintenance (i.e. railroad ties and spikes) was observed on the side of the tracks adjacent to the Clover Flat sign. The debris is probably of modern origin and associated with recent railroad repair. Freight trains and passenger tour trains currently utilize the existing tracks. The site has been determined to be ineligible for listing on the National Register of Historic Places.

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DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

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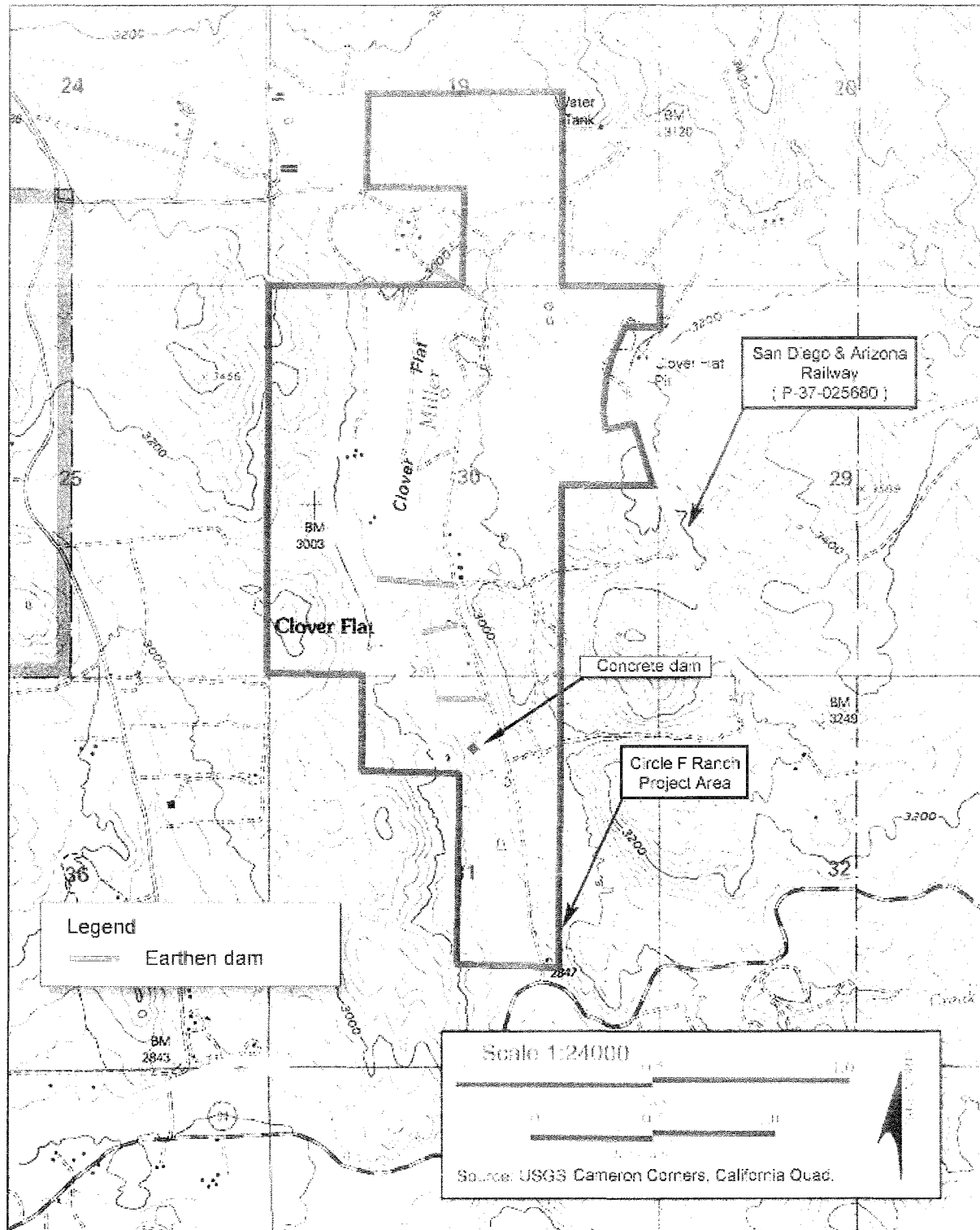
Page 2 of 3

Recorded by: D. Iversen

☐ Continuation ☒ Update

*Resource Name or # (Assigned by recorder) San Diego and Arizona Railway

Date: 5/12/05



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DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPHS

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HRI #

Trinomial

Page 3 of 3

Recorded by: D. Iversen

☐ Continuation ☒ Update

*Resource Name or # (Assigned by recorder) San Diego and Arizona Railway

Date: 5/12/05

Current condition of P-37-025680:



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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1

*Resource Name or # San Diego and Arizona Railway

P1. Other Identifier:

*P2. Locations: ☐ Not for Publication ☒ Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County San Diego and Imperial

*b. USGS 7.5' Quad See Continuation Sheet Date _____

c. Address _____ City _____ Zip _____

d. UTM: (give more than one for large and/or linear resources) See Continuation Sheet

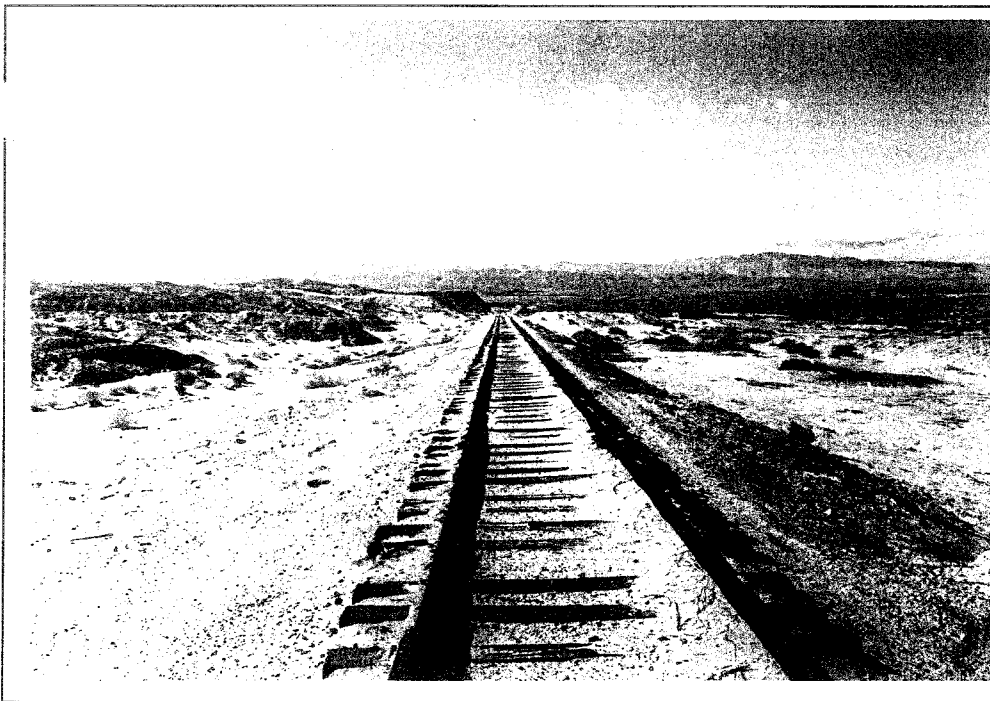
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

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

The resource treated in this historic property survey is an approximately twenty-mile segment of the Union Pacific Railroad running from the vicinity of Ocotillo to a point about 2.5 miles east of Seeley. The entire length of the line, historically known as the San Diego and Arizona Railway, is 150 miles in length. It stretches from San Diego to El Centro and was completed in 1919. The general alignment of the entire railroad and the alignment the segment in the study area are shown on continuation sheets. (See Continuation Sheets pages 6 and 7)

*P3b. Resource Attributes: (List attributes and codes) HP11

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



P5b. Description of Photo: (View, date, accession #) Photograph # 1 Railroad tracks 1½ miles west of Plaster City camera facing west November 2000

*P6. Date Constructed/Age and Sources:

☒ Historic ☐ Prehistoric ☐ Both

1919

*P7. Owner and Address:

Union Pacific Railroad Co. 1416 Dodge St. Omaha, NE 68179

*P8. Recorded by: (Name, affiliation, address)
Stephen Wee and Paul Ferrell JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

*P9. Date Recorded: November 29, 2000

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: ASM Affiliates, Inc., "A Cultural Resources Inventory of the Proposed AT&T/PE.Net Fiber Optics Conduit Imperial and Riverside Counties, CA" (August 2000) and "A Cultural Resources Inventory of the Proposed AT&T/PE.Net Fiber Optics Conduit Ocotillo to San Diego, CA" (August 2000)

*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) _____

37-025680

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2

*NRHP Status Code 6

*Resource Name or # San Diego and Arizona Railway

B1. Historic Name: San Diego & Arizona Railway

B2. Common Name: Union Pacific Railway

B3. Original Use: Railroad B4. Present Use: Railroad/portions abandoned

*B5. Architectural Style: None

*B6. Construction History: (Construction date, alteration, and date of alterations) 1907 – 1919

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

*B8. Related Features: Railroad sidings in Plaster City, Dixieland and Seeley

B9. Architect: n/a b. Builder: San Diego & Arizona Railway/Holt Inter-Urban Railroad

*B10. Significance: Theme Railroads Area California

Period of Significance n/a Property Type n/a 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 San Diego and Arizona Railroad was one of the last major railroads built in the United States. The railroad, constructed in the first two decades of the twentieth century, stretched eastward from San Diego only as far as El Centro, California – fifty miles short of Arizona. At El Centro the line connected with Southern Pacific's network of rails connecting San Diego directly with the east. The idea of building a railroad connecting San Diego directly with the eastern United States existed since California joined the Union after the Mexican-American War. Defense as well as the development of the port of San Diego were cited as the primary reasons for the railroad. The Atcheson Topeka and Santa Fe Railway built a line to San Diego from Los Angeles in 1885 but the long-sought direct link with the east was not fulfilled until 1919. (See Continuation Sheet)

B11. Additional Resource Attributes: (HP18) – Train

*B12. References: ASM Affiliates, Inc., "A Cultural Resources Inventory of the Proposed AT&T/PF.Net Fiber Optics Conduit Imperial and Riverside Counties, CA (August 2000)" and "A Cultural Resources Inventory of the Proposed AT&T/PF.Net Fiber Optics Conduit Ocotillo to San Diego, CA" (August 2000)

B13. Remarks:

*B14. Evaluator: Stephen Wee and Paul Ferrell

*Date of Evaluation: November 29, 2000

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See continuation sheet.

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

Primary # 37-025680
HRI # _____
Trinomial _____

Page 3

*Resource Name or # Imperial Highway Railroad Crossing

L1. Historic and/or Common Name: None

L2a. Portion Described: ☐ Entire Resource Segment ☒ Point Observation Designation: Imperial Highway Railroad Crossing

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.)

Railroad crossing at Imperial Highway 400 feet south of Highway 94. (See Continuation Sheet for Location Map)

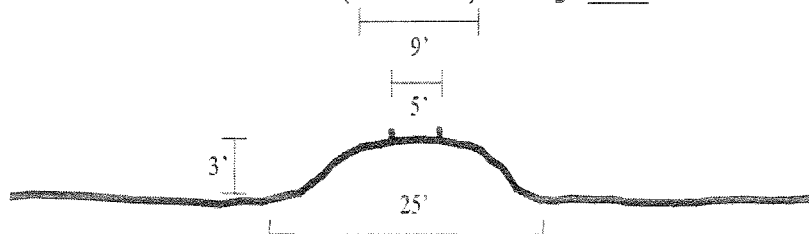
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

This is a controlled railroad crossing that is no longer in use because the tracks have been abandoned. The tracks were once part of the San Diego and Arizona Railroad. They run in an east-west direction and cross Imperial Highway at a right angle. Crossing signs and traffic arms on both sides of the road have been removed from the metal poles that once supported them, but warning lights and bells remain. An empty metal control panel box also remains. The box, lights and bell all appear to be in a state of disrepair. Imperial Highway is a paved road with a north-south alignment. The tracks are two steel rails five feet apart on wooden ties resting on a berm three feet high and 25 feet wide made up of rock ballast covered with desert sand. (See Continuation Sheet)

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. Top Width 9 feet
- b. Bottom Width 25 feet
- c. Height or Depth 3 feet
- d. Length of Segment 30 feet
- e. L5. Associated Resources:
- f.

L4e. Sketch of Cross-Section (include scale) Facing: West



L6. Setting: See Continuation Sheet

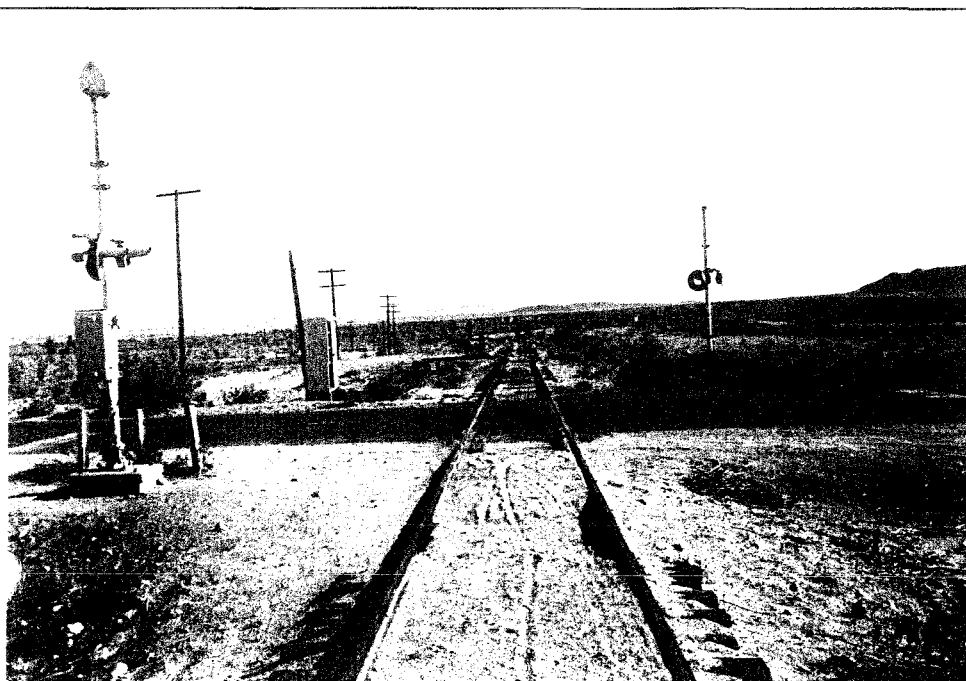
L7. Integrity Considerations: See Continuation Sheet

L8b. Description of Photo, Map, or Drawing:
Railroad crossing at Imperial Highway camera facing east
November 2000

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) Stephen Wee and Paul Ferrell
JRP Historical Consulting Services,
1490 Drew Ave, Suite 110,
Davis, CA 95616

L11. Date: November 29, 2000



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DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # 37025680

HRI # _____

Trinomial _____

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*Resource Name or # Evan Hews Highway Railroad CrossingL1. Historic and/or Common Name: San Diego and Arizona RailwayL2a. Portion Described: ☐ Entire Resource Segment ☒ Point Observation Designation: Evan Hews Railroad Crossing

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.)

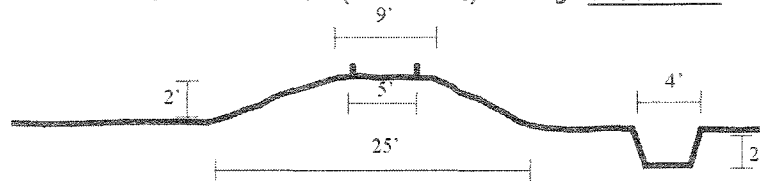
Twenty feet northeast of railroad crossing at S8 .8 mile east of Seeley, 850 feet west of Elder Canal. (See Continuation Sheet for Location Map)

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

This is a controlled railroad crossing with signs, that feature lights, bells and traffic arms, on both sides of Evan Hews Highway. The highway is a two lane paved road with a east-west alignment. The tracks run in an northeast-southwest direction and cross the road at a sharp angle. The tracks consist of two steel rails five feet apart resting on wooden ties. A low berm two-feet high and 25 feet wide made up of rock ballast support the tracks. (See Continuation Sheet)

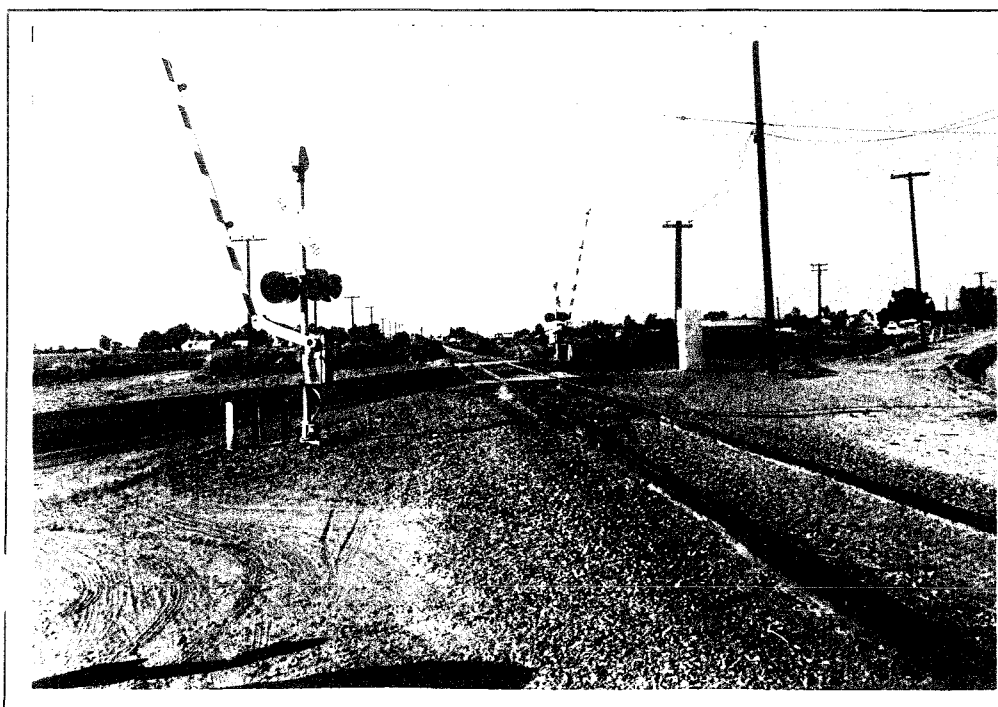
L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. Top Width 9 feet
- b. Bottom Width 25 feet
- c. Height or Depth 2 feet
- d. Length of Segment 30 feet
- e. L5. Associated Resources:

L4e. Sketch of Cross-Section (Include scale) Facing: southwest

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

See Continuation Sheet



L7. Integrity Considerations: See Continuation Sheet

L8b. Description of Photo, Map, or Drawing: Railroad crossing at Evan Hews Highway camera facing southwest November 2000

L9. Remarks:

L10. Form prepared by: Stephen Wee and Paul Ferrell JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

L11. Date: November 29, 2000

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

Primary # 37-025680

HRI # _____

Trinomial _____

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*Resource Name or # Silsbee Road Railroad Crossing

L1. Historic and/or Common Name: San Diego and Arizona Railway

L2a. Portion Described: ☐ Entire Resource Segment ☒ Point Observation Designation: Silsbee Road Railroad Crossing

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.)

Twenty feet east railroad crossing at Silsbee Road, 2.5 miles east of Seeley and .2 mile north of S80. (See Continuation Sheet for Location Map)

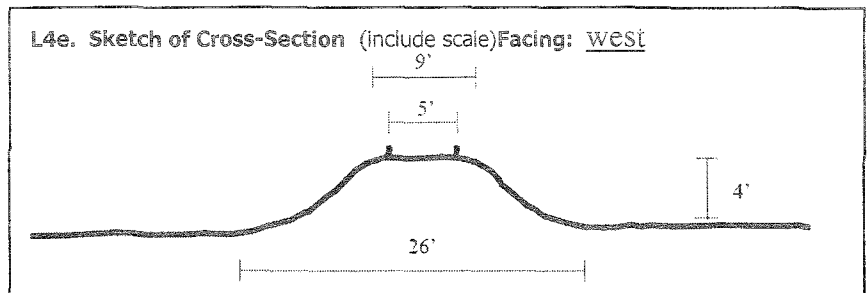
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

This is an uncontrolled railroad crossing with railroad crossing signs on both sides of Silsbee Road. Silsbee is a paved road with a north – south alignment. The tracks run in an east – west direction and cross the road perpendicularly. The tracks consist of two steel rails five feet apart resting on wooden ties. A four-foot high berm 26 feet wide made up of rock ballast elevates the tracks to the road grade. (See Continuation Sheet)

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

- a. Top Width 9 feet
- b. Bottom Width 26 feet
- c. Height or Depth 4 feet
- d. Length of Segment 30 feet

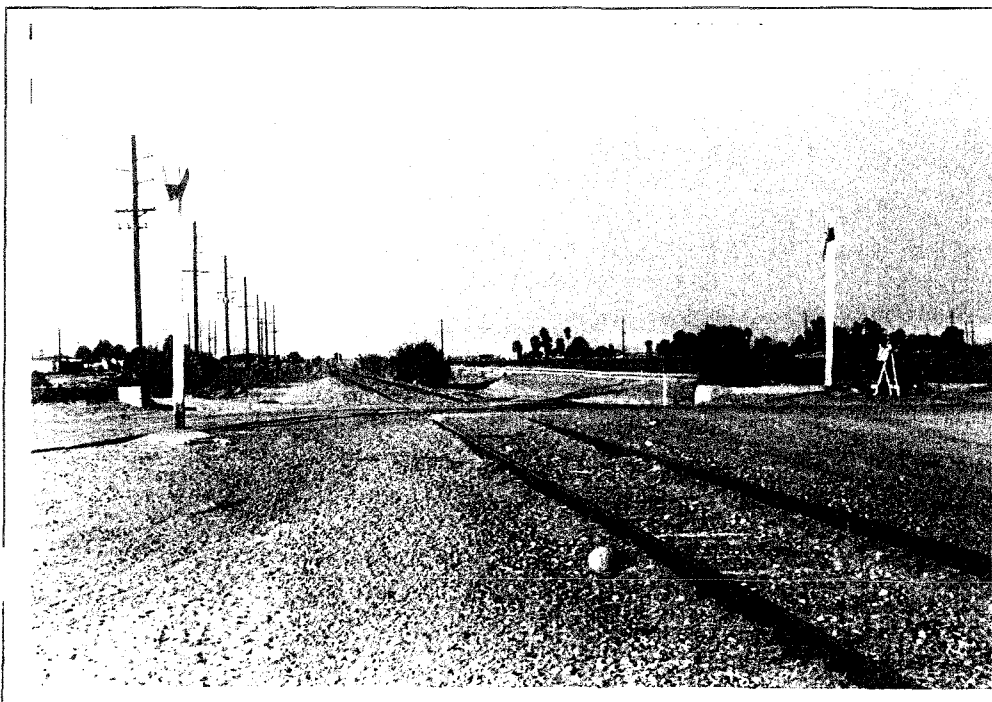
5. Associated Resources:



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

See Continuation Sheet

L7. Integrity Considerations: See Continuation Sheet



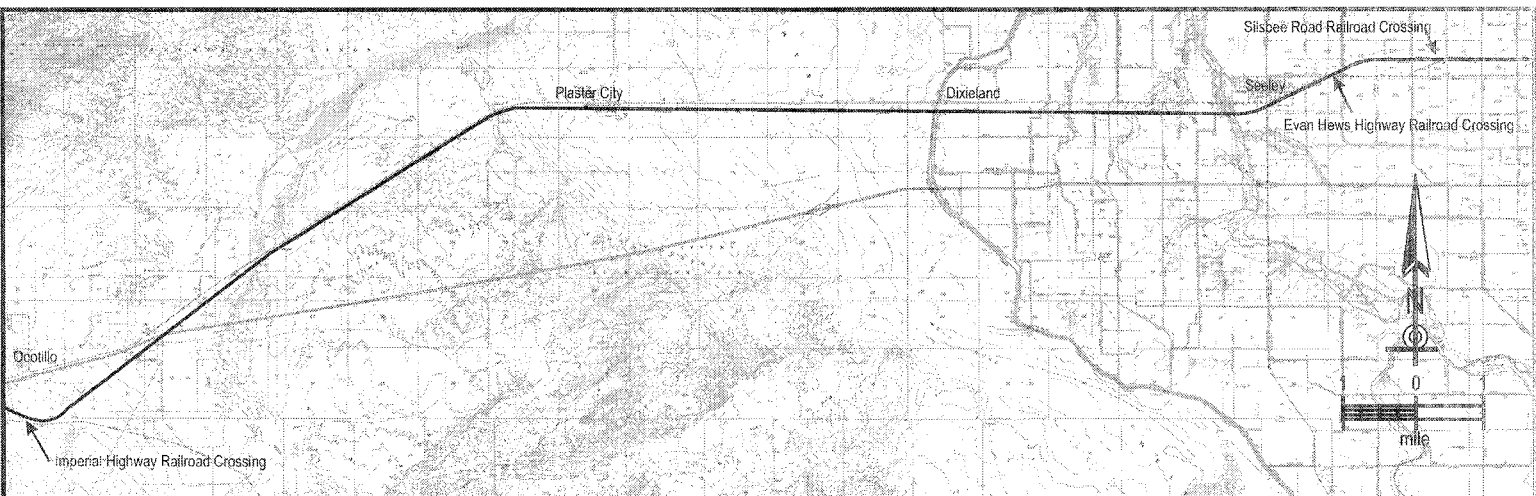
L8b. Description of Photo, Map, or Drawing: Railroad crossing at Silsbee Road camera facing west November 2000

L9. Remarks:

L10. Form prepared by:
Stephen Wee and Paul Ferrell, JRP
Historical Consulting Services,
1490 Drew Ave, Suite 110,
Davis, CA 95616

L11. Date: November 29, 2000

Sketch Map:



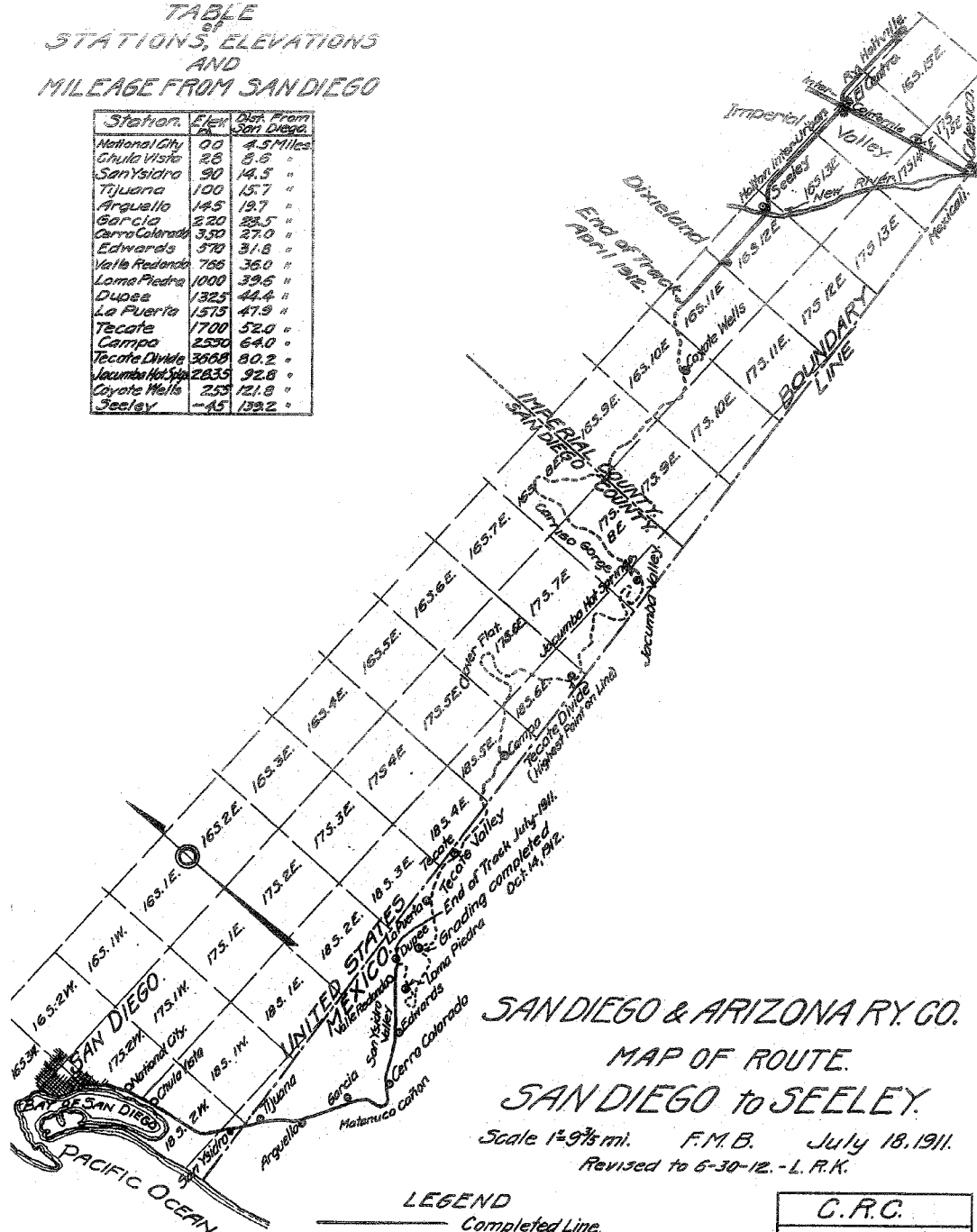
Study Area, San Diego & Arizona Railway, Coyote Wells, Painted Gorge, Plaster City, Yuha Basin, Seeley, & Mount Signal
USGS 7.5 Quadrangles

37025680

Historic Map of San Diego and Arizona Railway:

TABLE
of
STATIONS, ELEVATIONS
AND
MILEAGE FROM SAN DIEGO

Station	Elev. ft.	Dist. From San Diego Miles
National City	0.0	4.5
Chula Vista	28	8.6
San Marcos	90	14.5
Tijuana	100	15.7
Arguello	145	19.7
Barcia	220	25.5
Cerro Colorado	350	27.0
Edward's	370	31.8
Valle Redondo	766	36.0
Loma Piedra	1000	39.6
Dupess	1325	44.4
La Puerta	1575	47.9
Tecate	1700	52.0
Campo	2530	64.0
Tecate Divide	3668	80.2
Jacumba Hot Sp.	2835	92.8
Coyote Wells	255	121.8
Seeley	-45	139.2



Route Map of San Diego and Arizona Railway

37-025680

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Primary # 025890
HRI # _____
Trinomial _____

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*Resource Name or # San Diego and Arizona Railway

*Recorded by Stephen Wee and Paul Ferrell *Date ☒ Continuation ☐ Update

P2b. USGS 7.5' Quad:

From west to east the segment recorded by the survey for this project is on USGS 7.5 quads Coyote Wells, Painted Gorge, Plaster City, and Seeley. All are dated 1957 with photorevisions done in 1979. USGS quads for the entire San Diego and Arizona Railway west to east are: Point Loma (1967 photorevised 1975), National City (1967 photorevised 1975), Imperial Beach (1967 photorevised 1975), Potero (1960 photorevised 1975), Campo (1959), Cameron Corners (1958 photorevised 1988), Live Oak Springs (1959 photorevised 1975), Tierra Del Sol (1959), Jacumba (1959 photorevised 1975), In-Ko-Pah Gorge (1959 photorevised 1975).

P2d. UTM:

The western end of the segment recorded by the survey for this project is at UTM coordinates Zone 11; 594227 mE/ 362177 mN the tracks pass through Plaster City at Zone 11; 608204 mE/ 3628352 mN and continue on to the eastern end of the segment recorded at Zone 11; 626833 mE/ 3629739 mN. The UTM coordinates for the entire San Diego and Arizona Railway are Zone 11; 486543mE/ 3617193mN at the western terminus in San Diego and Zone 11; 635480mE/ 3629866mN at the eastern terminus in El Centro.

P3a. Description (continued):

The railroad begins in San Diego and goes south crossing the Mexican border at Tijuana. Tijuana it continues south then swings east to begin its passage through the mountainous Mexican terrain. At an elevation of 2,200 feet it re-crosses the border east of Tecate at Lindero. The tracks then climb eastward to over the high point of line at 3,660 feet near Tecate Divide and then descends to Jacumba. From Jacumba it goes north 11 miles through Carriso Gorge then swings eastward again and descends to the desert floor in the vicinity of Ocatillo. From Ocatillo the tracks go northeast to a point 1.5 miles west of Plaster City where the tracks turn due east and continue on that alignment until Seeley. At Seeley the tracks once again swing northeast for only 2.5 miles then return to the due east alignment until they reach El Centro.

The tracks observed in the study area (Ocatillo to about one mile east of Seeley) are standard gage single track with wooden ties and steel rails set on crushed stone ballast. Four points on the line were recorded in the attached Linear Resource forms. The line was abandoned west of Plaster City in 1977 but remains in active use to the east. The line was abandoned in the more mountainous west because of landslides, washouts and a loss of business due to competition with the highway transport industry. The tracks remain active through the near level terrain east of Plaster City mostly hauling manufactured goods from the US Gypsum facility at Plaster City and agricultural product from the irrigated farmlands to the east. Although the tracks in the study area cross near level terrain, in places the roadbed is elevated with earth berms and crosses washes and ditches on timber stringer trestles resting on timber pile bents. Rails and tie plates east of Plaster City have dates ranging from 1943 to 1951 while west of Plaster City, along the abandoned line, the dates 1911, 1913 and 1925 were observed. **Photographs 1 and 2** show a typical segment of abandoned track and a railroad trestle west of Plaster City. An active portion of track near Seeley is shown in **Photograph 3**.

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*Resource Name or # San Diego and Arizona Railway

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B10. Significance (continued):

John D. Spreckles and his brother Adolph, sons of Claus Spreckles the sugar millionaire of San Francisco, secretly incorporated the railroad in partnership with Edward H. Harriman who controlled both the Southern Pacific and Central Pacific.¹

John D. Spreckles acted as a front man for the new railroad with Edward H. Harriman of the Southern Pacific behind the scenes secretly funding the construction. Harriman, sought this arraignment in order to use the more popular local figure to instill cooperation with contractors, landowners, and government officials that the railroad would need to deal with. Spreckles was popular with San Diegans while Harriman was often viewed as an outsider at best and a robber baron at worst. Harriman, aware of the potential of the fertile Imperial Valley, sought direct rail connections with San Diego's Harbor. Irrigation and a SP branch line south into the Valley spurred the growth of agriculture in the valley in the first few years of the twentieth century.²

Construction of the railroad began in 1907. The Mexican portion of the railroad was built from Tijuana to Tecate. In the San Diego region branch lines ran to Coronado Island and northeastward approximately 25 miles to Lakeside. A series of unexpected events including natural disasters, revolution in Mexico, and the withdrawal and then reinstatement of SP funding, prolonged construction until the final segment of the line, Carriso Gorge was completed in 1919. The railroad earned the title of the "impossible railroad" because of the rugged terrain in Carriso Gorge. The route through the gorge required the construction of multiple bridges and tunnels.³

From its first days of service highway construction and the dramatic increase in automotive transport brought strong competition for the railroad's passenger service and the railroad carried freight exclusively after 1951. Landslides, flooding, and several fires on wooden trusses and in tunnels plagued the railroad and made maintenance costs too high for operation. The line was abandoned in 1977 with only a few segments remaining in operation.⁴

The abandonment of the line and the destruction of segments of track compromised the historic integrity of the railroad. Integrity, as defined by National Register guidelines, addresses a resource's physical features, including design, materials, and workmanship. Also considered are its location, setting, feeling, and association. Integrity and significance are the twin pillars upon which National Register eligibility rests. Generally, historic properties more than fifty years old need to qualify under one or more of three criteria, Criterion A, B, and C. In some cases, Criterion D, information potential, applies to historic properties but to be eligible the property itself must be the principal source of important information.

The railroad would be considered significant under Criterion A if it were associated with events that have made a significant contribution to the broad patterns of our history. In the context of American railroad history, the San

¹ Robert M. Hanft, *San Diego and Arizona: The Impossible Railroad* (Glendale, California: Trans-Anglo Books, 1984), 46; Richard V. Dodge, "San Diego's 'Impossible' Railroad," *Dispatcher* Issue #6 (June 29, 1956) 1.

² Richard Steinheimer, "Imperial Valley" *Railroad Magazine* Vol. 62, No. 3 (December 1953) 38; Dodge, 2.

³ Hanft, 48.

⁴ Dodge, 5; Hanft, 154.

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*Resource Name or # San Diego and Arizona Railway

*Recorded by Stephen Wee and Paul Ferrell *Date ☒ Continuation ☐ Update

Diego to El Centro line did not make significant contributions. The railroad faced obsolescence relatively soon after it was constructed because of the simultaneous development of highway transportation. High maintenance costs due to landslides and flooding further reduced the effectiveness of the railroad. After 1976 only short segments remained in operation with only a limited amount of local rail traffic. The railroad made only minor contributions to the development of San Diego and to national defense by transporting military supplies to San Diego during WWII and the Korean War. Despite a short but interesting history the railroad failed to make significant contributions to our history, so it does not appear to qualify for listing under National Register Criterion A.

Significance under Criterion B relates to the railroad's association with the lives of persons significant in our past. John D. Spreckles, his brother Adolph B. Spreckles, and Edward H. Harriman are all significant persons in California history and each is associated with the financing and development of this railroad. However, all three are generally better known for other more significant accomplishments in the field of railroad history or in other fields of endeavor, in other words establishment of this railroad line is not among the more significant contributions of any of these individuals to California and American history. Harriman's association with the resource was brief; he died in 1909 soon after construction began. He is better remembered for his association with the Union Pacific and Southern Pacific railroads. John D. Spreckles is best known for founding the Oceanic Steamship Company in 1881. San Diego was a home for Spreckles and he played an important role in the development and growth of the city. He had interests in coal deposits and he developed wharves in the San Diego harbor. He owned the city railroad and the *San Diego Union* newspaper. Adolph B. Spreckles was involved in the family sugar business and is best known for his varied contributions to the history of San Francisco. The association of the Spreckles brothers and Harriman with the railroad fails to illustrate the most important achievements of their varied careers in either railroad history or in other fields, so significance is not achieved under Criterion B.⁵

Criterion C applies to properties significant for their design or construction. It is possible that the 11-mile segment of the railroad in Carriso Gorge might be eligible for the National Register under Criterion C, if it retains sufficient integrity. That portion, with its 17 tunnels and 14 trestles, might be a good representation of the distinctive characteristics of early 20th century railroad construction and engineering in difficult mountainous terrain. However, the segment of railroad in the study area does not appear eligible under Criterion C. The tracks cross approximately twenty miles of near level desert terrain. In places, the roadbed is elevated with earth berms and timber stringer trestles resting on timber pile bents span desert washes. These features are typical of railroads in such areas, therefore the segment of tracks in the study area does not embody distinctive engineering qualities need to be considered significant under the National Register's Criterion C. Nor does the railroad in this section appear to retain qualities that would make it a significant contributor to information about railroad construction technologies or methods under Criterion D.

Although some segments of track within the study area for this survey do retain physical integrity, their association with the historic railroad has been compromised by the abandonment of the line west of Plaster City. Within the abandoned section of track there is only one at grade crossing on Imperial Highway south of Ocatillo. At this location the crossing arms are inoperative, the ties are badly deteriorated in the abandoned segment, and desert sands cover the track in places. East of Plaster City the railroad track is still in use and has been upgraded

⁵ James D. Hart, *A Companion to California* (New York: Oxford University Press) 207, 492.

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*Resource Name or # San Diego and Arizona Railway

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with heavier rails, new ties and tie plates in the post-World War II era. Overall, the integrity of the tracks west of Plaster City is higher than the track to the east because it retains original materials, design, workmanship, and feeling. Because the integrity of the line has been compromised by the abandonment and modifications to modernize those sections still in use and because it fails to meet any significance criteria, the railroad within the study area does not appear eligible for listing in the National Register of Historic Places.

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Primary # _____
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Trinomial _____

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*Resource Name Imperial Highway Railroad Crossing

*Recorded by _____

*Date November 29, 2000 ☒ Continuation ☐ Update

L3. Linear Feature Record Description (Continued) :

Imperial Highway Railroad Crossing

Between the rails at the crossing two timbers one-foot wide are set beside the rails with asphalt paving between them. The rails at and around the crossing are stamped with the date 1913.

L6. Setting (Continued) :

Imperial Highway Railroad Crossing

The crossing is surrounded on all sides with open desert. About 100 feet to the south is a storage yard about 300 square feet in area enclosed with a chain link fence.

L7. Integrity Considerations:

Imperial Highway Railroad Crossing

This segment of track at the Imperial Highway crossing was built by the San Diego and Arizona Railroad. The SD & A railroad, completed in 1919, ran 150 miles from El Centro westward to San Diego. Due to competition with highway transportation, and reoccurring problems with landslides and flooding, the tracks west of Plaster City were abandoned in 1977. The abandonment of the tracks has compromised the integrity of the resource at this location by allowing deterioration of the berm, ballast and track and the removal or vandalizing of equipment such as the track signals on Imperial Highway.

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Primary # _____
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*Resource Name Evan Hews Highway Railroad Crossing

*Recorded by _____

*Date November 29, 2000 ☒ Continuation ☐ Update

L3. Linear Feature Record Description (Continued) :

Evan Hews Highway Railroad Crossing

A metal control panel box is located on the north side of the road. Concrete paving is found between the rails and on two foot wide strips on both sides of the tracks at the crossing. The rails at and around the crossing are stamped with the date 1950. Tie plates have the dates 1947 and 1948.

L6. Setting (Continued) :

Evan Hews Highway Railroad Crossing

The Evan Hews Highway railroad crossing is surrounded with irrigated fields. A modular home is located approximately 100 feet north of the crossing. A concrete irrigation ditch four feet wide and two feet deep runs along the north side the road and passes under the railroad berm through a concrete culvert. The year 1964 is inscribed in the concrete of the ditch.

L7. Integrity Considerations:

Evan Hews Highway Railroad Crossing

The Holton Inter-Urban Railroad built this segment of track at the Evan Hews Highway railroad crossing in the years before the completion of the San Diego and Arizona Railroad in 1919. The Holton Company became a subsidiary of Southern Pacific and the 8.3 mile portion of track between El Centro and Seeley was leased to SD & A. The SD & A railroad ran 150 miles from El Centro westward to San Diego. Today the line is owned by Union Pacific and only goes as far west as Plaster City. The tracks west of Plaster City were abandoned in 1977 because of competition from highway transportation, and problems with flooding and landslides. Thus compromising the integrity of the resource by breaking its association with the historic SD & A Railroad. The historic integrity of the resource was further compromised with the replacement of materials. The original line was built with 75 pound steel rails fastened with steel tie plates to redwood ties.¹ The original rails at the crossing have been replaced with heavier rails stamped with the date 1950. Dates on the tie plates are from the 1940s. Because of alterations to the resource's materials, and association to the historic railroad line, this resource does not retain its historic integrity.

¹ Robert M. Hanft, *San Diego and Arizona: The Impossible Railroad* (Glendale, California: Trans-Anglo Books, 1984), 49.

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*Resource Name or # Silsbee Road Railroad Crossing

*Recorded by Stephen Wee and Paul Ferrell *Date November 29, 2000 ☒ Continuation ☐ Update

L3. Linear Feature Record Description (Continued) :

Silsbee Road Railroad Crossing

Asphalt paving is between the rails at the crossing. The rails at and around the crossing are stamped with the dates, 1945, 1946, 1949 and 1951. Tie plates have the dates 1943, 1946 and 1947.

L6. Setting (Continued) :

Silsbee Road Railroad Crossing

The crossing is surrounded on three sides with irrigated fields with an industrial plant southwest of the crossing. An irrigation ditch runs along side the road on the east side and passes under the railroad berm via a concrete pipe. The Elm Lateral Canal passes under the berm on the west side through a larger concrete culvert.

L7. Integrity Considerations:

Silsbee Road Railroad Crossing

This segment of track at the Silsbee Road crossing was built by the Holton Inter-Urban Railroad in the years before the completion of the San Diego and Arizona Railroad in 1919. The Holton Company became a subsidiary of Southern Pacific and the 8.3 mile portion of track between El Centro and Seeley was leased to SD & A. The SD & A railroad ran 150 miles from El Centro westward to San Diego. Today the line is owned by Union Pacific and only goes as far west as Plaster City. Due to competition with highway transportation, and reoccurring problems with landslides and flooding, the tracks west of Plaster City were abandoned in 1977. The abandonment of the tracks compromised the integrity of the resource by breaking its association with the historic SD & A Railroad. The historic integrity of the resource was further compromised with the replacement of materials. The original line was built with 75 pound steel rails fastened with steel tie plates to redwood ties.¹ The original rails at the crossing have been replaced with heavier rails stamped with dates from the 1940s and 1950s. Dates on the tie plates are from the 1940s. Because of alterations to the resource's materials and association to the historic railroad line this resource does not retain its historic integrity.

¹ Robert M. Hanft, *San Diego and Arizona: The Impossible Railroad* (Glendale, California: Trans-Anglo Books, 1984), 49.

APPENDIX D

PREPARER QUALIFICATIONS



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

Alexia Landa is a Veteran of the United States Navy having served from 2007-2012, including deployments in the Middle East. For the USN, she served as an Aircrew Survival Equipmentman. In this capacity she inspected aircraft and aircrew life-support equipment for evidence of abuse, damage, or malfunction. She holds a Bachelor of Arts (double major) in History and Anthropology from San Diego State University. Prior to joining Urbana, Alexia served as an Archaeological Specialist for the California Department of Parks and Recreation Southern Service Center where she performed archaeological monitoring and site assessment activities for a variety of project types including State Park facility improvements, historic building maintenance, and municipal water and sewer system repair and replacement. She meets *The Secretary of the Interior's Historic Preservation Professional Qualifications Standards* in the discipline of History. At Urbana Alexia leads field survey and monitoring activities, conducts contextual and site-specific research, prepares historic context statements, and authors technical reports and site records. Ms. Landa's passion for history is demonstrated through her volunteer work with the Museum of Man, the San Diego Museum of Natural History, and as a member of the Board of Directors for the San Diego County Archaeological Society.

PROJECT EXPERIENCE

In-Progress	City of San Diego Historical and Archaeological Resource Management Report and Archaeological Survey – Beta Street Restoration Project, San Diego, CA
In-Progress	City of San Diego Historical and Archaeological Resource Management Report and Archaeological Survey - Chollas Creek Restoration Project, San Diego, CA
In-Progress	City of San Diego Historical and Archaeological Resource Management Report and Archaeological Survey - Famosa Slough Alley Slope Restoration Project, San Diego, CA
In-Progress	Desert Archaeology Yaqui Tribal Lands Historic Property Archaeological Survey, Tucson, AZ
In-Progress	County of San Diego California Wildfire Mitigation Program (CWMP) Archaeological Survey, San Diego, CA
In-Progress	City of San Diego Historic Resource Research Report, 4241-47, 4249-55, and 4257-63 Wilson Avenue, San Diego, CA
In-Progress	County of San Diego Historical Property Survey Report, SCE San Onofre Nuclear Generating Station, San Diego, CA
In-Progress	County of San Diego Historic Designation / Mills Act, 9615 Summit Circle, Grossmont, CA
2024	City of La Mesa Historic Landmark / Mills Act, 9353 Lemon Avenue, La Mesa, CA
2024	County of San Diego Historic Designation / Mills Act, 9856 Sierra Vista Drive, Mt. Helix, CA
2023	City of Yuma Historic Property Survey Report, 4000 S. 4 th Avenue, Yuma, AZ
2023	County of San Diego Historical Resource Technical Report, Starlight Solar Project, Boulevard, CA

EDUCATION

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

PROFESSIONAL EXPERIENCE

Historian + Archaeologist: Urbana
 Preservation & Planning, LLC
 (San Diego) 2018 – present

Field Archaeologist / Historian:
 Loveless & Linton, Inc. Cultural
 Preservation & Archaeology
 (San Diego) 2017-2019

Archaeological Project Leader:
 California State Parks, Southern
 Service Center (San
 Diego) 2017-present

Field Archaeologist:
 PanGIS, Inc. (San Diego) 2017

Field Archaeologist:
 Channel Islands National Parks
 Services (Santa Rosa) 2017

PROFESSIONAL MEMBERSHIPS

Society of California Archaeology

Board Member: San Diego County
 Archaeological Society

Society of Architectural Historians



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Mountain Region
280 W. Kagy Blvd., #D-186
Bozeman, MT 59715

Midwest Region
2400 E. Main St., #103-218
St. Charles, IL 60174

2023	City of La Mesa Historical Resource Analysis Report, 7801-7819 El Cajon Blvd, La Mesa, CA
2023	Glen Canyon National Park Service Post 1955 Housing Survey and MPDF, Page, AZ
2023	City of San Diego Historic Property Survey Report, 952 Rosecrans Street, San Diego, CA
2023	County of San Bernardino Historical Resource Analysis Report, Forest Home Christian Conference Center, 40000 Valley of the Falls Drive, Forest Falls, CA
2023	City of Coronado Determination of Historic Significance, 917 3 rd Street, Coronado, CA
2023	City of Coronado Determination of Historic Significance, 1211 6 th Street, Coronado, CA
2023	City of Coronado Determination of Historic Significance, 405 B Avenue, Coronado, CA
2023	City of Coronado Determination of Historic Significance, 330 8 th Street, Coronado, CA
2023	City of Coronado Determination of Historic Significance, 825 G Avenue, Coronado, CA
2023	City of Coronado Determination of Historic Significance, 555 C Avenue, Coronado, CA
2022	County of San Diego Historic Designation / Mills Act, U.S. Grant Jr. Ranch House, 8357 The Grant Place, Bonita, CA
2022	County of San Diego Historic Designation / Mills Act, 4501 Mayapan Drive, La Mesa, CA
2022	City of Santa Ana Historical Resource Assessment, 1700-1740 E. Garry Avenue, Santa Ana, CA
2022	City of Grand Terrace Historical Resource Assessment, 21081 Barton Road, Grand Terrace, CA
2022	County of San Diego Historic Designation / Mills Act, 10301 Sierra Vista Avenue, La Mesa, CA
2022	City of Murrieta Historical Resource Analysis Report, 2877-4400, Norco, CA
2022	County of San Diego Historic Designation / Mills Act, 9450 Sunset Avenue, La Mesa, CA
2022	City of Coronado Determination of Historic Significance, 740 I Avenue, Coronado, CA
2022	City of Coronado Determination of Historic Significance, 863 H Avenue, Coronado, CA
2022	City of Orange Historical Resource Assessment, 630 N. Batavia Street, Orange, CA
2022	City of Rancho Cucamonga Historical Resource Assessment, 8011 Etiwanda Avenue, Rancho Cucamonga, CA
2022	City of Murrieta Historical Resource Analysis Report, Gierson Property, 25190 Washington & 52145 Adams, Murrieta, CA



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Bozeman, MT 59715

Midwest Region
2400 E. Main St., #103-218
St. Charles, IL 60174

2022	City of Ontario Historical Resource Assessment, 627 2. Bon View Avenue, Ontario, CA
2022	City of Coronado Determination of Historic Significance, 908 H Avenue, Coronado, CA
2022	City of La Quinta Historical Resource Assessment, La Quinta Club & Resort The Grove, 49-499 Eisenhower Drive, La Quinta, CA
2022	City of Fontana Historical Resource Assessment, 11005-11093 Poplar Avenue, 15731-15878 Rose Avenue, 11006-11098 Catawba Avenue, Fontana, CA
2022	City of Coronado Determination of Historic Significance, 741-747 G Avenue, Coronado, CA
2022	City of La Quinta Historical Resource Analysis Report, 81891 Avenue 58, La Quinta, CA
2022	City of Fontana Historical Resource Assessment, 16025 Slover Avenue and 10526, 10542, 10556, 10578, and 10590 Citrus Avenue, Fontana, CA
2022	City of Santa Ana Historical Resource Assessment, 2521-2525 Grand Avenue, Santa Ana, CA
2022	City of Carlsbad Historical Resource Analysis Report, 3926 Highland Drive, Carlsbad, CA
2022	City of Escondido Historical Resource Analysis Report, 157-159 E. 3 rd Avenue and 335-337 Kalmia, Escondido, CA
2021	351 Watson St. Historic Evaluation; Monterey, CA
2018-2021	Southern California Edison Company Transmission Line Rating Remediation Program, Historic-Era Built Environment Survey Report Ivanpah-Control Project, Inyo, Kern, and San Bernardino Counties, CA
2021	Transmission Line Rating & Remediation Project, Ivanpah Control Line, Archival Research Package, Southern California Edison, Southern CA
2020-2021	Southern California Edison Company Transmission Line Rating Remediation Program, Historic-Era Built Environment Survey Report Eldorado -Pisgah-Lugo Project, San Bernardino County, California and Clark County, Nevada
2021	City of Escondido Delisting and Re-evaluation, 340 Waverly Place, San Diego, CA
2021	City of Monrovia Historic Resource Analysis Report, 213-217 Novice Lane, Monrovia, CA
2021	City of Coronado Determination of Historic Significance, 710 10 th Street, Coronado, CA
2021	City of San Diego Historic Property Survey Report, 3167 Market Street, San Diego, CA
2021	Village of Fallbrook DPR Evaluation, 129 S. Vine Street, Fallbrook, CA
2021	City of Coronado Determination of Historic Significance, 202 B Street-1216 2 nd Street, Coronado, CA
2021	City of Coronado Determination of Historic Significance, 136 F Avenue, Coronado, CA
2021	American Silk Factors Mill Historic Resource Analysis Report, 528 N. Mission Road, San Marcos, CA
2021	Irwindale DPR Evaluation, 5265 N 4 th Street, Los Angeles, California



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- 2021 East Gilman Channel Mitigation Historic American Engineering Record, Banning, California
- 2021 Getchell Ranch Historic American Building Survey, 4055 Lytle Creek Road, Fontana, California.
- 2020 Jurupa Valley Mira Loma Quartermaster Depot Historic Resource Analysis Report, Riverside County, CA
- 2020 City of Coronado Determination of Historic Significance, 457 E Avenue, Coronado, CA
- 2020 City of Coronado Determination of Historic Significance, 518 Adella Lane, Coronado, CA
- 2020 Rancho Miramonte Project Historic Property Survey Report, Chino, CA
- 2020 City of Coronado Determination of Historic Significance, 800 1st Street, Coronado, CA
- 2020 City of Coronado Determination of Historic Significance, 610 10th Street, Coronado, CA
- 2020 Southern California Edison Company Transmission Line Rating Remediation Program, Historic-Era Built Environment Survey Report | Kern River to Los Angeles Project, Kern and Los Angeles Counties, California
- 2020 Even Hewes Highway / Coyote Wash Bridge Historic Property Survey Report, Imperial County, California
- 2019-2020 Southern California Edison Company Transmission Line Rating Remediation Program, Historic-Era Built Environment Survey Report | Control-Silver Peak Transmission Corridor, Inyo and Mono Counties, California
- 2019 Lindsay Substation and Bliss-Lindsay 66kV Sub-Transmission Line Historic Property Survey Report, Lindsay, CA
- 2019 Pedley Powerhouse Historic Property Survey Report, Norco, California
- 2017-2019 Crew Chief / Archaeological Monitor for linear trench utility excavations; prepared daily reporting, photo documentation, and artifact recordation; facilitate contractor and crew communications.
- 2017 Site excavation, artifact identification, screening, and lab analysis for ancient paleo-coastal site at Santa Rosa Island within Channel Islands National Park
- 2017-2020 Archaeological Project Leader for California State Parks projects in San Diego, Imperial, Kern, Orange, Los Angeles, Ventura, Santa Barbara, San Luis Obispo Counties.

ACTIVITIES & HONORS

SDSU School of Arts and Letters,
Dean's List

—
SDSU Anthropology Graduate
Students Association
Undergraduate Writing
Contest, 1st Place Winner, 2016

—
SDSU Spencer Lee Rogers
Alumni Award Nominee, 2017

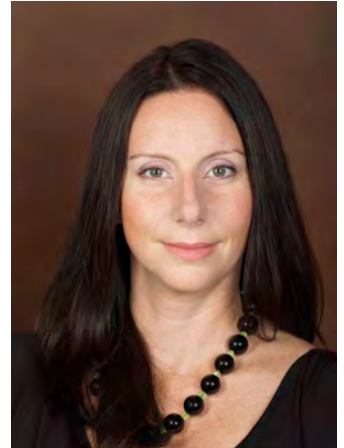
Wendy L. Tinsley Becker, RPH, AICP, Principal
Architectural Historian + Urban / Preservation Planner
wendy@urbanapreservation.com

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

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

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

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



EDUCATION

Master of City Planning,
 Preservation & Urban Design Emphasis
 San Diego State University
 —
 Bachelor of Arts – History
 San Diego State University

REGISTRATIONS

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

EXPERIENCE

2005-present: Founding Principal
 Urbana Preservation & Planning, LLC
 —
 2012-present: Faculty Lecturer
 San Diego State University
 City Planning Graduate Program
 —
 2006-2017: Faculty Instructor
 University of California, San Diego
 Urban Planning & Development Program
 —
 2002-2005: Historian / Planner
 Architectural Resources Group
 —
 2001-2002: Historian / Planner
 Historic Research Services
 —
 2000-2001: Historian
 Office of Marie Burke Lia, Esq.
 —
 1996-1999: Asst. Coordinator +
 Researcher:
 SHPO/CHRIS
 South Coastal Information Center

PROJECT EXPERIENCE*

2024	<i>Underground Railroad Resources in the U.S. - A National Historic Landmarks Theme Study</i> ; National Park Service.
2024	<i>Pascua Yaqui Pueblo Historic Property Survey</i> ; Pima County, AZ.
2024	<i>3210 Xenophon Street Historic Designation Package</i> Urbana Preservation & Planning, LLC San Diego, CA.
2023	<i>Three Way Intersection HAER Report</i> ; Greenlee County, AZ.
2023	<i>Queen Creek Viaduct HAER Report</i> ; Gila County, AZ.
2023	<i>Valley Metro Capitol Extension Cultural Resource Inventory and Evaluation</i> ; Phoenix, AZ.
2023	<i>Roosevelt Irrigation District Centennial History</i> ; Buckeye, AZ.
2023	<i>229 Avenida Del Mar Historic Resource Analysis Report</i> ; San Clemente, CA.
2023	<i>222 W Mariposa Street Historic Resource Analysis Report</i> ; San Clemente, CA.
2023	<i>Apache Trail/Old US Route 60 Historic Assessment Survey Report</i> ; Mesa, AZ.
2023	<i>Archaeological and Historical Resource Survey Report Chollas Creek Restoration Project</i> Urbana Preservation & Planning, LLC San Diego, CA.
2023	<i>Archaeological and Historical Resource Management Report Famosa Slough Stormwater Project</i> Urbana Preservation & Planning, LLC San Diego, CA.
2023	<i>4052 and 4054 Centre Street Historic Designation Package</i> Urbana Preservation & Planning, LLC San Diego, CA.
2023	<i>1610 Santa Barbara Street Historic Designation Package</i> Urbana Preservation & Planning, LLC San Diego, CA.
2023	<i>Eldorado-Pisgah-Lugo Project Historic-Era Built Environment Survey Report</i> , Clark County, Nevada Urbana Preservation & Planning, LLC Remsen, IA.
2023	<i>Remsen Water Supply Infrastructure Improvement Project Phase I Historic Architectural Survey Report</i> Urbana Preservation & Planning, LLC Remsen, IA.
2023	<i>City of La Quinta Historic Resource Survey and Context Statement</i> Urbana Preservation & Planning, LLC La Quinta, CA.
2023	<i>3510 Dove Court Historical Resource Technical Report</i> Urbana Preservation & Planning, LLC San Diego, CA.
2022	County of San Diego Historic Designation / Mills Act, U.S. Grant Jr. Ranch House, 8357 The Grant Place, Bonita, CA
2022	County of San Diego Historic Designation / Mills Act, 4501 Mayapan Drive, La Mesa, CA
2022	<i>3575 Via Flores Drive Historic Designation & Mills Act Package</i> Urbana Preservation & Planning, LLC San Diego, CA.
2022	<i>University and 5th Avenue Historical Resource Technical Report</i> Urbana Preservation & Planning, LLC San Diego, CA.
2022	<i>Grand Forks Water Treatment Plant Historic American Engineering Record</i> Urbana Preservation & Planning, LLC Grand Forks, ND.
2022	<i>2275 Evergreen Street Historic Designation Package</i> Urbana Preservation & Planning, LLC San Diego, CA.
2022	<i>820 Fort Stockton Drive Historic American Building Survey</i> Urbana Preservation & Planning, LLC San Diego, CA.
2022	<i>820 Fort Stockton Drive Historical Resource Technical Report</i> Urbana Preservation & Planning, LLC San Diego, CA.
2022	<i>Cottonwood State Route 89A Historic Property Survey</i> ; Cottonwood, AZ.
2022	<i>USACE Santa Fe Dam Evaluation</i> ; Los Angeles County, CA.
2022	<i>161 Marquita Historic Resource Analysis Report</i> ; San Clemente, CA.
2022	<i>Glen Canyon Post-1955 Housing Survey and MPDF</i> ; Page, AZ.
2022	<i>3120 Sterne Street Historic Resource Research Report</i> ; San Diego, CA.

BOARDS + COMMITTEES

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

SELECT AWARDS

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

2022 *Post Rock Resources of Kansas National Register Nominations; Lincoln, Mitchell, Rush, and Russell Counties, KS.*

2021 *Mule Pass Tunnel Historic Evaluation and Inventory Form; Bisbee, AZ.*

2021 *City of Laguna Beach Preservation 101 Workshop – Staff Training, Laguna Beach, CA.*

2021 *Post Rock Resources of Kansas Survey and MPDF; Lincoln, Mitchell, Rush, and Russell Counties, KS.*

2021 *Historic Resource Research Report: 3800 University Ave; San Diego, CA.*

2021 *860 Muender Ave Historic Integrity Memo; Sunnyvale, CA.*

2021 *Lafayette Hotel Rehabilitation & Tax Credit Consulting; San Diego, CA.*

2021 *Old Tavern Rehabilitation & Tax Credit Consulting; Sacramento, CA.*

2021 *Historic Resource Research Report: 4070-72 Georgia Street; San Diego, CA.*

2021 *Transmission Line Rating & Remediation Project, Ivanpah Control Line, Archival Research Package, Southern California Edison, Southern California.*

2021 *528 E. Mission Road Historic Resource Analysis Report; San Marcos, CA.*

2021 *4055 Lytle Street – Getchell Ranch / The Stone House Historic American Building Record (HABS) Level II Documentation, Fontana, CA.*

2021 *Norco Egg Ranch Historic American Building Record (HABS) Level II Documentation, Norco, CA.*

2021 *East Gilman Channel Historic American Engineering Record (HAER) & Monument Consulting, Banning, CA.*

2021 *5265 N. 4th Street Historical Resource Summary; Irwindale, CA.*

2021 *Historic Resource Analysis Report: 3611 Hyacinth Drive Historic Designation Package, San Diego, CA.*

2021 *Historic Resource Analysis Report: 2675 Clove Street Historic Designation Package, San Diego, CA.*

2021 *Historic Resource Analysis Report: 8301 La Mesa Blvd Historic Assessment; La Mesa, CA.*

2021 *1033 Pandora Drive Historic Designation; La Mesa, CA.*

2021 *7345 Remley Place Mills Act Application and Rehabilitation Plan, San Diego, CA.*

2021 *3629 Front St Mills Act Application and Rehabilitation Plan, San Diego, CA.*

2021 *Southern California Edison Company Transmission Line Rating and Remediation Program Ivanpah-Control Transmission Corridor, Historic-Era Built Environment Survey Report.*

2020 *Historic Resource Research Report: Historic Designation & Mills Act Package, 1135 Devonshire Drive, San Diego, CA.*

2020 *Historic Resource Research Report: Historic Designation Package, 3575 Via Flores, San Diego, CA.*

2020 *Historic Resource Analysis Report and CA DPR Forms, Archibald and Schaefer RV Park, City of Ontario, CA.*

2020 *Historic Resource Research Report: Historic Designation & Mills Act Package, 2275 Evergreen Street, San Diego, CA.*

2020 *Historic Resource Research Report: Historic Designation & Mills Act Package, 9434 Sierra Vista Drive, La Mesa, CA.*

2020 *Historic Resource Analysis Report: CEQA Evaluation and CA DPR Forms, Mira Loma Quartermaster Depot, Rutan & Tucker, LLP, Jurupa Valley, CA.*

2020 *Historical Resource Evaluation Memorandum & CA DPR Forms, Ontario RV Storage Mitigated Negative Declaration, Ontario, CA.*

2020 *Historic Resource Research Report: Historic Designation 1610 Santa Barbara Street, San Diego, CA.*

2020 *Red Fox Room Retroactive Review, JCG Development, San Diego, CA.*

2020 *Rancho Miramonte Section 106 Evaluation: Historic Property Survey Report, U.S. Army Corps of Engineers, Chino, CA.*

RELATED EXPERIENCE

Elected Member & Chair: County of San Diego Valle de Oro Community Planning Group, 2016-2022

Director + Civic Improvement Chair, Grossmont-Mt. Helix Improvement Association, 2016-2018

Mentor: San Diego State University Aztec Mentor Program, Spring 2016 Cohort

Co-Author / Editor: AICP Certified Urban Designer Exam Study Guide, Version 1.0 (released March 2016)

AICP Exam Course Speaker: California Chapter, San Diego Section, (annually) 02/2013-present

Retreat Facilitator: Beautiful Pacific Beach, Annual Board of Directors Retreat, (annually) 2016-present

Invited Panel Speaker: *Density and Design: The Future of Housing in San Diego*, American Planning Association San Diego Section, San Diego, 09/2017

Invited Speaker: *Building Community and Character – Preservation is Place; 1st Annual Historic Preservation Conference Nebraska State Office of Historic Preservation, Omaha (NE),* 06/2013

Panel Speaker: *Preservation Toolkit for Small Cities*, American Planning Association California Chapter Conference, 10/2012

Invited Speaker: *Preliminary Findings – The Status of Preservation Planning Regulatory Programs in the San Diego Region - 2012*, Association of Environmental Professionals San Diego Chapter September Luncheon, 09/2012

2020 *Historic Resource Technical Report: 2956 Roosevelt Street, Sterling Corporation, Carlsbad, CA.*

2020 *Historic Resource Research Report: Historic Designation & Mills Act Package, 4350 Nabal Drive, La Mesa, CA.*

2020 *4630 Date Street Historic Landmark Nomination, La Mesa, CA.*

2020 *Avo Theater Rehabilitation Tax Credit Consulting, JCG Development, Vista, CA.*

2020 *Southern California Edison Company Transmission Line Rating and Remediation Program Kern River to Los Angeles Transmission Corridor, Historic-Era Built Environment Survey Report.*

2020 *Historic Resource Research Report: Historic Designation & Mills Act Package, 1025 Devonshire Drive, San Diego, CA.*

2020 *Historic Resource Research Report: Historic Designation & Mills Act Package, "The Muse" 1020 Prospect Street, La Jolla, CA.*

2020 *Historic District Nomination Package: Culverwell and Taggarts, City of San Diego, CA.*

2020 *Historic District Nomination Package, Arizona Street Tract, Park Villas Subdivision, City of San Diego, CA.*

2020 *Historical Resource Analysis Report, Moiola School, Fountain Valley, CA.*

2020 *Historical Resource Survey, Proposed Merrill Commerce Center Specific Plan, Ontario, CA.*

2020 *Historic Property Survey Report :Evan Hewes Highway and Bridge Evaluation, Imperial County, CA.*

2020 *Historical Resource Analysis Report: Historic Designation and Mills Act Application 552 Rushville Street, San Diego, CA.*

2019 *Historic Context and Preservation Element Historical Resource Analysis Report / Historic Property Survey Report for Southern California Edison Company Lindsay Substation and Bliss-Lindsay 66kV Sub-Transmission Line.*

2019 *To Kalon Vineyard / Robert Mondavi Winery Patent Litigation Expert Witness Consulting, Oakville, CA.*

2019 *Historical Resource Analysis Report, Vic Braden Tennis College, 23333 Ave La Caza, Coto De Caza, CA.*

2019 *Church of God in Christ Bulletin 580 Package.*

2019 *Historical Resource Analysis Report, 7407 Alvarado Road, La Mesa, CA.*

2019 *City of Laguna Beach Preservation Ordinance and Program Consulting.*

2019 *Historic Resource Research Report and Conditions Consulting, 8445 Avenida de las Ondas, La Jolla, CA.*

2019 *Southern California Edison Company Transmission Line Rating and Remediation Program Control-Silver Peak Transmission Corridor, Historic-Era Built Environment Survey Report.*

2019 *Southern California Edison Catalina Island Historic-Era Water System Management Program, Catalina Island, CA.*

2019 *Historical Resource Analysis Report / Historic Property Survey Report, Southern California Edison Catalina Island Wrigley Pipeline Project, Catalina Island, CA.*

2019 *Retroactive Historical Resource Research Report, 31st Street, San Diego, CA.*

2019 *Historical Resource Analysis Report / Historic Property Survey Report Southern California Edison Pedley Powerhouse Complex, Norco, California.*

2019 *Historical Resource Analysis Report / Historic Property Survey Report Southern California Edison Company Eastern Sierras Transmission System, Mono County and Inyo County, California.*

2019 *Historical Resource Research Report, 3629 Front Street, San Diego, CA.*

SELECT AWARDS (CONT.)

2013 – American Planning Association
National Division Executive Committee
Recipient – Division Achievement
Award (*recognized for professional development webinars on historic preservation, urban design, and development topics developed on behalf of the APA Urban Design & Preservation Division*).
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2012 - American Association of
Environmental Professionals San Diego
Chapter – *Outstanding Planning Document Award for preparation of the City of Chula Vista Historic Preservation Program & Ordinance. *Historic Preservation Ordinance & Program prepared by WLTB / Urbana.*
—

2012 - American Planning Association
National Division Executive Committee
Recipient – Education Excellence Award
(*recognized for education efforts on behalf of the APA Urban Design & Preservation Division*).
—

2011 - American Planning Association
National Division Executive Committee
Recipient Branding Award (*recognized for visibility, outreach, and education efforts on behalf of the APA Urban Design & Preservation Division*).
—

2010 - Award of Excellence in Education
- City of San Diego City Planning & Community Investment Department
Historical Resources Board (*recognized for the Built Environment Education Program developed for the San Diego Architectural Foundation / BEEP San Diego*).
—

2009 - San Diego Public Library
Foundation / Friends of the San Diego
Public Library 2008-2009 Chapter
Volunteer Award, University Heights
Branch (*recognized for preservation planning work at the historic San Diego State Normal College campus*).

- 2019 *Programmatic Agreement Among the Bureau of Land Management – California, the USDA Forest Service, Pacific Southwest Region, California Utility Providers, and the California Office of Historic Preservation, Regarding the Identification, Evaluation, Management, and Exemption of Historic-Era Electrical Infrastructure Facilities in the State of California.*
- 2019 *City of San Diego Clairemont Community Plan Update, Historic Context and Preservation Element.*
- 2019 *Historic Site Report, 10446 Russell Road, La Mesa, CA.*
- 2019 *City of Coronado, As-Needed Historic Research Consulting, Coronado, CA.*
- 2019 *Historical Resource Research Report, 4250-52 Cleveland Ave, San Diego, CA.*
- 2018 *Southern California Edison Company Transmission Line Rating and Remediation Program Control-Silver Peak Transmission Corridor, Historic-Era Built Environment Survey Report – Phase 1 Desk Survey.*
- 2018 *Southern California Edison Company Transmission Line Rating and Remediation Program Control-Haiwee Transmission Corridor, Historic-Era Built Environment Survey Report – Phase 1 Desk Survey.*
- 2018 *Southern California Edison Company Transmission Line Rating and Remediation Program ICKI Transmission Corridor, Historic-Era Built Environment Survey Report – Phase 1 Desk Survey.*
- 2018 *Southern California Edison Company Transmission Line Rating and Remediation Program Eldorado-Lugo-Pisgah Transmission Corridor, Historic-Era Built Environment Survey Report – Phase 1 Desk Survey.*
- 2018 *City of San Diego Park Boulevard Residential Historic District Historic Context Statement and Nomination Package.*
- 2018 *California Department of General Services, Metropolitan State Hospital Project Historical Resource Analysis Report.*
- 2018 *City of San Juan Capistrano, River Street Marketplace Historical Resource Analysis Report.*
- 2018 *Southern California Edison Company Transmission Line Rating and Remediation Program Kern River to Los Angeles Transmission Corridor, Historic-Era Built Environment Survey Report – Phase 1 Desk Survey.*
- 2017 *Historic Site Designation Package, Wexler House 1088 Sierra Vista Avenue, La Mesa, California.*
- 2017 *Nelson-Sloan Otay Rock Plant Property, Chula Vista, California 91910.*
- 2017 *Adams Avenue, Murrieta, California, Tract Map Historical, Cultural, and Paleontological Report.*
- 2017 *4 Greenwood Common (Berkeley Landmark No. 125) Mills Act Application Package, Berkeley, CA.*
- 2017 *Historical Resource Analysis Report, 1201 S. Grand Avenue, Los Angeles, California.*
- 2017 *Design Review Analysis and Historical Resource Research Report, 4884 Marlborough Avenue, San Diego, California.*
- 2017 *Historical Resource Analysis Report / Historic Property Survey Report, SCE MacNeil Substation, Burbank, California.*
- 2017 *Peer Review Statement, 400 S. Alameda Street, Los Angeles, California.*
- 2017 *4617-4619 and 4621-4625 Park Boulevard, San Diego, California, Historical Resource Technical Report.*
- 2017 *Historical Resource Research Report, 707 17th Street, San Diego, California.*
- 2017 *5064 Lotus Street, San Diego, California, Historical Resource Technical Report.*
- 2017 *Historical Resource Technical Report, 550 Sicard Street, San Diego, California.*
- 2017 *Historic Landmark Designation Package, 9415-9425 Eldorado Lane, La Mesa, California.*

RELATED EXPERIENCE (CONT.)

- Attendee: National Charrette Institute, *Introduction to Dynamic Planning* (Level 1 NCI Charrette Manager Certification Training), San Diego (CA) 10/2003 —
- Attendee: CA Preservation Foundation, *Incentives for Historic Preservation Projects*, Berkeley (CA) 09/2003 —
- Attendee: University of Southern CA, *Preservation Planning & Law*, Los Angeles (CA) 07/2003 —
- Attendee: League of CA Cities, *Smart Growth Zoning Codes*, Lodi (CA) 12/2002 —
- Invited Participant: *Second Natures, Redefining the Los Angeles Riverfront*, Los Angeles (CA) 01/2002 (2-Day Planning & Design Charrette hosted by MOCA & The Geffen) —
- Selected Smart Growth Researcher: San Diego State University Foundation & City Planning Graduate Program, Dr. Roger Caves, 01/2001 – 08/2001 (Grant Topic: Planning for Sprawl in the U.S) —
- Attendee: *Section 106 An Introductory Course*, National Preservation Institute, San Francisco (CA) 04/1999

COURSES CREATED & TAUGHT

- BUSA 40687 - Historic Preservation Planning (UCSD 2006-2012) —
- BUSA 40515 - Fundamentals of City Planning (UCSD 2007) —
- BUSA 40748 - Foundations of Urban Planning & The Built Environment (UCSD 2009-2012) —
- BUSA 40749 - Functions & Processes of City Planning (UCSD 2011-2012) —
- ART 40436 - American Architectural History I & II (UCSD 2008-2014) —
- CP 670 - History of Urban Planning (SDSU 2012-2020)

2017	<i>6035 University Avenue, San Diego, California, Historical Resource Technical Report.</i>
2016	<i>Expert Witness Consulting, Bernati Ticino Trust v. City of San Diego</i>
2016	<i>4365-4369 Ohio Street, San Diego, California, Historical Resource Technical Report.</i>
2016	<i>4505 Park Boulevard, San Diego California, Historical Resource Technical Report.</i>
2016	<i>Designation and Mills Act Rehabilitation Reporting and Consulting for the Edwin K. Hurlbert House, 2930 Chatsworth Boulevard, San Diego, CA.</i>
2016	<i>NHPA Section 106 Historic Property Analysis and Findings of Effect Statement for the Southern California Yeshiva High School, San Diego, CA.</i>
2016	<i>Peak Valley Solar Farm CEQA Cultural Resources Analysis (Historical Resources, Cultural Resources, and Paleontological Resources), San Bernardino County, CA.</i>
September 2016	<i>City of Oceanside / Caltrans, Coast Highway (Hill Street) Bridge over the San Luis Rey River Replacement Project Historical Resources Evaluation Report, Oceanside, CA.</i>
August 2016	<i>Historical Resource Technical Report – 715 Muirlands Vista Way, La Jolla, CA.</i>
June 2016	<i>Class III Cultural Resources Inventory / NRHP Eligibility Determination, SCE Eldorado 500kV Transmission System, California, Arizona, Nevada.</i>
June 2016	<i>Casa de las Flores Property Carriage House / Garage Building, Historical Resource Analysis Report, Chula Vista, CA.</i>
May 2016	<i>Historic American Engineering Record (HAER) No. CA-167-O – Southern California Edison Company Big Creek Hydroelectric System Vincent 220kV Transmission Line, Kern, Fresno, and Los Angeles Counties.</i>
May 2016	<i>San Diego Gas & Electric Company Eastern Division Property Eligibility Review Memo, El Cajon, CA.</i>
March 2016	<i>Historical Resource Review - 1347-1349 Locust Street, Walnut Creek, CA.</i>
March 2016	<i>City of La Mesa Collier Park NHPA Section 106 Review, La Mesa, CA.</i>
March 2016	<i>Redwood Solar Farm 4 CEQA Cultural Resources Analysis (Historical Resources, Cultural Resources, and Paleontological Resources), Kern County, CA.</i>
March 2016	<i>City of La Mesa Vista La Mesa Park NHPA Section 106 Review, La Mesa, CA.</i>
February 2016	<i>City of Chula Vista Third Avenue Community Character + Business Improvement Guidelines.</i>
February 2016	<i>City of San Diego HRB No. 461 / Anderson House, San Diego County Historic Site Designation and Mills Act Rehabilitation Consulting, 3841 Sweetwater Road, Bonita, CA.</i>
January 2016	<i>Historic American Landscapes Survey (HALS) No. CA-122 – Collier Park, La Mesa, CA.</i>
December 2015	<i>Historic American Engineering Record (HAER) No. CA-2138 – Southern California Edison Company Substations: Monumental Type, Santa Barbara, Kern, Fresno, and Los Angeles Counties.</i>
December 2015	<i>Pacific Gas & Electric Company South of Palermo Project Historical Resource Analysis Report / Historic Property Survey Report.</i>
November 2015	<i>Historic American Engineering Record (HAER) No. CA-167-N – Amendment to Southern California Edison Company Big Creek Hydroelectric System East & West Transmission Line.</i>
November 2015	<i>Designation and Mills Act Rehabilitation Reporting and Consulting for the Alexander Schreiber Spec House No. 1 / Payne House, 1429 Dale Street, San Diego, CA.</i>
October 2015	<i>Designation and Mills Act Rehabilitation Reporting and Consulting for the Florence Palmer Spec. House II of III, 350 Fern Glen, San Diego, CA.</i>
May 2015	<i>Historic-era Electrical Infrastructure Management Program: A Program for the Identification, Review, Exemption, and Treatment of Generating</i>



- Facilities, Transmission Lines, Sub-transmission Lines, Distribution Lines, and Substations within the Southern California Edison Company's Service Territory.*
- March 2015 *Class III Cultural Resources Inventory for Southern California Edison's Coolwater-Lugo Transmission Project, San Bernardino County, California – Volume 1: Historic-Era Built Environment Survey Report.*
- 2014-2015 *Los Angeles Regional Intercommunications System NHPA Section 106 Assessment of 125 sites located throughout Los Angeles County.*
- 2014 *Historic Preservation and Urban Planning Expert Witness, Brandon Milan v. City of San Diego, State of California Superior Court Case No. 37-2013-00067039-CU-EI-CTL.*
- 2013-2014 *Historic Preservation and Urban Planning Expert Witness, Edward Valerio v. City of San Diego, U.S.D.C. Case No. 12C1200W (WMC)*
- November 2014 *Historic-Era Built Environment Survey Report, NRHP / CRHR Eligibility Evaluations, and Concurrence Consulting for proposed Coolwater Lugo Transmission Project (approx. 200 built environment sites over 13 segments in the vicinity of Apple Valley, Barstow, and Hesperia, California).*
- November 2014 *Herald Examiner Building, 1101-1139 S. Broadway, Los Angeles, CA, Historic Preservation Certification Application: Part 1 – Determination of Eligibility – Draft Submittal.*
- November 2014 *Cecil Hotel Building, 640 Main Street, Los Angeles, CA, Historic Preservation Certification Application: Part 1 – Determination of Eligibility – Draft Submittal.*
- November 2014 *Cecil Hotel Building, 640 Main Street, Los Angeles, CA, City of Los Angeles Historic Cultural Monument Application Package – Draft Submittal.*
- November 2014 *Historic-Era Electrical Infrastructure Management Program: A Program for the Identification, Review, Exemption, and Treatment of Generating Facilities, Transmission Lines, Sub-transmission Lines, Distribution Lines, and Substations within the SCE Service Territory.*
- October 2014 *Commercial Exchange Building, 416 W. 8th Street, Los Angeles, CA, Historic Preservation Certification Application: Part 2 – Description of Rehabilitation – Draft Submittal.*
- October 2014 *NRHP / CRHR Eligibility Review, SCE Lighthipe and Laguna Bell Substations, Long Beach and Commerce, California.*
- October 2014 *NRHP / CRHR Eligibility Review, SCE Eagle Rock Substation, Los Angeles, California.*
- October 2014 *NRHP / CRHR Eligibility Review, SCE Colton Substation, Colton, California.*
- September 2014 *City and County of Honolulu Little Makalapa National Register of Historic Places Nomination Peer Review.*
- September 2014 *City and County of Honolulu Big Makalapa National Register of Historic Places Nomination Peer Review.*
- September 2014 *Sudberry Properties Strawberry Fields Historic Cultural Landscape Analysis Report, Chula Vista, CA.*
- July 2014 *Friday Morning Club Building, 938 S. Figueroa, Los Angeles, CA, Historic Preservation Certification Application: Part 2 – Description of Rehabilitation – Draft Submittal.*
- May 2014 *Commercial Club of Southern California Building / Case Hotel Part 2 Determination of Eligibility, Los Angeles, CA.*
- May 2014 *City and County of Fresno Tertiary Treatment and Disinfection Facility – Plant 2 NHPA Section 106 and CEQA Historical Resource Assessment.*
- April 2014 *City and County of Honolulu Aloha Stadium Station Project Treatment Plan Peer Review, Honolulu, CA.*
- April 2014 *Redwood Solar Farm Historic Property Survey / Historical Resource Report, Kern County, CA.*

April 2014	4 th @ Broadway EIR Mitigated Negative Declaration – Historical Resource Assessment Report, Los Angeles, CA
March 2014	Commercial Club of Southern California Building / Case Hotel Part 1 Determination of Eligibility, Los Angeles, CA.
February 2014	Commercial Club of Southern California Building / Case Hotel Historic Cultural Monument Application, Los Angeles, CA.
January 2014	1560 S. Escondido Boulevard NHPA Section 106 Review and Concurrence Consulting.
November 2013	Consulting for Two Historic House Relocations to the City of San Diego Development Services Department, Public Works Department, and City Attorney's Office.
September 2013	Caltrans Section 106 Historic Property and CEQA Historical Resource Survey – Gilbert Street, Santa Ana, CA.
October 2013	NHPA Section 106 Historic Property and CEQA Historical Resource Survey Report, Proposed Coolwater Lugo Transmission Project.
June 2013	Historic Agricultural Landscapes of Visalia and Tulare County electronic book and exhibit – Tulare County Museum of Farm Labor and Agriculture, Visalia, CA
January 2013	National Park Service Historic American Engineering Record (HAER) Level II Documentation (Large Format Negative Photography & Narrative) – Big Creek Hydroelectric System East & West Transmission Line, Fresno to Los Angeles, CA
January 2013	Historical and Architectural Eligibility Evaluation of Delano Substation Complex.
October 2012	Historical and Architectural Eligibility Evaluations of the Southern California Edison Company Historic-Era Casitas, Santa Barbara, Carpinteria, Santa Clara, and Goleta Substations
October 2012	City and County of San Francisco, 2419-2435 Lombard Street Historical Resource Evaluation Report.
2011-2013	Historic Preservation Expert Witness, Academy of Our Lady of Peace v. City of San Diego, U.S.D.C. Case No. 09CV0962 WQH (MDD)
In-process	San Diego Municipal Anglers Building Historical Resource Designation Report, San Diego, CA
July 2012	National Park Service Historic American Engineering Record (HAER) Level II Documentation (Large Format Negative Photography & Narrative) – SCE San Joaquin Cross Valley Loop Project, Visalia, CA
June 2012	Historic Structure Report - Casa Peralta, 384 West Estudillo Avenue, San Leandro, CA
June 2012	County of San Diego Historic Site Designation Report, John N. Mortenson's Hines Residence, Mt. Helix, CA
April 2012	NHPA Section 106 Review, Lodi Municipal Stadium, Lodi, CA
March 2012	Federal Rehabilitation Certification Application – Part 3 Request for Certification of Completed Work – Imig Manor / Lafayette Hotel, 2223 El Cajon Boulevard, San Diego, CA
February 2012	National Register of Historic Places Nomination, Imig Manor / Lafayette Hotel, 2223 El Cajon Boulevard, San Diego, CA
February 2012	Sequoia National Forest Electric Power Conveyance Systems NRHP Eligibility Evaluations, Tulare County, CA
January 2012	NHPA Section 106 Review, La Mesa Youth Center, La Mesa, CA

- December 2011 *City of La Mesa 2012 General Plan Update – 2030 Historic Preservation Element, La Mesa, CA*
- December 2011 *Crown City Medical Center EIR Historical Resource Initial Study, Pasadena, CA*
- November 2011 *NHPA Section 106 Review, 4470 Acacia Avenue, La Mesa, CA*
- September 2011 *Big Creek Hydroelectric System Historic District Vincent 220kV Transmission Line NRHP Eligibility Evaluation and Historic Property Treatment Plan.*
- July 2011 *Historic-Era Electric Power Conveyance Systems Programmatic Agreement (SCE, BLM, & CA, NV SHPO) (Context, Typology, Identification, Integrity Qualifications, & Treatment Processes)*
- June 2011 *Aesthetic impact Analysis Report, Hollywoodland Historic Rock Retaining Walls, Los Angeles, CA*
- April 2011 *Kern River – Los Angeles 60 / 66kV Transmission Line NRHP Eligibility Evaluation, Kern & L.A. Counties*
- December 2010 *Historic Structure Report - Linda Vista Federal Defense Housing Project Tenant Activity Building, San Diego, CA*
- October 2010 *City of San Diego Redevelopment Agency, Historic Property / Historical Resource Analysis Report of the Linda Vista Federal Defense Housing Project Tenant Activity Building, San Diego, CA*
- November 2010 *Historic Designation Report, Burt F. Raynes Residence, 299 Hilltop Drive, Chula Vista, CA*
- August 2010 *Southern California Edison Company Tehachapi Renewable Transmission Project Antelope-Vincent No. 1 220kV Transmission Line NRHP/CRHR Review*
- July 2010 *Southern California Edison Company Tehachapi Renewable Transmission Project Rosamond Substation NRHP/CRHR Review, Montebello, California*
- July 2010 *Southern California Edison Company Tehachapi Renewable Transmission Project Antelope-Mesa 220kV Transmission Line NRHP/CRHR Review*
- June 2010 *Southern California Edison Company Tehachapi Renewable Transmission Project Chino-Mesa 220kV Transmission Line NRHP/CRHR Review*
- June 2010 *Southern California Edison Company Tehachapi Renewable Transmission Project Chino Substation NRHP/CRHR Review, Chino, California*
- April 2010 *Historical Resource Analysis Report, Hollywoodland Historic Rock Retaining Walls, Los Angeles, CA*
- March 2010 *Imig Manor/ Lafayette Hotel Part 2 20% Federal Rehabilitation Tax Credit Application*
- January 2010 *CEQA Historical Resource Analysis Report, 2629 National Avenue, San Diego CA*
- December 2009 *City of Santa Ana Warner Avenue Transportation Study Historical Resource Survey, Santa Ana, CA*
- December 2009 *Proposed Heidi Square Redevelopment Project – Project Management, Preservation Planning & Subdivision Re-Design Consulting, San Lorenzo, CA*
- November 2009 *City of San Diego Redevelopment Agency, Historical Resource Review of 4102-4122 University Avenue, San Diego, CA*
- November 2009 *CEQA Historical Resource Analysis Report, 7195 Country Club Drive, La Jolla, CA*
- November 2009 *Imig Manor/ Lafayette Hotel Part 1 20% Federal Rehabilitation Tax Credit Application*
- August 2009 *CEQA Historical Resource Analysis Report, 5511 Calumet Avenue, La Jolla, CA*
- August 2009 *Preservation Planning Study, Site Development, & Rehabilitation Analysis of the Herman Hotel Carriage House, Chula Vista, CA*
- August 2009 *Historical Site Designation, Design Review, & Mills Act Property Tax Consulting for the Dennstedt Building Company's Calavo Gardens Queen Avenue Dwelling, Mt. Helix, CA*

- August 2009 *CEQA and NHPA Section 106 Review of the Nike Missile Defense System - LA - 14/29 Commemorative Site, unincorporated Los Angeles, CA*
- July 2009 *Code Compliance & Resource Review, 2341 Irving Avenue, San Diego, CA*
- July 2009 *City of Santa Ana Bristol & 17th Transportation Study Historical Resource Survey, Santa Ana, CA*
- May 2009 *Fresno Unified School District Historical Resource Survey of the Proposed M-4 Site, Fresno, CA*
- May 2009 *Section 106 Review of Casa Blanca – 716 Santa Clara Avenue, Alameda, CA*
- April 2009 *Design Review Analysis for the 2110 Glenneyre Street Property, Laguna Beach, CA*
- April 2009 *Section 106 Review of the Fairfax Theatre, Oakland, CA*
- March 2009 *National Register of Historic Places Documentation & Eligibility Evaluation for the Middle Fork American River Hydroelectric Project, Placer County, California*
- February 2009 *Historical Resource Analysis Report & Design Review – 337 Hawthorne Road, Laguna Beach, CA*
- February 2009 *San Diego Normal School Campus Phase I Preservation Planning Study & Historical Resource Survey, San Diego, CA*
- January 2009 *Historical Resource Analysis Report, 634 2nd Avenue, Chula Vista, CA*
- October 2008 *Pier 29 National Historic Preservation Act Finding of Effects Statement, San Francisco, CA*
- 2007-2008 *Lead Consultant – City of Chula Vista Historic Preservation Program Development – City of Chula Vista Historic Preservation Program Binder (ordinance, historic inventory database, historical overview statement, incentives, project review process and related permit application and processing forms*
- August 2008 *Mayor John Gill Residence, Designation, Mills Act & Rehabilitation Consulting, San Leandro, CA*
- July 2008 *California Portland Cement Company P&H Excavators #3 & #4 Historic Context Statement & California Register Eligibility Review, Mojave, CA*
- July 2008 *Historic Context Statement – Bean Springs Site, Rosamond, CA*
- June 2008 *Cultural Resource Report & Regulatory Review, PL-SCE-Tehachapi-10H, Acton, CA*
- May 2008 *Historical Resource Documentation & Review, San Diego Aqueduct, San Diego, CA*
- April 2008 *Historic Site Designation & Mills Act Historic Property Tax Consulting for the Goldberg Residence, 4654 Iowa Street, San Diego, CA*
- April 2008 *Storefront Improvement / Façade Revitalization Historical Resource Analysis & Design Review Assistance, 3201 Adams Avenue, San Diego, CA*
- March 2008 *Lombardi Ranch CEQA Review, San Ardo, California*
- February 2008 *Del-Sur Saugus Mining Complex Historical Resource Review, Grass Valley, CA*
- February 2008 *Foothill Ranch Historical Resource Review, Palmdale, CA*
- January 2008 *Section 106 Review 1425-1475 South Main Street, Walnut Creek, CA*
- January 2008 *Historic Site Designation Report & Mills Act Property Tax Consulting - Ocean Beach Cottage Emerging Historic District Contributor, 4670 Del Monte Ave., San Diego, CA*
- November 2007 *Historic Site Designation & Mills Act Historic Property Tax Consulting for the Olmstead Building Company's Calavo Gardens Project #531, Mt. Helix, CA*
- October 2007 *Southern CA Edison Company's Del Sur-Saugus Transmission Line Historical Resource Review, Lancaster - Palmdale, CA*
- October 2007 *Southern CA Edison Company's Antelope Substation Historical Resource Review, Lancaster, CA*
- September 2007 *Historical Resource Review & Data Responses for the Proposed SDG&E Orange Grove Energy Project in Pala, CA*

- September 2007 *SCE Kaiser Pass Cabin Historic Property Assessment, Fresno Co., CA*
- August 2007 *USDA Forest Service Meeks Creeks Bridge Assessment, Lake Tahoe, CA*
- July 2007 *Historical Resource Analysis Report, 433 W. Meadow Drive, Palo Alto, CA*
- May 2007 *Historic Preservation Assessment & New Project Planning and Design Consulting – 3994 Jackdaw Street, San Diego (CA)*
- February 2007 *419 Park Way Historical Resource Analysis Report, Chula Vista, CA*
- January 2007 *Upper Triangle Areas Historic Property Survey (Historic Context Statement and Architectural/Historical Documentation of 50 Properties over 15 City Blocks), Fresno, CA*
- December 2006 *Historic Site Designation & Mills Act Historic Property Tax Consulting for the Charles Wakefield Cadman Residence, Mt. Helix, CA.*
- November 2006 *Historical Resource Analysis of the 4303 Narragansett Avenue Property, San Diego, CA*
- September 2006 *Section 106 Review of the 1333 Balboa Street Property, San Francisco, CA*
- September 2006 *Section 106 Review of the Historic Delta-Mendota Canal, Los Banos, CA*
- August 2006 *Historical Evaluation Report – 2959 East Avenue, Hayward, CA*
- June 2006 *Historical Resource Analysis Report: 418-450 10th Avenue Properties, San Diego, CA*
- May 2006 *Section 106 Review of the Coconut Grove Building – Santa Cruz Beach Boardwalk, Santa Cruz, CA*
- May 2006 *Historical Resource Evaluation Report for the 70 15th Street Warehouse, San Diego, CA*
- April 2006 *Historic Site Designation Report & Mills Act Property Tax Consulting - Ocean Beach Cottage Emerging Historic District Contributor, 4528 Saratoga Avenue, San Diego, CA*
- March 2006 *City of Fresno Arts-Culture District Historic Property Survey (Historic Context Statement and Architectural/Historical Documentation of 90-100 Properties over 18 City Blocks), Fresno, CA*
- March 2006 *South Mossdale Historic-Era House Evaluation, Lathrop, CA*
- February 2006 *Westwind Barn Historic Preservation Study, Los Altos Hills, CA*
- January 2006 *Section 106 Review of the 2654 Mission Street Property, San Francisco, CA*
- January 2006 *Section 106 Review of the 325 Mowry Avenue Property, Fremont, CA 94536*
- January 2006 *Section 106 Review of Ardenwood 34551 Ardenwood Boulevard, Fremont, CA 94555*
- December 2005 *Section 106 Review of the 1230 N Street Property, Sacramento, CA 95814*
- December 2005 *Section 106 Review of the Sacramento City College Water Tower, Sacramento, CA*
- November 2005 *Section 106 Review of Fair Oaks Watts, 525 La Sierra Drive, Sacramento, CA*
- November 2005 *Napa Valley College Bus Shelter West Historical Resource Analysis Report, Napa, CA*
- October 2005 *Section 106 Review of the 1025 3rd Street Property, Sacramento, CA 95818*
- September 2005 *City of Davis, Historic Anderson Bank Building Research, Documentation & Design Review Analysis, 203 G Street, Davis, CA*
- September 2005 *Historical Resource Analysis Report, 1212 & 1214 Second Street, San Rafael, CA*

- August 2005 *Historical Resource Analysis Report – Somky Property/Thompson’s Soscol Ranch, Napa, CA 94558*
- July 2005 *Walnut Creek Women’s Club Environmental Impact Report, 1224 Lincoln Avenue, Walnut Creek, CA*
- June 2005 *Tam Property Lot Split Historic Preservation Consulting, Castro Valley, CA*
- May 2005 *Historical Resource Analysis Report, 7329-7331 Eads Avenue, San Diego, CA*
- March 2005 *Ehlers Estate Historical Resource Analysis, 3222 Ehlers Lane, St. Helena, CA*
- March 2005 *University of CA at Santa Cruz Preservation Consulting (Campus Wide Cultural Resources Inventory, Historic Context Statement – Campus Planning History)*
- February 2005 *Hall Winery Historical Resource Analysis, St. Helena, CA*
- January 2005 *Historical Resource Evaluation, 700 28th Avenue, San Mateo, CA*
- January 2005 *Historical Resource Evaluation, 312 & 318 Highland Avenue, San Mateo, CA*
- December 2004 *San Mateo Motel Historical Resource Report – Park Bayshore Townhomes – Environmental Impact Report (Revised February 2005)*
- November 2004 *Historical Evaluation of the San Mateo Motel, 801 South Bayshore Boulevard, San Mateo, CA*
- October 2004 *Stonegate Homes Subdivision Plan, and Single-and-Multi-Family Dwellings Design Review, San Mateo, CA*
- September 2004 *University of CA at Santa Cruz, Getty Campus Heritage Grant Application*
- September 2004 *City of Riverside Downtown Fire Station No.1 Cultural Resources Analysis, Riverside, CA*
- August 2004 *Residential Remodel Design Review – Glazenwood Historic District Contributor, 929 Laurel Avenue, San Mateo, CA*
- August 2004 *Odd Fellows Hall, Historic Structure Report, 113 South B Street, San Mateo, CA (with Conservator Seth Bergstein)*
- July 2004 *Design Review Analysis – Schneider’s Building, 208 East Third Street, San Mateo, CA 94401*
- July 2004 *Embarcadero Cove Development Project Initial Study – Preliminary Historical Resource Analysis, Oakland, CA 94606*
- July 2004 *Historical Resource Evaluation Report – 4830 Cape May Avenue, San Diego, CA 92107 (Revised January 2005)*
- June 2004 *City of Monterey Alvarado Street Mixed-Use Project - APE Survey, Monterey, CA*
- June 2004 *City and County of San Francisco Historical Resource Evaluation Report – 450 Frederick Street, San Francisco, CA 94117*
- June 2004 *Design Review Analysis – 117 Clark Drive, San Mateo, CA 94402*
- May 2004 *Historical Evaluation of the 426 Clark Drive Residence, San Mateo, CA 94402*
- April 2004 *City and County of San Francisco Historical Resource Evaluation Report – 1272 42nd Avenue, San Francisco, CA 94122*
- April 2004 *City of Fresno Broadway Row Historical Resource Survey, Fresno, CA*
- March 2004 *Historical Evaluation of the 117 Clark Drive Residence, San Mateo, CA 94402*
- March 2004 *Historical Evaluation of The Fresno Republican/McMahan’s Building, 2030 Tulare Street, Fresno, CA 93721*
- February 2004 *Crocker Bank Building Preservation Planning Considerations Memorandum*
- January 2004 *Historical Evaluation of the 501 Walnut Street Residence, San Carlos, CA 94070*
- January 2004 *Historical Evaluation of the 20 Madison Avenue and 29 Hobart Avenue Properties, San Mateo, CA 94402*
- January 2004 *Historical Evaluation of The Residence Located At 571 Valley Street, San Francisco, CA*
- January 2004 *Historical Evaluation of the 3925 20th Street Residence, San Francisco, CA 94131*
- November 2003 *Historical Evaluation of Commercial Building Located at 1022 El Camino Real, San Carlos, CA*

- November 2003 *Peer Review Statement for the K & T Foods Building, 451 University Avenue, Palo Alto, CA*
- November 2003 *Historical Evaluation of the Greer-O'Brine Property, 51 Encina Avenue, Palo Alto, CA,*
- November 2003 *Embarcadero Hotel Environmental Impact Report, Historical Resources Analysis and Design Review Statement*
- October 2003 *City of San Leandro Historical Resources Survey, Historic Context Statement, Historic Preservation Ordinance, and Draft Historic Preservation Benefits/Incentive Program*
- August 2003 *Palm Theater Environmental Impact Report, Historical Resources Analysis*
- July 2003 *Historical Evaluation of The First Christian Church Building, 2701 Flores Street, San Mateo, CA 94403*
- June 2003 *Alameda Naval Air Station Reuse Project Historic Preservation Regulatory and Policy Memorandum (Prepared for Alameda Point Community Partners-Master Developer for NAS Alameda)*
- May 2003 *Historical Evaluation of The Residence Located At 606 Dorchester Road, San Mateo, CA*
- March 2003 *Ames Aeronautical Laboratory 40' x 80' Wind Tunnel National Register Nomination (Prepared for NASA Ames Research Center)*
- March 2003 *Ames Aeronautical Laboratory 6' x 6' Supersonic Wind Tunnel National Register Nomination (Prepared for NASA Ames Research Center)*
- March 2003 *Ames Aeronautical Laboratory Administration Building National Register Nomination (Prepared for NASA Ames Research Center)*
- March 2003 *Historical Evaluation of The Residence Located At 1015 South Grant Street, San Mateo, CA*
- February 2003 *8th & Market, 10 United Nations Plaza, Cell Site Impact Review, San Francisco, CA*
- February 2003 *Existing Conditions and Subdivision Design Alternatives for The Proposed Hayman Homes Tract No. 7267, Proctor Road, Castro Valley, CA*
- February 2003 *Historical Evaluation of The Residence Located At 336 West Poplar Avenue, San Mateo, CA*
- January 2003 *Historical Evaluation of The Residence Located At 744 Occidental Avenue, San Mateo, CA*
- January 2003 *Historical Evaluation of the 131 and 141 West Third Avenue Apartment Buildings, San Mateo, CA*
- December 2002 *CA State Capitol Building, Historical Resource Review, Sacramento, CA*
- November 2002 *Wireless Antenna Site Review, Medical Arts Building, 2000 Van Ness Avenue, San Francisco, CA*
- October 2002 *Historical Evaluation of The LeDucq Winery Estate, 3222 Ehlers Lane, St. Helena, CA 94574 (Revised June 2003)*
- October 2002 *Historical Assessment of The St. Patrick's Parish Community Building Located At 3585 30th Street, San Diego, CA, 92104*
- September 2002 *Historical Assessment of The Building Located At 4257 Third Street, San Diego, CA,*
- April 2002 *Historical Assessment of The Building Located At 3567 Ray Street, San Diego, CA,*
- October 2001 *Historical Assessment of The Gustafson's Furniture Building Located At 2930 El Cajon Boulevard, San Diego, CA, 92104*
- September 2001 *Historical Review of Lots A, B, K & L, Block 93, Horton's Addition Lockling, San Diego, CA*
- August 2011 *El Cortez Hotel Part 3 - Request for Certification of Completed Work*



- August 2001 *Core Inventory of All Sites Appearing to Be More Than 45 Years of Age Not Previously Documented* (Prepared For Centre City Development Corporation)
- August 2001 *Urbana Project Abstract Bibliography* (Prepared for Dr. Roger Caves, San Diego State University and San Diego State University Foundation)
- July 2001 *Historical Assessment of The Kirkland Apartments Building Located At 2309 Fifth Avenue, San Diego, CA, 92103*
- July 2001 *Historical Assessment of The Building Located At 4230 Maryland Street, San Diego, CA, 92103* (With Kathleen A. Crawford)
- June 2001 *Historical Assessment of the 2525-2529, 2537-2547, 2561 First Avenue Residences, San Diego, CA 92103*
- May 2001 *Update of The November 1988 Historic Site Inventory of Centre City East for Centre City Development Corporation* (with Scott Moomjian)
- April 2001 *East Village Inventory of All Sites Appearing to Be More Than 45 Years of Age Not Previously Documented* (Prepared for Centre City Development Corporation)
- April 2001 *Update of The May 1989 Historic Site Inventory of Bayside for Centre City Development Corporation*
- January 2001 *Historic Survey Report of The Former Teledyne-Ryan Aeronautical Complex 2701 North Harbor Drive San Diego, CA 92101* (with Scott Moomjian)
- January 2001 *Historical Assessment of The Fletcher-Salmons Building 602-624 Broadway, San Diego, CA 92101*
- December 2000 *Cultural Resource Report for The Winona Avenue Area Elementary School Preferred Site, Alternative 1 Site, and Alternative 2 Site*
- November 2000 *Cultural Resource Report for The Edison/Hamilton/Parks Area Elementary School Preferred Site and Alternative Sites*
- November 2000 *Cultural Resource Report for The Adams/Franklin Area Elementary School Preferred Site and Alternative Site*
- October 2000 *The National Register of Historic Places Travel Itinerary; Old Town San Diego*
- August 2000 *Cultural Resource Report for The Winona Avenue Area Elementary School Preferred Site and Alternative Sites*
- July 2000 *Cultural Resource Report, 52nd Street Area Elementary School Preferred & Alternative Sites, San Diego, CA*
- July 2000 *Historical Assessment of the 3658 Warner Street Residence, San Diego, CA 92106*
- July 2000 *Historical Assessment of the 367 Catalina Boulevard Residence, San Diego, CA 92106*
- July 2000 *Historical Assessment of the 906 West Lewis Street Residence, San Diego, CA 92103*
- May 2000 *Historical Assessment of the 501-503, 507 and 509 14th Street Residences, San Diego, CA*
- May 2000 *The San Diego Flume Company System Redwood Pipeline, San Diego County, CA*
- March 2000 *Historical Assessment of The Society for Crippled Children's Hydrotherapy Gymnasium Located at 851 South 35th Street, San Diego, CA 92113*

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