

Historical Resource Evaluation Report for the Proposed Pipeline Safety and Reliability Project San Diego County, California

Final, March 2018



Prepared for:

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EXECUTIVE SUMMARY

ASM Affiliates, Inc. (ASM) was subcontracted by Insignia Environmental (Insignia) to conduct this historic resource inventory for the proposed San Diego Gas & Electric Company (SDG&E) and Southern California Gas Company (SoCalGas) Pipeline Safety & Reliability Project (PSRP Project). The PSRP Project is an approximately 47-mile-long, 36-inch-diameter natural gas transmission pipeline that will carry natural gas from SDG&E's existing Rainbow Metering Station to the pipeline's terminus on Marine Corps Air Station (MCAS) Miramar. In addition to the pipeline, SDG&E will construct and maintain appurtenant facilities, including mainline valves (MLVs), metering equipment, pressure-limiting equipment, in-line inspection equipment, cathodic protection systems, and a fiber-optic intrusion detection and leak monitoring system. The PSRP runs through various private parcels and public right of ways. Access will be attained via existing access roads or overland travel; no new roads are planned for this project. Thirteen (13) aboveground features are currently proposed for the Project: 10 valves, two cross-ties, and a pressure-limiting station. Thirty-six (36) parcels surround these 13 aboveground features.

The report has been prepared in compliance with Section 106 of the National Historic Preservation Act (NHPA) and implementing regulations 36 CFR 800, the National Environmental Policy Act (NEPA), as well as the California Environmental Quality Act (CEQA). Under CEQA and NHPA, potential adverse direct and indirect impacts on historical resources/historic properties from the Project must be assessed. Marine Corps Air Station (MCAS) Miramar is the lead agency for NHPA/NEPA and California Public Utilities Commission (CPUC) is the lead agency for CEQA.

The historic resources survey consisted of a one-parcel buffer around all currently identified aboveground permanent features for the Project as well as intensive survey of segments of Highway 395 that intersect the project (direct APE), and a reconnaissance level survey of the entirety of the highway in San Diego County. Several structures were identified in the discontinuous indirect area of potential effect (indirect APE) on privately owned parcels.

As a result of the survey of the APE, ASM identified and documented 11 built environment resources that required evaluation. Moreover, information received from the South Coastal Information Center (SCIC) indicated that four of those 11 resources were previously recorded. Three other resources were previously recorded, but had been demolished by the time of the current survey. They are briefly mentioned, but not evaluated below. ASM evaluated those 11 built environment properties within the APE for their eligibility for designation on the local, state, and federal levels as individual resources and potential contributors to historic districts, in accordance with Section 106 of the NHPA, CEQA, and the County of San Diego (County) guidelines. Those resources include the four previously recorded properties and seven additional properties within the APE that are more than 45 years old. As a result, ASM recommends one of the 11 properties as eligible for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). ASM recommends Highway 395, located within the direct and indirect APE, is eligible for listing in the NRHP/CRHR under Criterion A/1 and as a significant historic site under the RPO.

ASM assessed effects and impacts under NHPA and CEQA to the eligible built environment historic property/historical resource within the direct and indirect APE. During construction, there is a potential for adverse direct effects/impacts to Highway 395. However, ASM recommends that **there will be no adverse effect under NHPA** pursuant to 36 CFR Part 800.5(b) and impacts are less than significant under CEQA, **so there will be no adverse effect under CEQA** Section 15064.5(b). ASM did not identify any adverse indirect effects or impacts to Highway 395.

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1.0 INTRODUCTION

ASM Affiliates, Inc. (ASM) was subcontracted by Insignia Environmental (Insignia) to conduct this historic resource inventory for the proposed San Diego Gas & Electric Company (SDG&E) and Southern California Gas Company (SoCalGas) Pipeline Safety & Reliability Project (PSRP Project) (Figure 1.1). The PSRP Project is an approximately 47-mile-long, 36-inch-diameter natural gas transmission pipeline that will carry natural gas from SDG&E's existing Rainbow Metering Station to the pipeline's terminus on Marine Corps Air Station (MCAS) Miramar. In addition to the pipeline, SDG&E will construct and maintain appurtenant facilities, including mainline valves (MLVs), metering equipment, pressure-limiting equipment, in-line inspection equipment, cathodic protection systems, and a fiber-optic intrusion detection and leak monitoring system. The PSRP runs through various private parcels and public right of ways. Access will be attained via existing access roads or overland travel; no new roads are planned for this project. Thirteen (13) aboveground features are currently proposed for the Project: 10 valves, two cross-ties, and a pressure-limiting station. Thirty-six (36) parcels surround these 13 aboveground features.

The report has been prepared in compliance with Section 106 of the National Historic Preservation Act (NHPA) and implementing regulations 36 CFR 800, the National Environmental Policy Act (NEPA), as well as the California Environmental Quality Act (CEQA). Under CEQA and NHPA, potential adverse direct and indirect impacts on historical resources/historic properties from the Project must be assessed. The NHPA's implementing regulations (36 CFR 800) define a historic property as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP) maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the NRHP criteria." Section 21084.1 of CEQA defines a historical resource as any resource listed in, or eligible for listing in, the California Register of Historical Resources (CRHR).

This section of the report provides a project description and a summary of the applicable regulations and criteria for evaluation of resource importance. Chapter 2 addresses the historic context necessary for the evaluation of the resources in the APE. Methodology, including field and research methods are discussed in Chapter 3. Chapter 4 contains architectural descriptions of the resources. The historical evaluations are detailed in Chapter 5, followed by the analysis of effects/impacts in Chapter 6. All photographs taken and photo logs as well as a mapbook for locations of recorded features associated with U.S. Highway 395 are provided in Appendix A. The Department of Parks and Recreation (DPR) 523 site record form for the property is provided in Appendix B.

1.1 PROJECT DESCRIPTION

The proposed Project will expand the capacity of the SDG&E gas transmission system by 200 million cubic feet per day and will improve the system's reliability. The proposed Project will also replace and augment the capacity of Line 1600 and facilitate implementation of SDG&E's and SoCalGas's Pipeline Safety Enhancement Program (PSEP), which was approved by the California Public Utilities Commission (CPUC) (Decision D.14-06-007) in June 2014.¹ In CPUC Decision D.11-06-017, SDG&E and SoCalGas were, among other things, ordered to pressure test or replace those pipelines that did not receive a post-construction pressure test.²

¹ In the event that pressure testing a line poses unmanageable customer impacts, SDG&E and SoCalGas have proposed to replace or abandon the line.

² Post-construction pressure testing was not required until 1961 with the adoption of CPUC General Order (G.O.) 112; Line 1600 was installed in 1949.



Figure 1.1 Project APE map.

The proposed Project includes the construction, operation, and maintenance of the following components:

- approximately 47 miles of 36-inch-diameter natural gas transmission pipeline,
- approximately 10 MLVs spaced a maximum of 5 miles apart,
- one pressure-limiting station (i.e., Rainbow Pressure-Limiting Station),
- three cross-tie facilities (i.e., Line 1600, Line 1601, and Line 2010),
- internal inspection equipment,
- cathodic protection system units with an estimated three rectifiers and three deep-well anode beds at three of the proposed MLVs,
- a fiber optic intrusion detection and leak monitoring system, and
- other safety enhancement facilities as needed.

This historic resource report includes a review of primary and secondary resources including previously prepared reports and previously recorded cultural resources within a 1-mile search radius around the proposed Project, and an intensive-level survey of Highway 395, the only potential built environment historic resource within the direct APE, as well as the 36 parcels that are within the indirect APE. This report was prepared in compliance with Section 106 of NHPA, NEPA, CEQA, the San Diego County Local Register of Historical Resources (Local Register), and the San Diego County Resource Protection Ordinance (RPO).

1.2 PROJECT APE

1.2.1 Direct APE

A project's direct APE is defined as the geographic area or areas, regardless of land ownership, within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist.

1.2.2 Indirect APE

ASM conducted informal consultation with the State Historic Preservation Office (SHPO) as well as the MCAS Miramar's cultural resources reviewer regarding a sufficient indirect visual impact APE for the project. ASM spoke to Kathleen Forrest, SHPO State Historian, on November 16, 2015, and to David Boyer, MCAS Miramar Cultural Resource Manager, on November 19, 2015. Both the SHPO and the MCAS Miramar cultural resources reviewer confirmed that a one-parcel buffer around any currently proposed aboveground facilities would suffice in initially identifying any resources that may be indirectly impacted visually and within 75 feet of the proposed Project APE for auditory and atmospheric effect by the Project. Thirty-six parcels were located within the indirect APE.

1.3 REGULATORY FRAMEWORK

The project direct and indirect APE encompasses both privately owned and federally administered lands, thus requiring compliance with regulations set forth in the NHPA governing the discovery and treatment of cultural resources, as well as CEQA. Districts, sites, buildings, structures, and objects are assigned significance based on their exceptional value or quality illustrating or interpreting the heritage of San Diego County, California, or the United States (U.S.) in history, architecture, archaeology, engineering, and culture. A number of criteria are used in demonstrating resource importance. Specifically, criteria outlined by the NRHP, CRHR, County of San Diego's RPO, and CEQA provide the guidance for making such a determination. None of the cities within the APE have extant local registers or historic preservation ordinances. San Diego County has a local register for evaluation of unincorporated areas of the county;

resources in this APE are located in unincorporated San Diego County. The following sections detail the criteria that a resource must meet in order to be determined important.

1.3.1 National Historic Preservation Act (NHPA)

The NHPA established the NRHP and the President’s Advisory Council on Historic Preservation (ACHP), and provided that states may establish SHPOs to carry out some of the functions of the NHPA. Most significantly for federal agencies responsible for managing cultural resources, Section 106 of the NHPA directs that “[t]he head of any Federal agency having direct or indirect jurisdiction over a proposed Federal or federally assisted undertaking in any State and the head of any Federal department or independent agency having authority to license any undertaking shall, prior to the approval of the expenditure of any Federal funds on the undertaking or prior to the issuance of any license, as the case may be, take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the NRHP.” Section 106 also affords the ACHP a reasonable opportunity to comment on the undertaking (54 USC 306108).

36 Code of Federal Regulations, Part 800 (36 CFR 800) implements Section 106 of the NHPA. It defines the steps necessary to identify historic properties (those cultural resources listed in or eligible for listing in the NRHP), including consultation with federally recognized Native American tribes to identify resources of concern to them; to determine whether or not they may be adversely affected by a proposed undertaking; and the process for eliminating, reducing, or mitigating adverse effects.

NHPA Historical Property

The NHPA defines a “historic property” as “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion on the National Register,” such term includes “artifacts, records, and remains which are related to such district, site, building, structure, or object” as stated in 16 U.S.C. Section 470(w)(5).

1.3.2 National Register of Historic Places Significance Criteria

Authorized by the NHPA, the National Park Service’s NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America’s historic and archeological resources. The NRHP is the official list of the nation’s historic places worthy of preservation.

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and

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

Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years are not considered eligible for the NRHP. However, such properties

will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- a) a religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- b) a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- c) a birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his productive life; or
- d) a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- e) a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- f) a property primarily commemorative in intent, if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- g) a property achieving significance within the past 50 years if it is of exceptional importance.

1.3.3 California Register of Historical Resources Significance Criteria

The CRHR program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under CEQA. The criteria established for eligibility for the CRHR are directly comparable to the national criteria established for the NRHP.

In order to be eligible for listing in the CRHR, a building, object, or structure must satisfy at least one of the following four criteria:

- 1) It is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the U.S.
- 2) It is associated with the lives of persons important to local, California, or national history.
- 3) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.
- 4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Historical resources eligible for listing in the CRHR must also retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. For the purposes of eligibility for the CRHR, integrity is defined as “the authenticity of an historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance” (California Office of Historic Preservation 2001). This general definition is generally strengthened by the more specific definition offered by the NRHP—the criteria and guidelines upon which the CRHR criteria and guidelines are based.

1.3.4 California Environmental Quality Act (CEQA)

CEQA Section 15064.5 *Determining the Significance of Impacts to Archeological and Historical Resources* requires that all private and public activities not specifically exempted be evaluated against the potential for environmental damage, including effects to historical resources. Historical resources are recognized as part of the environment under CEQA. It defines historical resources as “any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.”

Lead agencies have a responsibility to evaluate historical resources against the CRHR criteria prior to making a finding as to a proposed project’s impacts to historical resources. Mitigation of adverse impacts is required if the proposed project will cause substantial adverse change to a historical resource. Substantial adverse change includes demolition, destruction, relocation, or alteration such that the significance of an historical resource would be impaired. While demolition and destruction are fairly obvious significant impacts, it is more difficult to assess when change, alteration, or relocation crosses the threshold of substantial adverse change. The CEQA Guidelines provide that a project that demolishes or alters those physical characteristics of an historical resource that convey its historical significance (i.e., its character-defining features) can be considered to materially impair the resource’s significance.

The CRHR is used in the consideration of historical resources relative to significance for purposes of CEQA. The CRHR includes resources listed in, or formally determined eligible for listing in, the NRHP, as well as some California State Landmarks and Points of Historical Interest. Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts), or that have been identified in a local historical resources inventory, may be eligible for listing in the CRHR and are presumed to be significant resources for purposes of CEQA unless a preponderance of evidence indicates otherwise.

Generally, a resource shall be considered by the lead agency to be a “historical resource” if it:

1. Is listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Public Resources Code [PRC] Section 5024.1, Title 14 CCR, Section 4850 et seq.).
2. Is included in a local register of historical resources, or is identified as significant in an historical resource survey meeting the requirements Section 5024.1(g) of the PRC.
3. Is a building or structure determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

CEQA requires that all private and public activities not specifically exempted be evaluated for the potential to impact the environment, including effects to historical resources. Historical resources are recognized as part of the environment under CEQA. It defines historical resources as “any object, building, structure, site, area, or place, which is historically significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California” (Division I, Public Resources Code, Section 5021.1(b)).

1.3.5 Integrity

In order to be eligible for listing in the NRHP and CRHR, a property must retain sufficient integrity to convey its significance. The NRHP publication *How to Apply the National Register Criteria for Evaluation*, NRHP Bulletin 15, establishes how to evaluate the integrity of a property: “Integrity is the ability of a property to convey its significance” (National Register of Historic Places 1997). The evaluation of integrity

must be grounded in an understanding of a property's physical features and how they relate to the concept of integrity. Determining which of these aspects are most important to a property requires knowing why, where, and when a property is significant. To retain historic integrity, a property must possess several, and usually most, aspects of integrity:

1. **Location** is the place where the historic property was constructed or the place where the historic event occurred.
2. **Design** is the combination of elements that create the form, plan, space, structure, and style of a property.
3. **Setting** is the physical environment of a historic property and refers to the character of the site and the relationship to surrounding features and open space. Setting often refers to the basic physical conditions under which a property was built and the functions it was intended to serve. These features can be either natural or manmade, including vegetation, paths, fences, and relationships between other features or open space.
4. **Materials** are the physical elements that were combined or deposited during a particular period or time, and in a particular pattern or configuration to form a historic property.
5. **Workmanship** is the physical evidence of crafts of a particular culture or people during any given period of history or prehistory and can be applied to the property as a whole, or to individual components.
6. **Feeling** is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, when taken together, convey the property's historic character.
7. **Association** is the direct link between the important historic event or person and a historic property.

1.3.6 San Diego County Local Register of Historical Resources

The County maintains a Local Register that was modeled after the CRHR. Significance is assigned to districts, sites, buildings, structures, and objects that possess exceptional value or quality illustrating or interpreting the heritage of San Diego County in history, architecture, archaeology, engineering, or culture. Any resource that is significant at the national or state level is by definition also significant at the local level. The criteria for eligibility for the Local Register are comparable to the criteria for eligibility for the CRHR and NRHP, but significance is evaluated at the local level. Included are:

- 1) resources associated with events that have made a significant contribution to the broad patterns of California or San Diego County's history and cultural heritage; or
- 2) resources associated with the lives of persons important to our past, including the history of San Diego County or its communities; or
- 3) resources that embody the distinctive characteristics of a type, period, region (San Diego County), or method of construction, or represent the work of an important creative individual, or possesses high artistic values; or
- 4) Resources that have yielded or are likely to yield, information important in prehistory or history.

Districts are significant resources if they are composed of integral parts of the environment that collectively (but not necessarily as individual elements) are exceptional or outstanding examples of prehistory or history.

The County also treats human remains as “highly sensitive.” They are considered significant if interred inside or outside a formal cemetery. Avoidance of impacts is the preferred treatment.

Under County guidelines for determining significance of cultural and historical resources, any site that yields information or has the potential to yield information is considered a significant site (County of San Diego 2007a:16). Unless a resource is determined to be “not significant” based on the criteria for eligibility described above, it will be considered a significant resource. If it is agreed to forego significance testing on cultural sites, the sites will be treated as significant resources and must be preserved through project design (County of San Diego 2007a:19).

1.3.7 County of San Diego Resource Protection Ordinance (RPO)

The County uses the CRHR criteria to evaluate the significance of cultural resources. In addition, other regulations must be considered during the evaluation of cultural resources. Specifically, the County of San Diego RPO defines significant prehistoric and historic sites.

The County defines a significant prehistoric or historic site under its RPO as follows:

- 1) any prehistoric or historic district, site, interrelated collection of features or artifacts, building, structure, or object either:
 - (a) formally determined eligible or listed in the NRHP; or
 - (b) to which the Historic Resource (H designator) Special Area Regulations have been applied; or
- 2) one-of-a-kind, locally unique, or regionally unique cultural resources which contain a significant volume and range of data or materials; or
- 3) any location of past or current sacred religious or ceremonial observances which is either:
 - (a) protected under Public Law 95-341, the American Religious Freedom Act, or PRC Section 5097.9, such as burials, pictographs, petroglyphs, solstice observatory sites, sacred shrines, religious ground figures, or
 - (b) other formally designated and recognized sites which are of ritual, ceremonial, or sacred value to any prehistoric or historic ethnic group.

1.3.8 Criteria for Assessing Visual Effects

Because there is no universally accepted yardstick for measuring visual effects and because those impacts do not always damage the defining characteristics of a historic property in any physical manner, assessing them can be difficult and complicated. If we are to consider that a historic property is affected when its historic significance and integrity have been diminished, determining how a project harms a resource’s historical significance and integrity is essential to any assessment. In assessing the indirect effects for historic resources, the criteria for significance and the aspects of integrity are factors that require careful evaluation and can provide a defensible qualitative method for determining visual impacts on historic resources.

To ensure a thorough and complete analysis of visual effects, ASM augmented the nationally recognized guidance of Section 106 (36 CFR 800) regulations of the NHPA and SOI Standards with more specific guidance that has been developed by two state agencies—the Delaware State Historic Preservation Office

(Delaware SHPO 2003) and the Wyoming Bureau of Land Management and Wyoming State Historic Preservation Office (Wyoming BLM 2006).

Definitions

For purposes of this analysis, the following definitions have been employed:

Historic Property or Historic Resource: a historic site, district, building, structure, or object that is either eligible for inclusion in the NRHP, or listed therein.

Adverse Visual Effect: an impact that negatively affects the integrity of the setting or feeling of a historic property, to the extent that significance and eligibility for listing in the NRHP are compromised. In particular, adverse visual impacts can be seen as negatively affecting the following characteristics of integrity: setting, feeling, or association.

Obstructive Visual Effects: any visual impact that carries the potential to obstruct any part of the view of a historic property, or the scenic view from such a resource. Adverse obtrusive impacts can obstruct all or a portion of a historic property and/or its viewshed, in turn negatively affecting the property's historic character.

Scenic Views: any scenic resources or resources that are visually and aesthetically important and that contribute to a historic property's significance.

Viewsheds: those areas visible from a specified location or locations.

Visual Effects: any aspect of a proposed undertaking that will be seen from or will be in the view of a historic property. A visual impact may be beneficial or adverse and may affect the historic property in an aesthetic or obstructive manner. The determination that a visual impact exists does not automatically imply that the impact is adverse.

Adverse Visual Effects

Adverse visual effects may be created when an undertaking is visible within the viewshed of the historic property, when it blocks a view toward the historic property, or when it introduces an element that is incompatible with the criteria under which the property is eligible.

Simply because an undertaking will be visible from a historic property does not mean it automatically will create an adverse visual effect. Therefore, it is necessary to evaluate the visual changes and alterations the undertaking will introduce to the resource. In assessing adverse visual impacts on a historic property, it is necessary to identify the criterion or criteria under which the resource is eligible and what qualities or characteristics of the resource contribute to its significance or eligibility. For example, if a resource is eligible for its innovative engineering qualities, visual effects on the property may not be adverse, whereas if the property is eligible on the basis of its architectural significance, an adverse effect very well may be created.

An adverse visual effect may be obstructive, which is to say it may block the view to or from a historic property; it may also not be obstructive and still create an adverse visual effect in that it introduces elements so incompatible with the criterion or criteria under which the property is eligible for listing that it diminishes the property's significance to a substantial degree. For example, a highway proposed to run alongside a historic rural church, while it would not directly obstruct the view to or from the building, might still introduce an element so incompatible with the rural setting of the property that it would have a diminishing impact upon the integrity of the property's setting.

Adverse visual effect should be determined on a case-by-case basis, weighing the following factors:

- **Significance.** A historic built-environment resource’s historical significance and its key aspects of integrity must be taken into account in order to evaluate the project’s impacts on the property’s eligibility for listing in the NRHP.
- **Character-Defining Features.** The alteration of character-defining features at the project location (including open space) can affect the view from the historic built-environment resource and possibly the location, feeling, setting, and association of that resource.
- **Compatibility.** Whether in an open space or a developed area, the compatibility of the project with the character of the project’s location and surrounding area, including historic resources, is important. The character of the historic property’s site and architectural features should be the basis for determining the appropriate characteristics of the proposed project. The compatibility of the project is determined by:
 - Mass—the arrangement of the project’s spaces;
 - Scale and proportion—the size and the proportion of the project to the surrounding structures and features;
 - Height—sometimes it may be necessary that a project height extend beyond that of the surrounding buildings and other features within view of the project; it is important that the height of the project not cause the line of sight to move so far up that the surrounding features are out of view, thereby detracting from the original view;
 - Shadows;
 - Color;
 - The degree to which the project would contribute to the area’s aesthetic value;
 - The degree of contrast, or lack thereof, between the project and the background, surrounding scenery, or neighborhood; and
 - The amount of open space.
- **Obstructive Effects.** Whether a project is on or near a historic property, it can block the resource from being viewed, or block a view seen from that resource, thereby possibly diminishing its integrity. Determination of adverse obstructive effects should be made on a case-by-case basis, considering the following factors:
 - The historic property’s significance. It is necessary to understand the resource’s historic significance and its key aspects of integrity in order to evaluate the project’s impacts on the resource’s eligibility for listing in the NRHP.
 - Nature and quality of the view from the historic property. This includes such features as natural topography, settings, man-made or natural features of visual interest, and other historic property seen from the historic built-environment resource, any of which would contribute to its significance and integrity.
 - Extent of obstruction. This includes total blockage, partial interruption, or interference with a person’s enjoyment and appreciation of a scenic view or historic property viewed from the historic property, to the extent it affects the integrity of the historic property.

- Obstruction of a historic property. The project might obstruct the historic property from being viewed from the project site or other area. If the historic property is visually appreciated from surrounding viewpoints, obstructing its view may affect its feeling, setting, location, or association.

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2.0 HISTORIC CONTEXT AND OVERVIEW

2.1 POWAY

Throughout California, large swaths of land were granted, largely during the Mexican Period (1821-1848), for unfenced cattle ranching and subsistence farming. While Euro-Americans began making their way into the San Diego area around that time, the earliest Euro-American settlements occurred in the 1860s but expanded in the 1870s and 1880s. Settlement began in the greater Poway area during the 1870s, at a time when recently platted towns developed around San Diego County that attracted homesteaders interested in ranching, farming, and real estate investments (Jacques and Quillen 1983:B2; van Dam 1985:11). Mining as part of the Julian Gold Rush enticed people to the backcountry to explore and others ended up staying (van Dam 1985:51-53). Some of the earliest families in the Poway area were Blaisdell, Cravath, Croswaite, Flint, Griswold, Hilleary, Kear, Kent, Kirkham, Nelson, Parnell/Thatcher, Hartzell-Bardsley, and Witt (van Dam 1985:77-88). The Poway Post Office was established June 2, 1870 (van Dam 1985:47). Poway's school district organized in 1871 as the eleventh, and largest, district in the county. Yet, the first school house was constructed in 1885 when the private home in which they previously met could no longer accommodate the number of students. The school district was supplanted by three additional districts: Bernardo (north), Stowe (east), and Merton (west) (van Dam 1985:11-12). The same year the district organized, the first stagecoach traveled from San Diego to Julian. Establishing transportation routes was critical for backcountry areas like Poway, Ramona, Santa Ysabel, Warner's Hot Springs, and Julian. The San Diego-Foster-Julian stage route provided nearby service near Foster, but the long haul for horse teams took three days from San Diego to Julian, with Foster up Mussey Grade to Julian taking one day alone. When the San Diego, Cuyamaca Eastern and San Diego Railroad was completed to Foster (1889) and the Mussey Grade opened (1891), goods were transported to Foster on the rail and teams carried it the remainder of the way up Mussey Grade for delivery to Ramona, Santa Ysabel, Warner's Hot Springs, and Julian (van Dam 1985:30-31). The Escondido-San Diego mail and passenger stage run started in 1887. In Poway, it departed Pomerado Road, which was the only road connecting Escondido with San Diego. Earliest stages stopped half-way at a house (located at the Big Stone Lodge site) dubbed the Twenty-mile house where passengers could get goods and horses could be changed. It was moved to the foot of Poway Grade, and maintained by James E. Reading's family, until it was discontinued in 1912 when the Escondido post office began delivering mail by way of a Ford coupe via Highland Valley, San Pasqual Valley, and into Poway's post office near Poway and Midland (van Dam 1985:32).

In the 1890s, most settlers dry farmed with cows for milk and butter, chickens for eggs and meat, hogs, and a vegetable garden. Water was supplied to 5-foot diameter wells with draw buckets. A small country store provided some staples and housed the post office in Bernardo with groceries purchased in Escondido. Surplus goods could be exchanged for items such as flour, sugar, and coffee (van Dam 1985:58, 123). Dry farming hay, grain, fruit (peaches and muscat grapes) and vegetables were successful if there were winter rains. Most farmers had an orchard and vineyard. Peaches and grapes were dried and sold in San Diego as were baled hay and grain, all hauled by freight wagons (van Dam 1985:57). By the end of the nineteenth century, only 1,000 people lived in the greater Poway area (City of Poway 2018).

Grocery shopping meant hitching up a team to drive to Escondido (van Dam 1985:29). The class of 1904 had four graduates. The first high school graduating class from Poway out of the high school in Escondido was in 1910 with 18 graduating. The town had a population of 2,500 to 3,000 with 100 students (van Dam 1985:14-15).

Promises of independent railroad lines often enticed settlers into backcountry or remote areas, such as Poway Valley and the Sycamore/ Beeler Canyon area, previously known as Stowe. Backcountry valleys such as Poway and ex-rancho lands developed as a result of San Diego's population boom of the 1880s.

Grain and fruit crops grew without irrigation largely from coastal moisture. Poway alone boasted a population of nearly 800 people, many of whom were crop, grain, dairy farmers, ranchers, or apiarists (Jacques and Quillen 1983:B2; van Dam 1985:6-7). Real estate promoters assured settlers of a railroad connection from El Cajon to Poway via Sycamore Canyon, but, as was common at the time, the expected railroad did not materialize. Only the San Diego Cuyamaca and Eastern Railroad provided a railroad connection with San Diego from nearby Foster. Stowe developed during the 1880s boom as a small ranching community outside a growing Poway. Most of the settlers were Prussian and other German families who largely settled in Beeler Canyon, though a few settled in Sycamore Canyon. One of those early German cattle ranchers was Julius F. Buehler, the namesake of Beeler Canyon (Fetzer 2005; General Land Office 1898; Jacques and Quillen 1983:B2).

Transportation in the backcountry in those early days was essential for connecting relatively isolated areas with mail, goods, and services in San Diego. Early stages and wagons from San Diego took the Government Highway (Poway route) through Mission Valley and Poway into San Pasqual Valley before crossing into the Santa Maria Valley. Travelers could head north to Warner's Ranch and then Temecula and San Bernardino, or east onto the mines in Julian. The first backcountry stage coach was established by William Tweed, and it traveled the Poway route in 1871. Another important transportation route was St. Vincent's trail (a horse trail) that extended from the El Cajon pass, crossed the San Diego River at Lakeside, then extended northward to the Barona Valley into the San Vicente Valley, where it joined the main road to Ballena. Chester Gunn used this trail for his express pony mail service in 1871 (LeMenager 1989).

A new Poway Grade was constructed in 1907 (van Dam 1985:42). Escondido-San Diego Road was the only road that connected Escondido with San Diego. It was renamed Pomerado Road in 1920 because it connected Poway, Merton, and Bernado (van Dam 1985:10, 32). Maintaining the dirt roads and surfacing them with decomposed granite for county-maintained roads required a County Road Station, which was established in Poway in 1920-1921 at Oak Knowl and Pomerado. The foreman lived there with his family, work horses, and equipment. Dump trucks replaced work horses in the early 1930s (van Dam 1985:41). The first paved road was completed with a ceremonial celebration on September 3, 1921 for the 9.75-mile segment along Pomerado Road (from the foot of Poway grade to .75 mile north of Lake Hodges station). It was 18 feet wide and 5 inches thick at a cost of \$300,000 (van Dam 1985:44).

The Poway Union School District was formed in 1920 (van Dam 1985:11). In 1925-1926, a new school was constructed complete with auditorium and library (van Dam 1985:17)

A regional trail, the Stowe Trail, provided access to Poway from Santee, and the Foster Truck Trail connected the Stowe community with Ramona and Foster as early as the 1870s. The neighboring Sycamore Canyon Annex of MCAS Miramar had become part of Camp Elliott during World War II. The Goodan Ranch and Sycamore Canyon Preserves were established by the County of San Diego Department of Parks and Recreation to preserve natural landscapes as well as the Goodan Ranch that developed in the late 1930s and early 1940s. The main structures of the Goodan Ranch complex burned in the 2003 Cedar Fire (Jordan et al. 2008).

In the southern Poway area, the Stowe Trail (later the north-south Sycamore Canyon Road) existed along Sycamore Canyon through Stowe and Beeler Canyon in the late 1800s and was improved over the years. The Stowe Post Office was erected on Joseph Fischer's homestead in 1889, northeast of Goodan Ranch. The schoolhouse (1890) existed at the junction of Sycamore and Beeler canyons. However, neither served the homesteaders for long as the post office was disestablished in 1905, followed shortly by the school district in 1906. A drought in 1913 may have pushed settlers out of the area, including the Fischers (ICF Jones and Stokes 2008:25; USGS Cuyamaca 1903). Some ranches existed in the area, but it is uncertain if they were active. Named after Roger and May Goodan, the Goodan Ranch land had first been patented in 1885 and 1894. By 1912, the land was jointly owned. After a series of land transactions, the Goodans

bought the land in the Sycamore Canyon area and acquired more acreage in 1943. They populated their ranch with cattle and horses, and used the land as a ranch retreat for family and friends (Crafts and Young 2002:16; ICF Jones and Stokes 2008:20). Today, Sycamore Canyon Open Space Preserve consists of 2,272 acres including the 325-acre Goodan Ranch with more than 10 miles of trails (San Diego County Parks and Recreation 2009).

During World War II, Poway farmers began working in the defense plants in San Diego, a 30-minute drive at the time. Around 1946, smaller ranches were being sold at a profit, but when Colorado River water came to Poway in 1954, farms were subdivided and farming reduced quickly (van Dam 1985:49). Poway remained a small, rural community with the first rural route with home delivery established in August 1956; city delivery began four years later. The current post office was constructed for the growing community in 1961 (van Dam 1985:49-50). The first subdivision opened as Poway Valley Homes in the late 1950s. Growth of the unincorporated town continued and sponsored the construction of a dam for Lake Poway (1971) as another water source for residents (City of Poway 2018). In 1976, Poway had grown to 38,500 with over 12,000 students enrolled (van Dam 1985:11). In December 1980, Poway became a city (City of Poway 2018).

2.2 ESCONDIDO

The history of any western town begins with water, especially towns with an agricultural beginning. The greater Escondido area is one such area. From Escondido's inception as a town in 1886 to its present day, the area became a major contributor to the agricultural economy of San Diego County. An assured water supply was essential for a growing and thriving agricultural town. It was the Escondido Irrigation District and its successor, Escondido Mutual Water Company, that initiated and facilitated early water development for the greater Escondido area by conveying water from the San Luis Rey River through the Escondido Canal (1895). Water is also delivered from Lake Wohlford via the Wohlford Penstock and it passes through Bear Valley Powerplant (City of Escondido and Vista Irrigation District 2008:A-3, A-4, A-13, A-16).

As mentioned earlier, confirmation of rancho boundaries in the late 1860s and early 1870s across the county drew additional settlers as land became officially conveyable. Thereafter, small farming communities were established. Around 1886, El Rincon del Diablo Rancho, now generally occupied by the City of Escondido, was opened to settlement. By that time horticulture had already begun around the county with many of the earliest plantings in fruit trees and grapes. Escondido developed during that boom time as a new citrus-growing community that also developed grapes, hay, and grain, and is attributed to have planted the first avocado tree in the county (Heilbron 1936:207). By 1890, the city had grown to a population of 541 (U.S. Census Bureau, 1900:439).

In Escondido, completion of the Escondido Reservoir (now Lake Wohlford) by the Escondido Mutual Water Company supplied water to the valley and opened up more opportunities for citrus (oranges and lemons) plantings (Fox 2016; Heilbron 1936). Each individual grower processed their own fruit by washing and drying them before taking them to the Escondido depot to ship to consumers in the east. In the early 1900s, growing cooperatives developed in Escondido that were known as the Escondido Citrus Union and the Escondido Fruit Growers Association. By 1916, the number of acres planted with citrus had risen to 600. Just 12 years later, nearly 2,800 acres were devoted to growing citrus. The industry had grown so large that the two cooperatives dissolved and new organizations were formed: Escondido Lemon Association and the Escondido Orange Association. They were local divisions of the San Diego County Exchange and the California Exchange. Lemon production grew from 64,470 in 1911 to over 1 million boxes in 1941. Orange production had grown from 12,225 boxes in 1918 to 1.4 million boxes in 1943. In the 1920s and 1930s, the citrus industry was the local economic engine, and many people were employed by it or benefitted from it as merchants (Fox 2016; San Diego Directory Company 1938). The avocado industry developed behind the citrus industry with the first cooperative established as the California Avocado Association (later

Society) in 1915 (Shepherd and Bender 2001). In San Diego County, the oldest seedling was planted in 1892, just 2 miles north of Escondido. However, the earliest orchards were planted in Vista in 1915 and 1916 (Popenoe 1927). In the 1920, “Haas” avocados were developed as an alternative to the “Fuerte” avocado that had short seasons and erratic production. The California Avocado Exchange (later Calavo Growers of California) was established in 1924 in an effort to standardize the industry and market the products. In 1926, the first carload of avocados was shipped to Chicago (Shepherd and Bender 2001). In San Diego County, Vista had planted some of the earliest and largest plantings in the county, but the Escondido plantings were still young in 1927 (Popenoe 1927). The industry struggled during the 1930s due to root rot, fungus, long-standing low temperatures, and overproduction for a smaller market. Demand for avocados increased in the 1940s and thereafter due to larger marketing efforts. Growing avocados increasingly became a lucrative business (Shepherd and Bender 2001). Escondido transitioned from a rural town of 755 in 1900 to a growing agriculture-based city of 3,421 in 1930, a significant increase of 283 percent (U.S. Census Bureau 1900:439, 1930:137).

In 1935, the primary county exports were citrus, poultry, and dairy with Escondido supplying almost half of the county’s exports. By 1936, Escondido led the county in citrus production and was the foremost producer of avocados and citrus for the state. An assured water supply for irrigation and domestic use was pivotal to the area’s success. In addition to ranching, San Diegans began producing their own chicken eggs. Large producers during the heyday of chicken production (1908-1935) were in Lemon Grove, La Mesa Heights, Spring Valley, Sunnyside, Chula Vista, El Cajon, Lakeside, Escondido, and Ramona (Heilbron 1936).

Farmers across San Diego County contributed greatly during World War II, and by 1943, the farmers’ income in the county had increased 230 percent (Day and Zimmerman Report 1945s, 1945b). During and following World War II, military work brought more commercial companies to the county and drew civilians and military works from all over the U.S. Agricultural communities flourished and population centers expanded with an assurance of a greater water supply through the First San Diego Aqueduct that tapped the Metropolitan Water District’s Colorado River Aqueduct at San Jacinto, California. It was in operation in 1947, and the second aqueduct was completed in 1958 (Sholders 2002; USDI Bureau of Reclamation 2009). In the post-World War II housing shortage, citrus acreage was increasingly replaced with housing. Other industries offered new employment opportunities in Escondido and around San Diego County. By 1958, avocados still held strong. San Diego comprised more than half of the avocado acreage in California. Avocado acreage had grown from approximately 7,900 acres in 1936 to 15,000 in 1958. Avocados were second to tomatoes in plant crops and fourth, following eggs, tomatoes, and milk (Gustafson 1959). By 1960, over 1 million people lived in the county, and between 1950 and 1970, bedroom communities such as El Cajon, Escondido, Chula Vista, and Oceanside experienced a tremendous growth rate (between 214 and 833 percent) (Engstrand 2005:166; U.S. Census Bureau 1960). By then, market conditions prompted the dissolution of the two citrus organizations (Fox 2016). Yet, avocado production remains an important crop for San Diego County.

2.3 FALLBROOK

Rancho Monserate was the first ranch in the area, stretching over 13,000 acres, and granted to Ysidro Maria Alvarado and his sisters in 1846. Almost 100 years later, the large ranch would be split for a new alignment of Highway 395 (Seelye 2002:10). Vital Reche brought his family from Pennsylvania in 1869 as the first settlers in the area. They named the town after a waterfall and the town they lived in Pennsylvania, Fall Brook. The family was the first to plant agricultural crops including fruit trees, grapes, and a large apiary. Reche shipped his honey across the country. Vital Reche’s brother arrived shortly thereafter and his wife’s brother, Lieutenant Henry Magee, brought his wife Dona Victoria Magee and they settled West Fall Brook (Farnbach and Barnett 2007:7). Enough settlers had moved to the area by the late 1870s to sponsor a local

school³ and necessitate road construction. Sixty people lived in the Fall Brook School District with classes held at the Reche's home. Families in the area collectively constructed 20 miles of road that included the road to Temecula (along Aviation, Ammunition, Brandon, and East Mission) and another road down to San Luis Rey Valley. San Diego Bay was a taxing 60-mile wagon trip away (Farnbach and Barnett 2007:7; Seelye 2002:12-13). The community grew to sustain construction of a schoolhouse (1880) and post office (1887) at the Reche store, which closed in 1881 leaving the West Fall Brook post office as the only Fall Brook post office (Farnbach and Barnett 2007:7).

Most settlers dry farmed around San Diego County and Fallbrook was no different. Subsistence dry farming efforts consisted mainly of grains, barley, wheat, rye, and some corn. Surplus crops were used to barter for additional goods (Seelye 2002:25). While John Mitchell experimented with a non-irrigated citrus orchard, others looked to securing a consistent water supply for assured survival (Seelye 2002:25). Cattle grazed freely until the repeal of the 1883 No Fence Law, prompting fencing to protect gardens and grain crops (Seelye 2002:25). Fallbrook was not yet a town but the incoming Sante Fe Railroad not only better connected the area with cargo from San Diego Bay, but it facilitated more interest in the area from across the country with railroad-sponsored boosterism (Seelye 2002:25). In 1885, the subdivision map was filed and the railroad was completed. Within that next decade, the town supported a newspaper that covered Valley Center, Moosa, Escondido, Bernardo, Temecula, San Luis Rey and San Jacinto; post office; elementary and high school as part of the Fallbrook Union High School District (established in 1883); water and power company; hotel; merchandise stores; livery stable; groceries; lumber; milling; contractors; surveyors; and other businesses followed. The railroad aided in opening the area up to the real estate boom permeating San Diego County, especially those close to the rail lines. However, an economic depression and drought in the early 1890s quickly halted growth across San Diego County, including Fallbrook (Seelye 2002:30-32, 37).

In the Fallbrook area, local water springs, creeks, and shallow wells provided unreliable water supplies for cultivating and settling the land. The first attempt at collective water development was the Fallbrook Water and Power Company established in 1887, followed by attempts to create and sustain the Fallbrook Irrigation District beginning in 1891 (Marquis 1968:45-48; Seelye 2002:38). Meanwhile, the 1891 flood washed out the Temecula to Fallbrook line, permanently disconnecting the lines from one another. While the rest of the line was repaired, Fallbrook reverted to its stagecoach days for supplies and mail (Seelye 2002:39). Despite difficulties, settlers managed to plant the 131 acres of lemon trees, 30 acres of Lisbons, and 30 acres of oranges as well as 9,000 olive trees and 65,000 grape vines by 1890 (Seelye 2002:39). The small farming town was connected via an early road that extended through town on Main Street and would later become part of Highway 395 (see Highway 395 history section for route and brief history), yet it remained on the fringes as one of the northernmost towns in the county (Seelye 2002:41). The incoming telephone in 1905 better connected the town. An automobile garage served the town in the early 1910s, though the route from Los Angeles to Fallbrook took most of a day down part of what would later be known as U.S. Highway 395 (Seelye 2002:46, 49, 52). By 1919, the town had grown to 800 (Seelye 2002:57).

Rainfall in the county ebbed and flowed over the years limiting much of the crop production to dry farming across much of the county until the establishment of irrigation and water districts, and Fallbrook was no different. Similar to other backcountry areas, honey, eggs, and chicken production became important and avocado production began in the early 1910s. Tenant farmers on the Gird Ranch grew strawberries, tomatoes, and flowers, which were early crops for the county as these truck farming crops blossomed in the county during the 1940s. Yet the organization of the Fallbrook Citrus Association and a packing house constructed in 1917 signaled an increasing reliance on that crop (Seelye 2002:47, 49, 51-53, 78). Inadequate rainfall prompted efforts to find a dependable water supply and support for the Irrigation District. While the driest years on record (1904-1905) solicited support for the district, wet years (such as 1913) may have

³ Another school was constructed in West Fallbrook in 1880 (Seelye 2002:25).

delayed progress (Marquis 1968:45-48). Too much rain during the 1916 Flood inundated all the farms in the valley, destroying them and taking the lives of three citizens. The San Luis Rey valley was consumed. Massive efforts were required to rebuild properties and limited infrastructure like the Fallbrook line (Seelye 2002:55, 57). In the midst of a significant decline in rainfall, Fallbrook citizens revived the Fallbrook Irrigation District between 1922 and 1923, and created the Fallbrook Public Utility District (FPUD) (Marquis 1968:45-48; Seelye 2002:46). Lemons became the local cash crop for many families in the area during the 1920s with an introduction of avocados to the inland area (Seelye 2002:59). As part of improvements the state highway system two bridges were constructed, Ostrich Creek Bridge at Mission Road and Overland Street in 1920 and the San Luis Rey or Bonsall bridge along Mission Road in 1924-1925. This road segment later became part of the main north-south artery, U.S. Highway 395, along what is now known as California Highway 76 (Seelye 2002:61, 63).

Despite grand plans for a dam on the Santa Margarita River, the FPUD never delivered any water. By 1924, half of the 1,500 acres under cultivation were irrigated from downtown wells (Seelye 2002:61). One year later, the FPUD first provided water from small wells located downtown (Seelye 2002:61). The collection of firefighting equipment and town water system in 1926, and the official filing with the county for township in 1927 signaled the health of the small town. Automobile touring became increasingly popular in the 1920s with the route for U.S. Highway 395 constructed from Escondido to Riverside in 1928 providing greater accessibility to the town. Lemons production continued to dominate the local economy (Seelye 2002:65, 67). The lemon industry continued to draw workers even during the Great Depression with Dust Bowl migrants making their way to Fallbrook. Olive oil production also persisted (Seelye 2002:71-72). During the economic downturn, federal programs like the Civilian Conservation Corps (CCC) gave people work and provided communities with facilities, new roads, forestry improvements, and other benefits such as camps for children (Seelye 2002:68-69). The U.S. Navy ammunition depot (established in 1940) also sustained the area with the Fallbrook branch of the rail line deemed essential for the military's site selection. Camp Pendleton (1942) helped secure the town's importance as an established community nearby the installation and initiated significant expansion of the elementary school enrollment. Like many areas near military installations, overcrowding required alternate arrangements, such as the General establishing a school on base (Seelye 2002:73, 78-79).

In Fallbrook, a significant decline in rainfall pushed the community to find alternative resources. Locals voted for a water bond for a Public Works Administration (PWA)-constructed dam in Fallbrook, but the PWA turned down the project. Shortly thereafter dissolution of the Fallbrook Irrigation District began (Marquis 1968:45-48). In 1939, the FPUD successfully drew water from the contested Santa Margarita River by well with diesel-powered pumps and transported the water through a pipeline to two reservoirs as the first irrigation delivery in the area (The Fallbrook Enterprise 1939; Marquis 1968:48; Seelye 2002:62). In November 1938, the Irrigation District was officially dissolved and the FPUD assumed its assets and liabilities. One of the assets was a permit to draw 2,500-acre-feet of water annually from the San Luis Rey River (The Fallbrook Enterprise 1938; Marquis 1968:48). Community members supported another water bond for the San Luis Rey River Development Project and this time the PWA provided funding underwritten by the Fallbrook community for a portion of the project. Another bond issued had been approved by 1945 for the Lang reservoir, the Gird booster plan, and converting diesel power to electric (Marquis 1968:48). Surface water from the Santa Margarita River and the pumped water from the San Luis Rey River supplied the District until 1947 when the importation of Colorado River water to Fallbrook began through the Fallbrook-Oceanside Branch of the San Diego Aqueduct, supporting a post-World War II population growth. Imported Colorado River water provided more cost-effective, higher quality water to local water sources and eventually replaced them by 1959 (FPUD 2009; Jackson 2008, 2009; Sholders 2002). A consistent water supply supported the agricultural community as well as post World War II growth. A new U.S. Highway 395 constructed through Monserate Valley in 1949 better served the community and growing San Diego County, but it cut the farming operations of the Pankey Brothers in half. A large dairy also came to the community (Seelye 2002:80). By 1960, Fallbrook had become home to

3,142 people, a significant increase from 800 in 1919, but it remained a small agricultural community with services, including a hospital and later a local library, to serve residents. Other additions included Ross Lake (absorbed by the FPUD), Fallbrook golf courses, and road improvements funded and constructed by the citizenry (Seelye 2002:87). Housing developments, including apartments and mobile homes, supplanted lemon groves in the 1970s with a population that was estimated at 20,099 in 1970. Downtown subdivisions were significant between 1972 and 1975. While more professionals lived in the area, agriculture remained an important economy with 3,200 acres still preserved from housing that grew citrus, strawberries, white corn, tomatoes, and grapes (Seelye 2002:95-96). In 1980, Interstate 15 (I-15) was completed from Escondido to Rancho California in Riverside County with a portion of the route consuming U.S. Highway 395 (see Highway 395 history section for mapping) (Seelye 2002:104).

2.4 TEMECULA

In 1844, Governor Pio Pico granted the 26,000-acre Rancho Temecula to Mexican army officer Felix Valdez, which encompassed townsites for Temecula and Murrieta (Barnett et al. 2012:7). Two years later, a French winemaker gained ownership in addition to his extant Rancho Pauba. By 1853, Jacob Snyder acquired the entirety of the ranchos. Twenty years later, a consortium of investors purchased the two ranches consisting of 25,675 acres: Domingo Pujol, Francisco Sanjurjo, Juan Murrieta, and Ezequiel Murrieta. Three years later they parted ways and split the ranchos with Pujol retaining around half of Rancho Temecula (Barnett et al. 2012:7, 23). The area was relatively isolated, largely comprising cattle ranching across large swaths of unfenced land. Some early settlers began making their way into the area via the Southern Emigrant trail (Barnett et al. 2012:7, 23).

The first stage coach through the town came October 27, 1847. It was the same year that the Mormon Battalion marched along the Southern Emigrant trail through Temecula on their way to fight for the U.S. against Mexico in the Mexican-American War (1846-1848) (Temecula Valley Historical Society 2017). The Butterfield Overland stagecoach line from Warner Springs extended through Temecula, stopping at John Magee's Store, beginning September 18, 1858. The stage only continued four more years, disrupted by the Civil War (Barnett et al. 2012:25-26, 47-48, 60; City of Temecula 2018). The Magee Store also became the first post office for Temecula on April 22, 1859 (Barnett et al. 2012:48; City of Temecula 2018). Early Temecula centered around the Wolf Store (1870), but completion of the California Southern Railroad (later Santa Fe Railroad) line from Fallbrook to Temecula on January 23, 1882, initiated the New Town of Temecula (now called Old town Temecula). A school provided education for the small village. Main Street became an important access road to the railroad until the segment was washed out from floods and abandoned in 1885 (Barnett et al. 2012:25, 60). Access to Colton, California, remained viable for shipping cattle and granite as well as passengers. By the early 1890s, the small village had grown and included shopkeepers, hotel keepers, stonemasons, quarrymen, blacksmiths, liverymen, billiards hall, and saloons. Around town, the stone was often utilized for fence and hitching posts, curbs, courthouse steps, and blocks for buildings. They were also shipped as far as San Francisco. Yet Temecula was best known as a shipping town for grain and cattle; cattle were driven from the backcountry and shipped from Temecula (Barnett et al. 2002:51; City of Temecula 2018).

Cattle rancher Walter L. Vail had already amassed significant cattle acreage in Arizona before he moved to California and in 1905, purchased 38,000 acres of Temecula and Pauba Ranchos as well as the northern half of the Little Temecula Ranch. When Walter was killed by a street car in Los Angeles (1906), Mahlon Vail assumed control of the Vail ranch. It was Mahlon and other ranchers that financed the First National Bank of Temecula on Front Street in 1914. The following year, the San Diego County Board of Supervisors constructed the first two-lane county road through Temecula along Front Street (City of Temecula 2018), and in 1918 it was paved (Barnett et al. 2012:29).

Temecula remained largely a cow town that shipped cattle but also granite and produce to Colton until 1935 when they closed the Temecula station (City of Temecula 2018). Most livestock were transported to Los Angeles as the newly designated U.S. Highway 395 became the main commercial and recreational thoroughfare along Front Street (City of Temecula 2018; Barnett et al. 2012:29, 43). During World War II, it also served as an important inland route for the military with troops using it to march north from Temecula (Barnett et al. 2012:80).

The Vail Ranch had grown to over 87,500 acres and in 1948 the family constructed Vail Lake at an investment cost of more than \$1 million. Vail Ranch continued to dominate the economy in the Temecula Valley with cattle ranching and agriculture the main drivers. When the Vail family sold the ranch to Kaiser Development Company in 1964, it indicated a shift in those economic drivers. The company amassed additional acreage that totaled 97,500 acres. In the late 1960s and early 1970s, residential developments began replacing cattle and agricultural ventures. In an effort to booster interest in the area, the company dubbed it Rancho California. Residential development in turn spurred interest in avocado groves and grape vineyards in the east valley. When I-15 had been completed in the early 1980s between Los Angeles County and San Diego, subdividing land increased significantly. The area became a city in December 1989 known as Temecula (City of Temecula 2018).

2.5 ROAD DEVELOPMENT HISTORY

As more commuters, tourists, and heavy truck traffic utilized San Diego county roadways in the 1920s and 1930s, it became necessary to widen and pave routes, and to straighten or eliminate curves for safer, more direct travel (California Highways 1925a). As San Diego County mobilized for World War II, infrastructure improvements to both roadways and railroads became necessary but were primarily limited to defense centers due to labor and material shortages (Oceanside Daily Blade-Tribune 1941a, 1941b). Population increases largely around defense centers translated to a greater need for goods and services, necessitating a more modern roadway that better connected San Diego County to nearby economies. Population growth and increased traffic eventually led to the construction of three major freeways from the city of San Diego during the 1950s-1970s that better connected the downtown area with Los Angeles, Riverside, Imperial Valley, and Yuma: Interstates 5, 15, and 8, respectively.

Construction and the improvement of roads had developed out of a late-nineteenth-century national movement for better local roads, financed by county taxes and increasingly state bonds in the early twentieth century. As states developed their own system of primary roads, a national conversation was developing for some form of interconnected highways across the U.S. Most local roads at the start of the twentieth century in the west were in poor condition and were often disconnected segments, especially in rural areas. Construction of trunks and laterals to connect local rural roads with regional roads would be necessary for any form of national highway system, first to connect primary roads and then secondary roads. Some proponents supported interstate roads for an expanded tourism economy, while others only wanted better local roads, first for bicyclists and farmers and then to develop commerce by connecting cities. Historian Bruce E. Seely (1987:3) appropriately characterized the evolution of selected local roads that became part of state highways and eventually federal freeways: “Between 1890 and 1960, the American highway system was transformed from two million miles of poorly built, disconnected roads into a coordinated system of four million miles of paved roads. During these years, the focus of American highway policy also changed from farm-to-market roads to a federally aided system of roads between cities.” U.S. Highway 80 and U.S. Highway 101 were made up of roads improved incrementally over time and selected as part of the state highway system before they became federally designated, routed, and highways in 1926. The 1910s routes were realigned as needed in the 1920s and improved in the 1930s. Thereafter, new segments, realignments, and road widening were completed as traffic necessitated. Four-lane, federal superhighways bypassed large segments of U.S. highways and absorbed portions of them between the 1950s and 1980s.

2.5.1 Evolving Demand for Good Roads: 1880s-1915

The national “Good Roads” movement began in the 1880s because bicyclists wanted better roads, and it developed as part of a Progressive-era agenda for engineered and interconnected roads, with local Good Roads chapters pushing for public awareness and state action. Before the early 1900s, a “road” in the west often meant a passable route usually traveled by horse, stagecoach, or horse-drawn carriage. Most were not graded or well maintained, and a comfortable ride meant passage on a steam ship and not across rutted roads (Riesenberg 1962). Maintenance and construction of roads was a county issue in the nineteenth century, and across California, individual public road segments or “public highways” had been incrementally improved with limited and intermittent county funding since the 1850s (San Diego History Center 1877-1902, 1871-1910; Weingroff 1996). Interest in improving county roads in California developed out of a national conversation initiated by the League of American Wheelmen (LAW) who sought paved roads with crushed stone (macadam) outside the cities for their bicycles. The LAW sponsored the publication of a weekly journal called *Good Roads* (1892) in an effort to convert reluctant farmers to their cause of paving selected country roads. They appealed to farmers’ needs for quicker travel time between their house and town, and more comfortable roads that required fewer horses to carry loads, and would prevent repair costs to wagons and injuries to horses. By the turn of the twentieth century, converted farmers and bicycle enthusiasts joined forces, organized as the National League for Good Roads, and together lobbied for road improvements (Paxson 1946:240; Seely 1987:12; Stilgoe 2001).

Most roads in the late nineteenth and early twentieth centuries were not engineered, a point of concern for most Progressives (Seely 1987:12). Progressive ideals pushed for a reliance on experts for many applications, and for roads, experts could identify the best routes, designs, and materials. The federal government quickly recognized an opportunity to impact states’ road improvements by creating the Office of Road Inquiry⁴ as part of the Department of Agriculture in 1893 (Weingroff 1996a, 1996b). It carried on the movement started by LAW that articulated a need for local improvement of roads, but differentiated its position by building a reputation as technical experts. The Office attempted to better understand the types of roads locally constructed and attempted to elevate construction knowledge in terms of technique and administrative questions about road laws. It later framed the federal policy between 1911 and 1915 that became the 1916 Federal Aid Road Act. The Office largely remained the preeminent source for construction standards by assisting state legislatures and highway commissions, though Maine and California led the states in terms of setting their own standards (Seely 1987:13-15, 24, 29, 33). In California, the state legislature had already organized its highway efforts when it established the Bureau of Highways in 1895. The new agency was responsible for developing routes across the state based on county road surveys. Twenty-eight state routes were recommended, but the route for San Diego to Imperial Valley had not been identified yet (Blow 1920:15; Riesenberg 1962:193-194; State of California, Bureau of Highways 1895). In California and other states, the organization of highway agencies did not immediately translate into road construction (Paxson 1946:240). Most road use was not yet by motor vehicles, as 1896 was the first year a motorized car was driven in California. However, when the Secretary of State was authorized to register and license motor vehicles in 1905, more than 17,000 were registered (Stotler 2002:51). Greater public demand and willingness to fund road projects pushed the Good Roads conversation forward.

As automobiles became more popular in the early 1900s, more of the road improvement conversation turned from riding bicycles and other wheeled vehicles to touring the countryside in motorized cars and venturing farther and farther out of the city center by automobile. Enthusiasts formed regional automobile clubs, including the Automobile Club of Southern California (1900), and were soon represented by the national American Automobile Association (1902), all of which sought improved roads specifically for the automobile (Paxson 1946:238). Road development progressed slowly in much of the country due to costs. Federal mechanisms were not yet in place for the large expenditures that were needed to develop long

⁴ The Office of Road Inquiry became the Office of Public Road Inquiry or OPR in 1899, and then the Bureau of Public Roads in 1915.

stretches of road. The federal government participated in more of an advisory capacity for states needing expertise (Paxson 1946:240; Seely 1987). Farmers became increasingly interested in the possibility of rural mail delivery (Rural Free Delivery, or RFD) and more Americans were able to afford Model Ts from Henry Ford's streamlined factory. Increased national interest in improved roads prompted an inventory of all rural roads in the U.S. based on data regarding the mileage of roads already constructed, cost of construction, and funding sources. The *Wilson v. Shaw* case (1907) determined that the construction of interstate highways was within the jurisdiction of Congress for the regulation of interstate commerce (Ritter 1994; Weingroff 1996a, 1996b). While states still maintained the overall responsibility for farm-to-market road development, the precedent had been set for increasing federal involvement in overseeing and eventually funding state roads.

In California, the Good Roads movement had gathered momentum in the early 1900s, and in 1907 the California legislature responded by establishing the California Highway Commission as part of the State Department of Engineering. It had the authority to construct, straighten, improve, and repair public highways in any county throughout the state in consultation with local boards of supervisors (Deering 1909:440-445). The commission focused on creating the most direct and practicable thoroughfares and on standardizing roads by specifying construction materials, grades, curves, and widths (Engineering and Contracting 1912:235; Municipal Journal and Engineer 1912:432). The Commission proposed more than 3,000 miles of a state highway system across 29 routes, and that effort was funded as part of the first State Highway Bond Act of 1909 that was approved in 1910 (Automobile Club of Southern California and the California State Automobile Association July 1920-1921:23; California Highway Commission 1912:3; Engineering and Contracting 1912:233; Harrison 1915:230; Municipal Journal and Engineer 1912:432-433). It provided \$18 million for construction of trunk lines connecting existing county roads with county roads that the state had acquired as part of state highways, and sponsored the 1912 road building program. Motor vehicle registration began in 1913 and provided additional revenue for the state for maintenance of state highways (California Highway Commission 1919:1-11). During the 1910s, the statewide road systems evolved from nineteenth-century improved county roads and construction of new laterals and connections (Blow 1920:15; Riesenber 1962:193-194).

An extensive program of highway road improvement began in the summer of 1912,⁵ though only a few counties had started road construction by March 1913: San Mateo, Fresno, Los Angeles, and San Diego (Bryant 1913:5; California Highway Commission 1912:3, 1919; Engineering and Contracting 1912:233; Harrison 1915:230; Municipal Journal and Engineer 1912:432-433). Some counties funded the construction of trunk lines and laterals to connect with the state highways in 1914, but many did not have the resources. Surveys of routes continued, and in 1915, nearly all of the main California state routes had been surveyed. However, additional funding was needed for road construction (Wiggins 1914:191; Harrison 1915:230). Amidst incremental road improvement efforts, state and local road reformers began lobbying for inclusion of their roads as part of transcontinental systems.

Pioneering road reformers and proponents from groups like the automobile clubs and automobile manufacturers began lobbying for a variety of transcontinental routes to connect ocean-bound cities on the Atlantic with the Pacific, for venturing into the country and natural parks, such as Yellowstone National Park, and for early trucks that could transport goods away from railroad lines and between cities (Bryant 1913:5; Seely 1987:25). Proponents of those named highways appealed to the growing need for more interconnected routes to develop tourism and industry, and to transport agricultural crops (Eldridge 1916:210; Seely 1987:38). The first of many transcontinental highways to develop in the 1910s was the Lincoln Highway Association (1913) that advocated for a New York-to-San Francisco route (Paxson 1946:241; Seely 1987:29, 38). Other routes included the Dixie Highway (Michigan to Florida), the

⁵ Most roads completed in the 1910s were graded dirt roads or improved with local material, macadam surfaced with oil, and roads constructed with a 15-ft. concrete base surfaced with oil or concrete pavement, though most were macadam surfaced with oil. William F. Bryant, "Cheaply Built 'Good' Roads That Are Expensive Bad Ones." *The Grizzly Bear*, 13, no. 5 (1913):5.

Meridian Highway (Galveston to Winnipeg), the Southern National Highway (San Diego to Washington, D.C.), and the Yellowstone Highway. Many of the proposed routes were absorbed by others or abandoned, but some survived, largely due to efforts of local supporters and growing interest not only in creating farm-to-market roads but also in connecting cities in the U.S.

2.5.2 Laying the Ground Work for a National Roads System: 1916-1921

Across the U.S., automobile ownership grew exponentially between 1905 and 1916, pushing federal aid for road construction to the forefront, though the purpose of that aid remained central to the Good Roads debate. Some saw road improvements as the social equalizer for rural populaces that provided more efficient, rural mail delivery and farm-to-market routes for local traffic, and as feeder routes for railroads. Others supported road development for greater interstate connectivity for a growing dependence on the automobile for pleasure and connecting cities for economic development. States that had already developed preliminary roads systems expected interconnected state routes as the logical next step (Eldridge 1916:2; Seely 1987:25, 38). For the time being, farm-to-market roads won out in the Federal-Aid Road Act of 1916, though a federal system of linked interstate primary routes remained a goal for chambers of commerce, auto clubs, auto makers, and regional road pioneers (Paxson 1946:245; Seely 1987:43). The legislation established a federal-aid highway program with matching funds of 50 percent financed by the federal government and 50 percent contributed by the state. Although states such as California were already improving their own roads, the legislation was the first of its kind in the U.S. that established a federal roads construction program built on standards (Etulain and Malone 1989:41; Weingroff 1996b). It provided much-needed annual funding and gave states the assurance they needed in order to support improvements (Seely 1987:47).

The 1916 program was most successful in promoting standardization, and not a massive construction program of federally sponsored state roads. It mandated that states follow construction standards supported by the OPR and the American Association of State Highway Officials or AASHO (1914). Instead of haphazard construction of roads by counties, the program mandated the establishment of highway departments that would enforce standardization of state roads constructed by counties. States like California had already had a highway department for a couple of decades and were already busily improving state standards. The automobile was not yet popular enough to demonstrate its power to change the society and to develop tourism and commerce (California Department of Highways 1906:6; Seely 1987:46-48; Weingroff 1996b). World War I, however, changed the country's expectations of how roads could be used to interconnect cities for an economic benefit.

During World War I, railroads failed to keep up with wartime shipment demands. In response, the trucking industry developed quickly to fill in the shipment gaps and to transport thousands of soldiers and their equipment, something that had not been considered during early road construction. Those heavy trucks destroyed macadam roads constructed for lighter touring automobiles, and once labor and materials were available again, efforts turned toward developing roads with the intention of creating some form of a national roads system. States began planning larger road programs in 1919-1920, though Portland cement shortages and inflation stunted actual construction (Seely 1987:49-57; Weingroff 1996c). Efforts toward a more collective arrangement of interconnected regional roads that was not subject to the whims of state highways officials eventually developed into the Federal Highway Act of 1921 (Paxson 1946:245; Weingroff 1996c). It not only provided federal funding but required that each state designate 7 percent of its roads for the federal-aid system. Of that 7 percent, 3 percent was assigned to primary roads and 4 percent to secondary roads, and with that, the new legislation initiated a shift in the emphasis from rural post road development outside cities to a combined effort to develop farm-to-market roads and intercity connections for greater commerce and tourism (Seely 1987:9, 62-63; Weingroff 1996b).

States and counties continued improving their own roads that they deemed essential for regional development, some of which were part of the federal-aid program and others were not (Seely 1987:65). Californians demonstrated their commitment to road improvements through the passage of the 1909 and 1916 bonds that sponsored many of the road projects of the 1910s. Despite material and labor shortages during World War I, California continued road construction, though at a slow pace. By 1919, a little more than half of the 3,000-mile California system was constructed and the demands of the war had made missing links in the main trunk lines more obvious. A state bond issued in 1919 and federal road aid in 1921 provided the funding needed to complete existing gaps and either grade or pave⁶ main trunk highways (Automobile Club of Southern California and the California State Automobile Association 1920-1921:29; Eldridge 1916:210; Western Highways Builder 1919:53-54). A national road-building boom followed as a result of greater demand, technical expertise, resource availability, and funding. The 1920s were a significant era of federally funded road building, and states like California and its counties were diligently working toward better roads (Seely 1987:65).

2.5.3 Good Roads for Regional Tourism and Commerce in San Diego County: 1900s-1910s

Across the U.S., communities participated in the Good Roads movement and some pushed for consideration as part of transnational roads or highways. While many of the roads were not yet constructed, local businessmen and civic leaders, like San Diego's Colonel Ed Fletcher, recognized the economic impact connected transnational roads would have on tourism, commerce, and agriculture for towns and cities located along a route. Each state and county demonstrated their commitment to the vision as a potential participant in a named transnational route by improving the section of the route within its borders.

In San Diego County, expanding trade markets by land and sea were a top priority in the late nineteenth and early twentieth centuries. San Diego was a relatively small coastal California city that trailed Los Angeles in terms of population and commerce. The city had been linked to Los Angeles via the California Southern transcontinental railroad line since the late nineteenth century, which opened up passenger travel and agricultural trade, but San Diego followed behind Los Angeles' San Pedro Harbor as an important seaport hub (Bryant 1974; McGrew 1922:180; Pourade 1965:133). As the city grew in the early 1900s, so did an automobile culture of touring clubs that traveled a local inland route from San Diego to Los Angeles via Poway and Pomona (Pourade 1965:85; Stringer-Bowsher et al. 2009).

In support of better roads, San Diegans voted for \$1,250,000 of state-issued bonds in 1909 that would fund the construction of laterals and improvement of existing wagon routes. Twenty routes of almost 450 miles were slated for improvement as part of the Good Roads program, and the inland route from San Diego was among them. Most of the work focused on the construction of truck lines to connect existing roads, and those existing roads were all dirt wagon roads that were not engineered and were poorly maintained, largely due to limited interest and limited local funding (Lortie 2001; McGrew 1922:370-371; San Diego History Center 1909; Seely 1987).

2.5.4 The Golden Age of Highways: 1921-1939

Across the U.S., highway construction boomed in the 1920s and continued during the Great Depression until the onset of World War II. The overwhelming demand by automobile owners and automobile associations for improvements pushed legislation forward and resulted in the passage of the 1921 Federal Road Aid legislation that provided essential funding for larger road projects. State highway departments had amassed considerable technical expertise for road building and were poised to construct and improve

⁶ Gradual paving of many of California's highways utilized different methods of oil macadam, concrete with macadam covering, or a standard 4-inch-thick concrete base with a thin outer bitumous coating. Walter Howe, "State Highway Construction in California Under Commission Supervision," *Pacific Municipalities and Counties* 38, no. 1 (1918):19-20.

roads with support from a growing automobile population. The departments designed and constructed the roads that the Bureau of Public Roads then reviewed to ensure that federal funding translated into federal-aid roads that were constructed and maintained according to contemporary standards (Seely 1987:67-72). In the first year after the 1921 legislation, construction progress was staggering. States completed more than three times as many miles of roadway during that year than they had in all five years since the 1916 legislation (Paxson 1946:246; Seely 1987; Weingroff 1996a, 1996b). From 1921 to 1930, not only did states complete more roads annually than they had before, but they placed greater emphasis on creating hard-surfaced roads for easier travel on transcontinental highways. States funded a majority of the road-surfacing work, which was aided by state gasoline taxes that all states had accepted by 1930 (Seely 1987:72-73). During the Great Depression, road building continued with relative fury, largely because the need for road improvements continued and federal aid was a significant funding source. Governors were encouraged to use road building as a foundation for their state relief programs. As a result, the number of miles of highways that had been surfaced doubled between 1930 and 1940, with much of the work sponsored by federal funds. Federal-aid road building amounted to 160,000 miles by the end of the 1920s, yet construction methods and standards were already obsolete a decade later. It seemed that road improvements could not keep up with the growing demand placed on it by an increasingly mobile society (Seely 1987:88-89).

Amidst state construction work, local and state representatives had successfully lobbied for route designations as part of a variety of named transcontinental highways established in the 1910s and 1920s. However, multiple names identifying various alignments were reused for different routes, and a variety of different signs and colors directing drivers along those routes became too cumbersome (Howe and Peters 1921:13). In an effort to establish a unified federal highway system and streamline routes, the Bureau of Public Roads consulted with the AASHO in 1923. Together they developed a tentative map of all highways and established a federal-aid highway system, although debates over the best routes continued among states and officials (Paxson 1946:246; Seely 1987; Weingroff 1996b, 1996c). The Federal Aid Highway Act of 1925 standardized highway systems by replacing more than 250 named highways with numbered routes. Highways heading east-to-west were even-numbered, while routes heading north-to-south were odd-numbered. In addition, the Act gave states the responsibility for maintaining their own systems (Caltrans n.d.; U.S. Department of Transportation n.d.; Etulain and Malone 1989:41-44). In 1926, federal highway routes and numbers were established, and states like California confirmed those designations in 1927 (Lortie 2001). The federal highway designation confirmed a new understanding of what highways would mean for the U.S., a shift in emphasis on farm-to-market roads toward highways as essential for tourism and commerce. Businesses capitalized on the patronage of transcontinental routes and established motor courts, fuel and service stations, and other necessary facilities for longer-distance motoring (Paxson 1946:248-252).

As transcontinental routes were increasingly traveled, hard-surfaced roads became more desirable, and as better roads were constructed, faster cars were produced that needed wider roads with reduced curves (Paxson 1946:248-252). Across the U.S., road construction in the 1920s often consisted of graded-earth, sand-clay, or gravel surfaces (Weingroff 1996c). Yet states increasingly turned to paving in the 1920s due to increased traffic along major roads. The first transcontinental highway was the Lincoln Highway between San Francisco and New York, which was dedicated in 1913. It was also the first paved transcontinental highway, completed in 1925 (Stotler 2002:52). In California, bonds and a special revenue measure in 1923 financed the reconstruction of improved highways, and the gasoline tax and automobile registration fees contributed to improving, maintaining, and widening roadways (California Highways 1925b:4). Roads constructed by the California Highway Commission in the 1920s were mainly reinforced concrete bases of 5-inch thickness at a standard width of 15 feet with varying shoulders (Automobile Club of Southern California and the California State Automobile Association 1920-1921:19). Most of the primary roads of the state highways were Portland cement concrete, oil and bitumen treated stone surfaces (early asphalt), or asphalt concrete, though almost half of roads outside of the cities were oil and bituminous surfaces or

Portland cement concrete. Construction materials of the 1930s remained largely the same as the 1920s (California Division of Highways 1934:23).

The massive road building trend initiated in the 1920s continued into the 1930s but was largely financed by the federal government and completed by relief workers from the Public Works Administration (PWA), Civil Works Administration (CWA), and the Works Projects Administration (WPA). More federal money was spent on road building during the Great Depression than any other type of labor. Although financing relief work was the primary objective of road projects, a secondary purpose was the construction of engineered roads that completed road gaps in the federal-aid system, eliminated bottlenecks, and made roads safer (Seely 1987:90-93).

By the mid-1930s, the country had a national network of highways already made obsolete by increased traffic and heavier, larger vehicles (Automobile Club of Southern California and the California State Automobile Association 1920-1921:158; Seely 1987:97). Heavy trucks significantly affected roads constructed for lighter vehicles and prompted the construction of roads with reduced curves to accommodate trucks and other travelers, especially on mountain grades (Howe and Peters 1920:115). Trucks largely prompted the expansion of roads from 15-foot roadways to 18-24 feet, with heavily trafficked roads at a 24-foot minimum (Automobile Club of Southern California and the California State Automobile Association 1920-1921:XI). By the late 1930s, the federal-aid system had been completed in terms of connecting trunks and paving primary roads, making travel across interstate roads more comfortable than it had even been before (Weingroff 1996c).

2.5.5 U.S. Highway Designation: 1920s

By the 1920s, the automobile had become an important vehicle in growing the economy for manufacturers, road-side business, and commercial transport. Creating more uniform and safer road systems for greater travel in larger vehicles was an important product of the 1920s and 1930s. Multiple named interstate routes became part of the numbered federal roads system in November 1926, and thereafter were numbered routes, such as U.S. Highway 80 and U.S. Highway 101 (National Highway Committee 1929; Rand McNally 1925). The designations of the named routes as federal highways recognized the national importance of the routes in interconnecting states largely for tourism and commerce (Automobile Club of Southern California and the California State Automobile Association 1920-1921:92).

Increased traffic on state highways by the early 1920s had already prompted California to upgrade primary routes to meet existing engineering standards.⁷ Most roads in the San Diego County region during the early 1920s were dirt roads, though some primary roads, like the Imperial Highway (predecessor of U.S. Highway 80), had an oil macadam surface (Lortie 2001; Pryde 1976:174). Much of the inland route was paved (Automobile Club of Southern California and the California State Automobile Association 1920-1921:13; Blow 1920:128; California State Automobile Association 1920). Automobiles and trucks increasingly traveled roads, prompting state and local investment in the routes. However, grading and improvements to roads did not occur in one long stretch. Instead, the routes were constructed piecemeal, as priorities and funds allowed. Only highly trafficked areas were graded and paved because of the expense. Road sections through larger towns, such as La Mesa and El Cajon as well as east of La Mesa, had a 15-foot concrete base and were oil-surfaced or paved. Outside those areas, some of the route had been graded, and of those

⁷ From 1912 to 1918, the state construction standard was a 15-ft. roadway that followed wagon routes. In San Diego County, many road segments outside towns were not graded. From 1918 to 1923, state roads were generally constructed at 18-ft. widths and 20-ft. width. By 1937, those standards had grown to 22 feet for two-lane highways. California Division of Highways, *Highway Needs: Rural State Highway System* (Sacramento: California State Printing Office, 1941), 39-43. A majority of roads constructed by the state by 1921 were concrete-base highways. In San Diego County, an average road was 18 feet wide and 5 inches thick and in Imperial, 16 feet wide and 5-6 inches thick. Roads constructed between San Diego and El Centro were a concrete base of 15 feet wide with 19-inch shoulders on each side at 4 inches thick. Automobile Club of Southern California and the California State Automobile Association, *The State Highways of California: An Engineering Study*, 26, 31, 153.

sections some were also widened and improved with macadam (California Highway Commission 1919:14, 52, 137, 141; Lortie 2001; Pourade 1965:137).

In an effort to remove curves, improve grades, and widen and straighten roads in San Diego County during the 1920s and 1930s, various sections in both counties were realigned, graded, and paved, which prompted the construction of bridges (California Division of Highways 1934:346-347; California Department of Public Works, Division of Highways 1944:176-179, 256-259; Lortie 2001). When U.S. Highway 395 was signed in 1935, the road had been paved and improved according to contemporary engineering standards by the mid-1930s which made the road easier to travel just in time for the California Pacific International Exposition held in San Diego during 1935-1936 (Lortie 2001). Approximately 6.7 million visitors attended the Exposition, a number nearly double that of the 1915-1916 Panama-California Exposition (Marshall 2009). Most tourists traveled in automobiles on the national highways to get to San Diego, including U.S. Highway 395 (San Diego California Club n.d.).

Significant annual increases in intercontinental travel to southern California meant more people arrived in automobiles than trains in the 1920s (Lortie 2001). National Parks were open to visitors and many used national highways to get to those parks and National Monuments. San Diego had its own wonder, a temperate climate that enticed tourists year-round. San Diego also offered historical places to visit like the old missions, Balboa Park, Hotel Del Coronado, ranch houses, stage stations, and national monuments as well as many awe-inspiring beaches and bays on the Pacific Ocean (San Diego California Club n.d.). As more tourists and truckers took to the roads, more businesses developed to serve weary travelers, from service stations that could repair automobiles and fill gas tanks, to other roadside or nearby cafes, motels, auto camps, and motor courts. Roadside businesses were established during the 1920s and 1930s along U.S. Highway 395 in towns like Escondido and Temecula that served travelers (California Development Board 1918:53, 73-74; Lortie 2001; San Diego Mountain Resorts Association 1925).

The population of San Diego County had increased significantly by 1934, largely attributable to a growing military presence that facilitated a population upswing between 1910 and 1920 (U.S. Census Bureau 1913, 1921). The county had become one of the five counties in California with the largest urban populations, while Imperial County remained a rural, agriculture-based county. Vehicles traveling through San Diego County numbered around the same as counties encompassing San Francisco and Los Angeles, and U.S. Highway 395 was one of the important passenger routes serving San Diego and Riverside (California Division of Highways 1935).

2.5.6 In Pursuit of National Superhighways: 1937-1956

Highways constructed, realigned, and surfaced during the 1920s were often realigned and surfaced again during the 1930s, and were nearly obsolete as soon as they were built. An increase in faster, larger, and heavier automobiles and trucks on the highways challenged the designs and materials of recently constructed roads. As a result, roads were often a patchwork of a variety of surfaces and road widths. By the late 1930s, leaders recognized the futility of spending great sums of money on roads that were quickly outdated, and pressure mounted for planned road development with prioritized funding based on projected traffic needs. State surveys began in 1936 using limited federal-aid funding. They gathered facts illustrating their economic conditions that warranted expansion and identified the best road investments for potential construction of toll roads. By 1938, states were required to complete such surveys. The following year, President Roosevelt requested from the Bureau of Public Roads a feasibility study of three east-west and three north-south toll superhighways. It resulted in the 1939 report *Toll Roads and Free Roads* that advanced the concept that planned interstate roads were the way of the future (Seely 1987:144, 166-171). An exhibit at the 1939 World's Fair prepared by General Motors, entitled "Futurama," captured the interest in futurist motorway corridors with multiple levels and fast-moving traffic, though the purpose behind road construction as rural, urban, or toll roads remained at the core of the debate. Despite the interest, the Bureau

of Public Roads advocated for free superhighways but found that the traffic levels had not yet grown enough to justify the cost. Dependence on roadways during World War II would be the catalyst for significant improvements in the post-war period (Mertz 2011; Seely 1987:170-176; Weingroff 1996a, 1996b).

The U.S. entry into World War II increased interest in an interregional superhighway system, but supplies shortages severely limited road building throughout the country. Construction continued as needed for access roads to factories and military bases as urban expressway segments. The Defense Highway Act of 1941 matched state funds for highway planning, but that, too, was limited due to staff shortages. That same year, a presidentially appointed committee investigated the possibility of an interregional highway system that led to initial legislation for an interstate highway system, the 1944 Federal-Aid Highway Act (Seely 1987:177-186). It authorized the first 37,681 miles of the National System of Interstate Highways and a secondary system. The Bureau of Public Roads established the system in coordination with the states through the AASHO and the Department of Defense in 1947 (Seely 1987:194; Weingroff 1996b). Meanwhile, states like California were constructing roads needed to provide access to industrial plants and for transporting raw materials needed for manufacturing. More than \$23 million had been expended in California for access roads and surveys and plans were underway for post-war highway improvement (California Department of Public Works, Division of Highways 1944:22).

Across the U.S., development of highways and urban thoroughfares under the 1944 legislation progressed slowly, with push-back from states that wanted to use limited federal funds to attend to local needs. The first round of funding specifically designated for construction of the interstate system was authorized in 1952, though it was minimal when compared to actual construction costs. When President Eisenhower took office in 1953, only one-sixth of the 37,681-mile system had been improved, and most of the interregional systems across the country were inadequate for existing traffic levels. President Eisenhower pushed for developing the nation's highway system for a growing and increasingly mobile society, and as a necessity for safeguarding citizens during the Cold War (Weingroff 1996a). The 1954 Federal-Aid Highway Act provided significantly more funding than the 1952 act with a 60-40 matching ratio and secured a secondary road plan, but it was the Federal-Aid Highway Act and Highway Revenue Act of 1956 that created a mechanism for continued support in interstate development through the Highway Trust Fund (Weingroff 1996b). The act had been decades in the making. Although a national system of toll-based superhighways was considered in the 1930s, it was superseded by a free superhighway system not of farm-to-market roads but large, multi-lane roadways that interconnected cities under the auspice of national defense (Seely 1987:169-171).

In California, as part of the national movement toward planning and constructing superhighways or freeways, the California Division of Highways and individual counties began assessing their needs for improved thoroughfares in the early 1950s (Automotive Safety Foundation n.d.). Nearly all of San Diego County's 520 miles of state highways was determined to be deficient by the federal government, and the county was ranked the fifth highest in the state for the number of deficient roads. The most acute traffic problems were in and around metropolitan centers, and a significant contributor to the problem was truck traffic that had grown significantly in the state by 1952 (Industrial Survey Associates 1953:30-32).

The National System of Interstate and Defense Highways program of 1956 made more funds available explicitly for interstate highways and freeways, but it required that states modernize their roadways according to national standards. California complied and from that funding three new transportation arteries were constructed in San Diego County between the late 1950s and the 1980s that replaced the previous U.S. Highway system's principal routes: I-5 replaced U.S. 101; I-15 replaced U.S. 395; and I-8 replaced U.S. 80. All three were constructed as high-speed, multi-lane divided freeways to facilitate better traffic flow (Lortie 2001).

2.6 BRIEF HISTORY OF U.S. HIGHWAY 395

By 1935, U.S. Highway 395 was part of a series of roads that connected communities in the U.S. from Mexico to Canada. This primary inland transportation route connected Linda Vista, Miramar, Poway, Bernardo (Rancho Bernardo), Escondido, Richland, San Marcos, Buena Vista, Bonsall, Fallbrook, Rainbow, and Temecula with one another as well as downtown San Diego, Riverside, and San Bernardino (see preceding history sections for Poway, Escondido, Fallbrook, and Temecula). The route established as U.S. Highway 395 in 1935 was comprised of various county roads, some segments (like Front Street in Temecula) had been used since the 1910s. A major U.S. Highway 395 realignment in 1947-1950 was the predecessor route to I-15, which consumed large portions of that alignment in the 1960s-1980s. I-15 displaced towns as resting stops for travelers as did freeways constructed across the U.S. in an effort to facilitate faster travel by circumventing towns and cities.

The alignments of U.S. Highway 395 has changed significantly over time (Figure 2.1). The first route extended across Mission Valley up Murphy Canyon and onto Poway as a wagon road in the 1870s. It officially became part of the county road system in 1880. A survey to improve that road was completed in 1910 with the new route officially opening on February 9, 1912. By 1915, the route extended from downtown San Diego at Broadway and 5th Street, up Murphy Canyon and east of Miramar along the steep, treacherous Poway Grade to Bernardo. It continued onto Escondido through Richland, San Marcos, Buena Vista, Bonsall, Fallbrook, Rainbow and onto Temecula (Figures 2.2-2.3) (Automobile Blue Book Publishing Company 1917; Automobile Club of Southern California 1917a; Brown 1915; McCracken 1954). By 1920, part of the route had been changed as it extended from Broadway in downtown San Diego along India Street, around Old Town, and along Camp Kearny Road, bypassing the Murphy Canyon segment (Figure 2.4) (Automobile Club of Southern California 1917b, 1917-1923, 1920, 1923; Rand McNally 1925a). Another road segment was used between 1922 and 1929 around Miramar (Figures 2.5-2.7). When local routes were becoming federal highways in 1926, such as the north-south corridor U.S. Highway 101 and the east-west corridor U.S. Highway 80, U.S. Highway 395 was not yet designated in San Diego County. U.S. Highway 395 was designated a federal highway but the route at that time only extended from Spokane, Washington to the Canadian border as one of the three spurs for U.S. Highway 395 (Kaiser 2016). While it remained an important paved inland route from San Diego to San Bernardino, it was considered secondary to U.S. Highway 101 and U.S. Highway 80 within the county and the California Division of Highways (Automobile Club of Southern California 1925a, 1925b, 1929; Rand McNally and Company 1925b; San Diego Union 1925).

Predecessor roads for U.S. Highway 395 remained identified but unsigned in 1928 with a portion of it identified as part of the “Midland Trail” (Figure 2.8) (State of California, Department of Public Works, Division of Highways 1928). On August 15, 1934, the AASHTO formally established the U.S. 395 route from the Canadian border to San Diego. It is clear from the 1934 highway transportation survey that the route was becoming increasingly important, likely attributable to the growth in commercial traffic with increased trucking into San Bernardino and recreational traffic in the county and beyond (State of California, Department of Public Works, Division of Highways 1928, 1934). (Figure 2.9). The route established as the original U.S. Highway 395 in 1935 was composed of portions of roads used since the 1920s. The entire interstate route was comprised of various state signed routes, but in San Diego it was LRN 77 and LRN 12 (shared with Highway 80 and Highway 101). The newly designated U.S. Highway 395 route remained unsigned until 1935 with a new downtown to Miramar route, bypassing India Street, sharing a portion of the route with U.S. Highway 80, and reusing the Murphy Canyon segment (Figure 2.10) (Faigin 2017; Kaiser 2008; State of California Department of Public Works Division of Highways 1928, 1930, 1932). By 1939, U.S. Highway 395 was signed down to San Diego (Kaiser 2008). Throughout the 1930s and 1940s, the route continued to connect the communities of Miramar, Poway, Lake Hodges, Escondido, San Marcos, Vista, Bonsall, and Fallbrook (Figure 2.11) (Automobile Club of Southern California ca. 1938, 1940; Blackburn 1935).



Figure 2.1.1 Mapbook showing the routes of Highway 395 and its predecessor county road routes. Prepared by PanGIS.

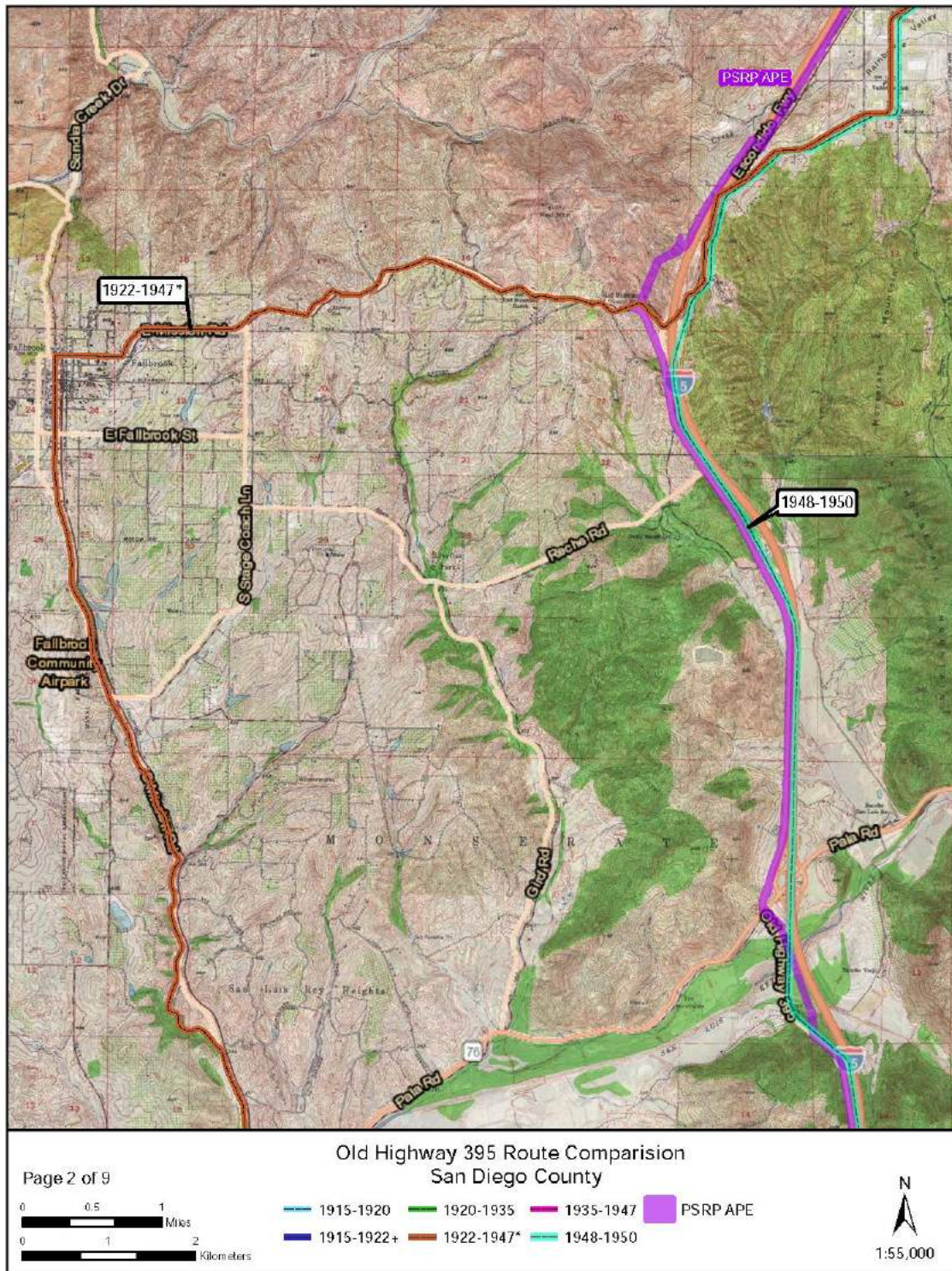


Figure 2.1.2 Mapbook showing the routes of Highway 395 and its predecessor county road routes. Prepared by PanGIS.

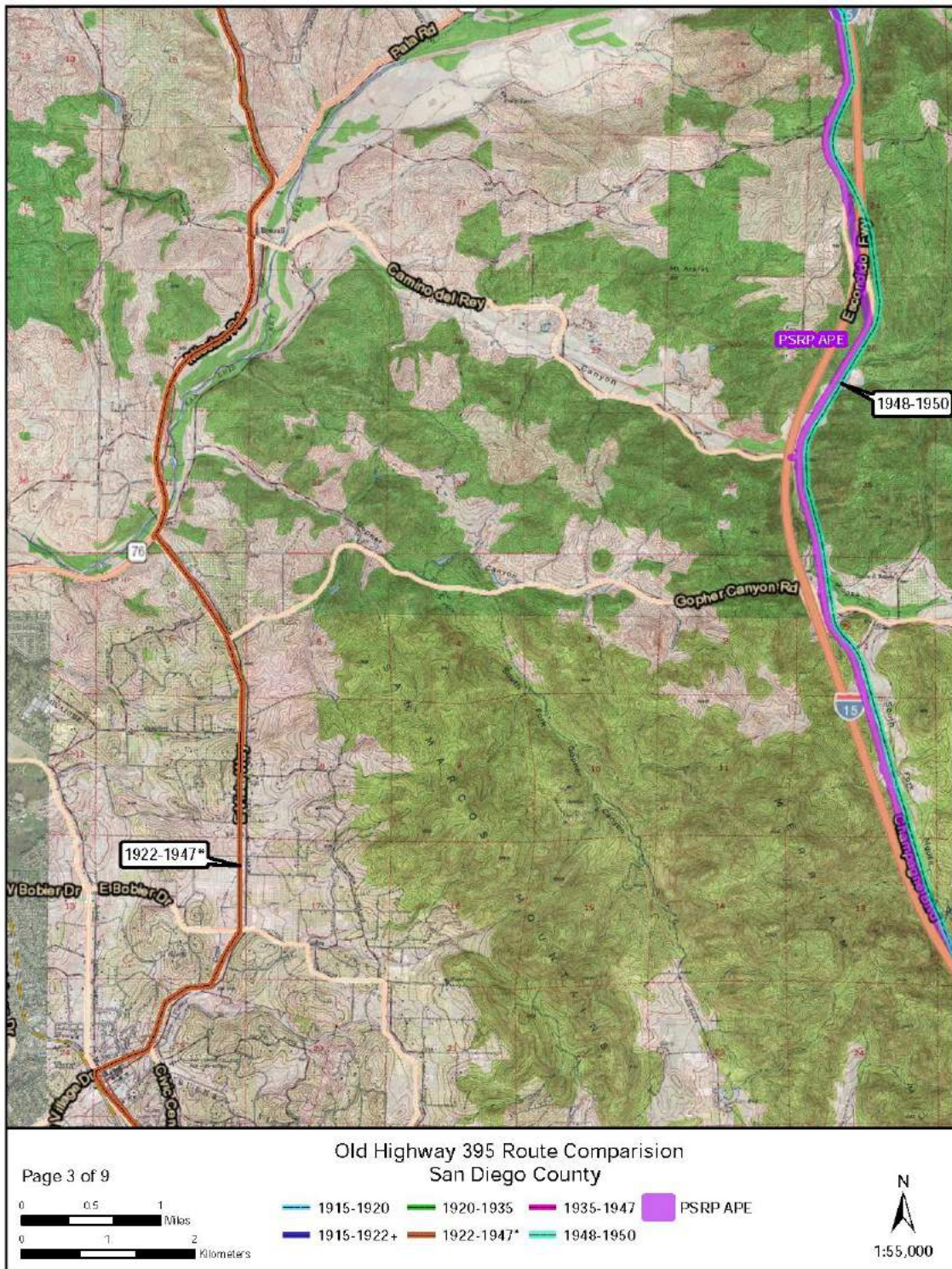


Figure 2.1.3 Mapbook showing the routes of Highway 395 and its predecessor county road routes. Prepared by PanGIS.

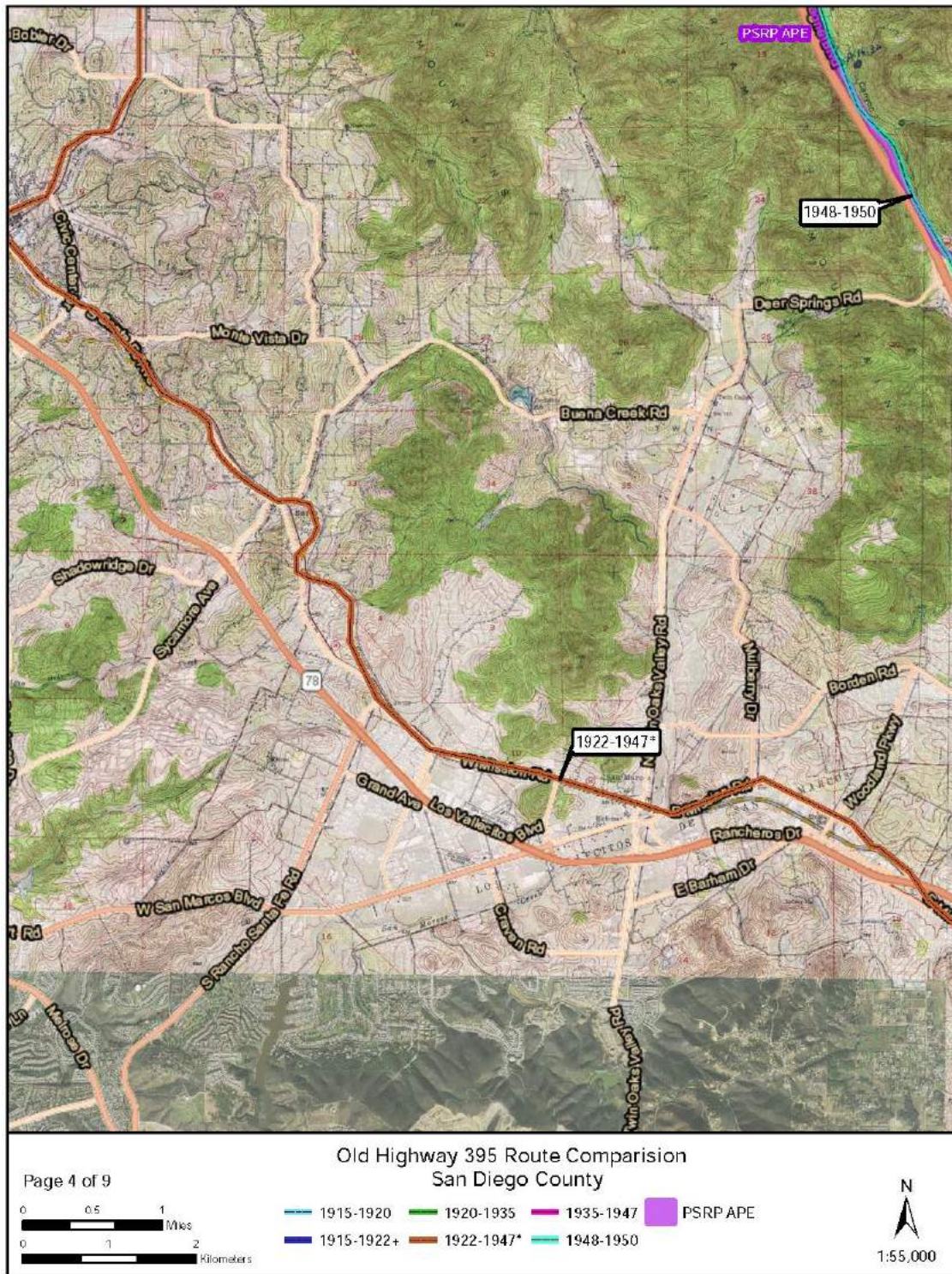


Figure 2.1.4 Mapbook showing the routes of Highway 395 and its predecessor county road routes. Prepared by PanGIS.

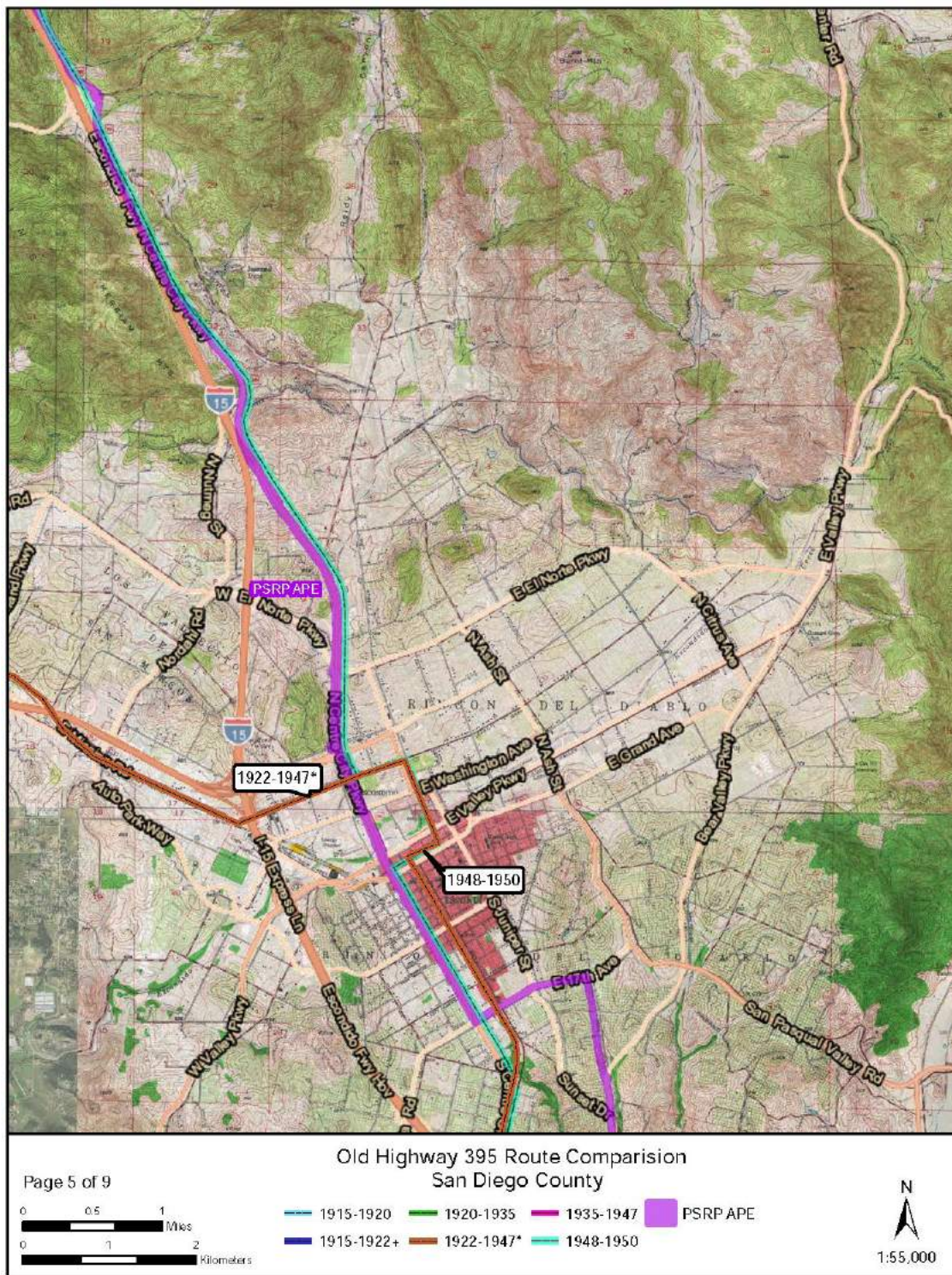


Figure 2.1.5 Mapbook showing the routes of Highway 395 and its predecessor county road routes. Prepared by PanGIS.

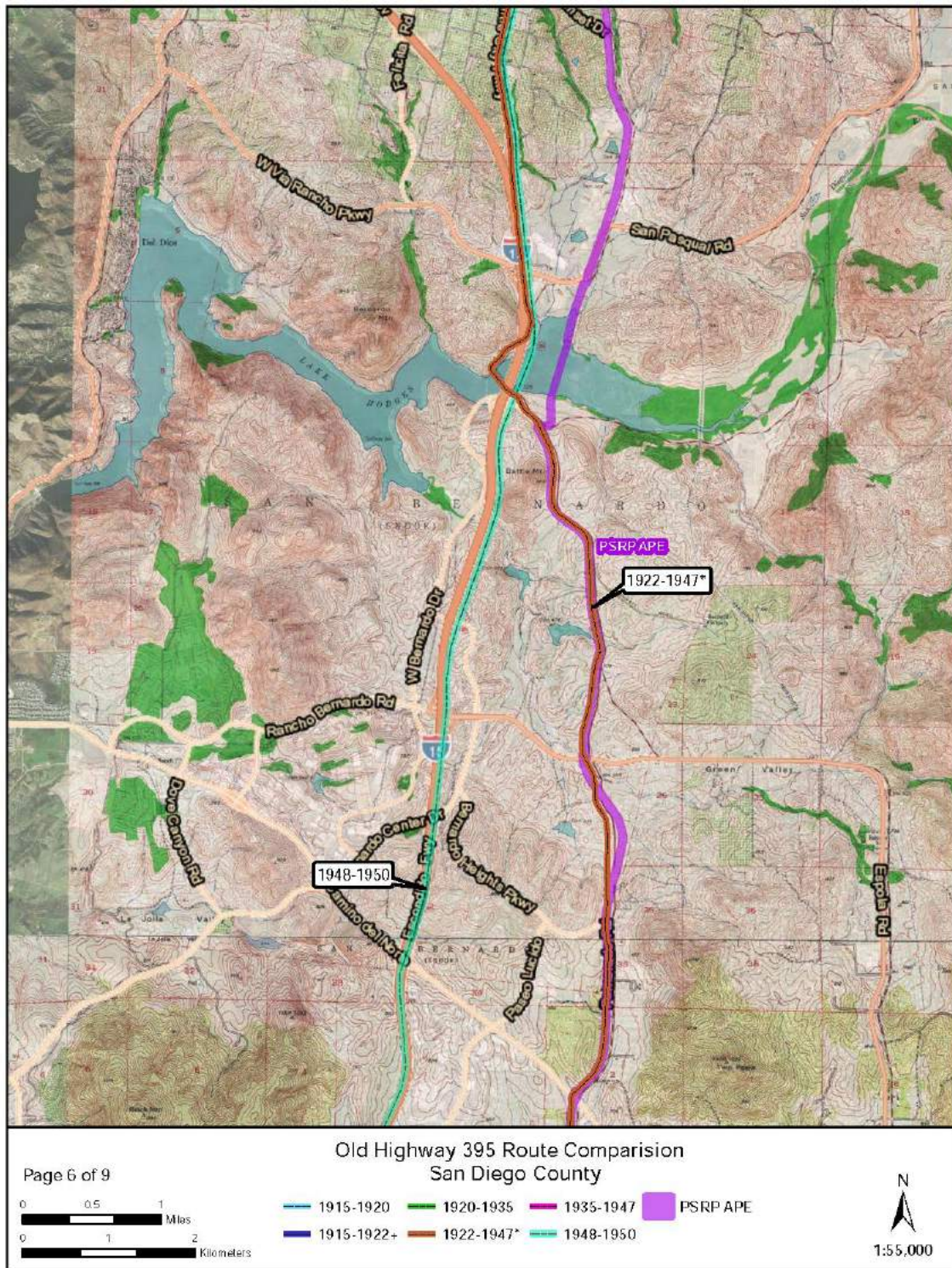


Figure 2.1.6 Mapbook showing the routes of Highway 395 and its predecessor county road routes. Prepared by PanGIS.

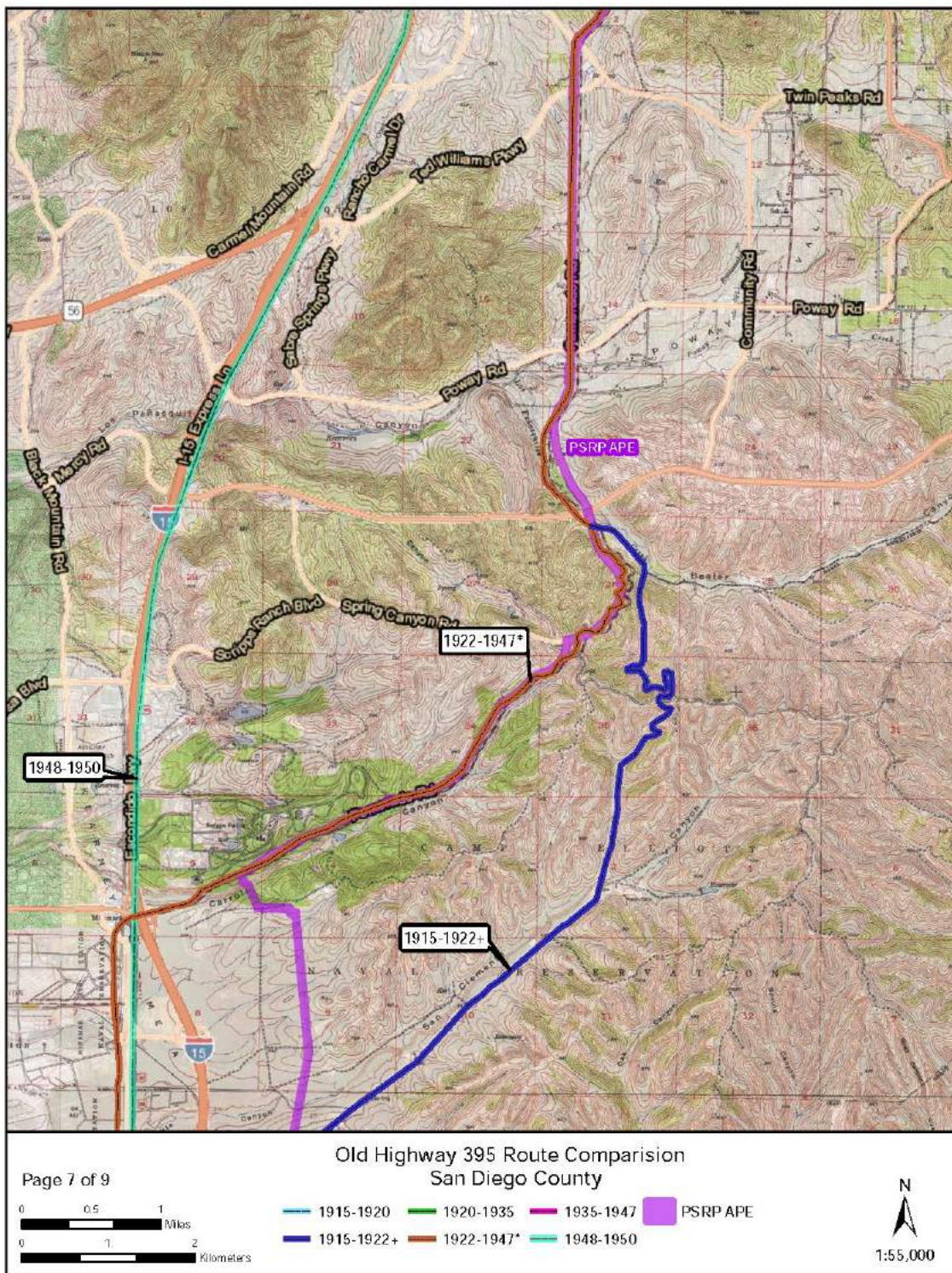
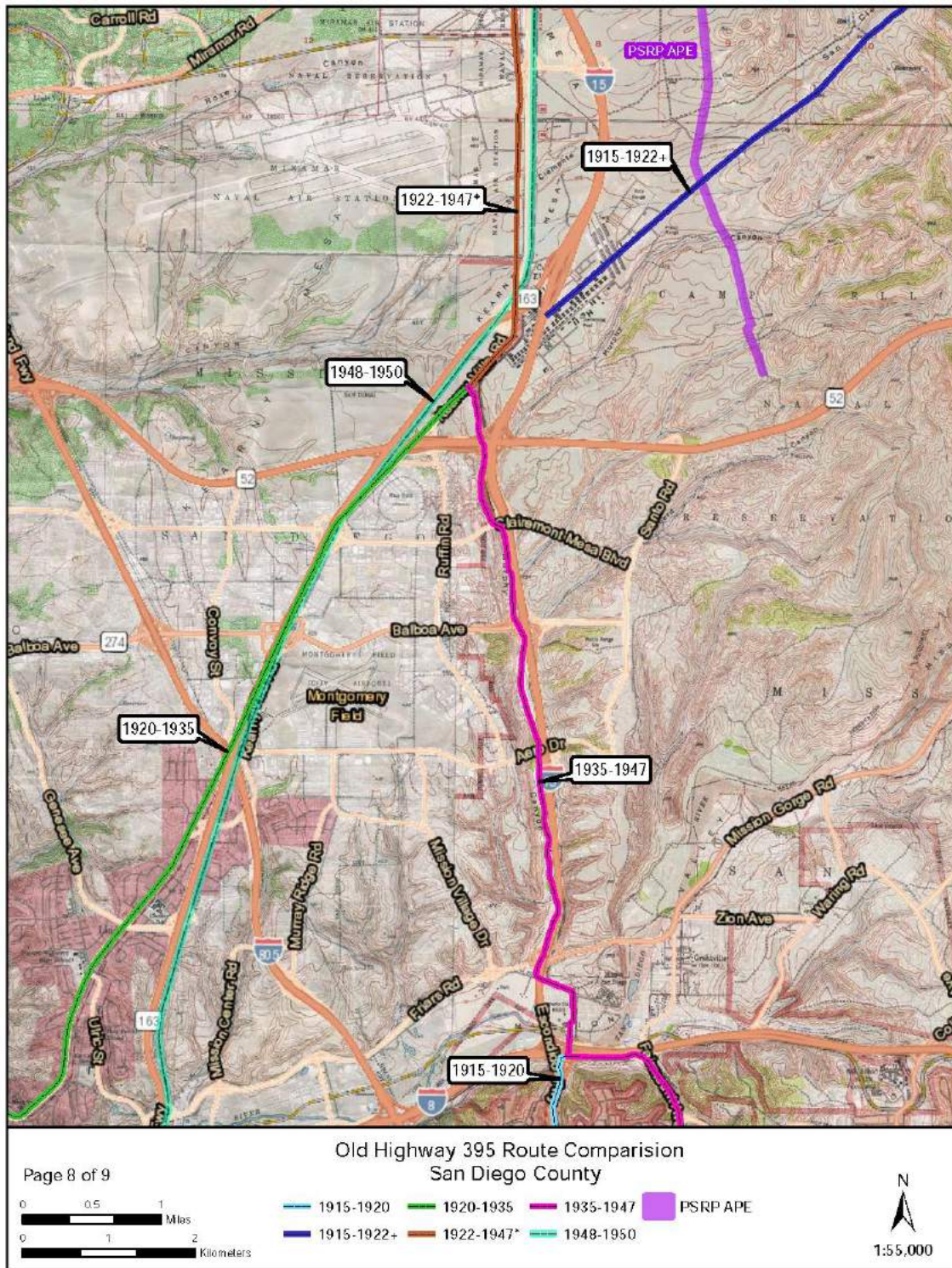


Figure 2.1.7 Mapbook showing the routes of Highway 395 and its predecessor county road routes. Prepared by PanGIS.



*This route was established between 1922 and 1925 and used until 1947.

Figure 2.1.8 Mapbook showing the routes of Highway 395 and its predecessor county road routes. Prepared by PanGIS.

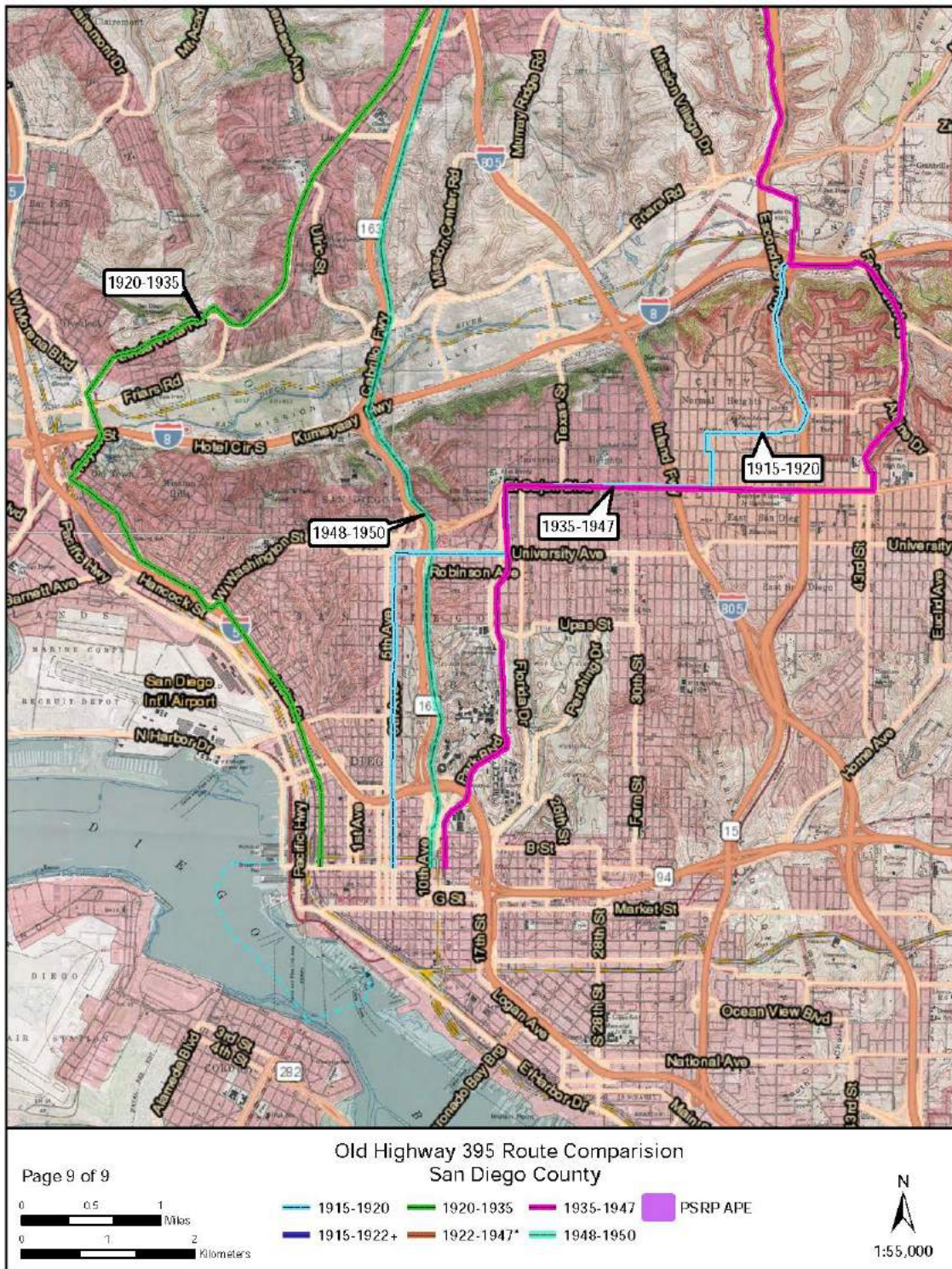


Figure 2.1.9 Mapbook showing the routes of Highway 395 and its predecessor county road routes. Prepared by PanGIS.



Figure 2.2 1915 Principal Automobile Routes touring San Diego County, California. Published by the Automobile Club of Southern California. Courtesy of the AAA.

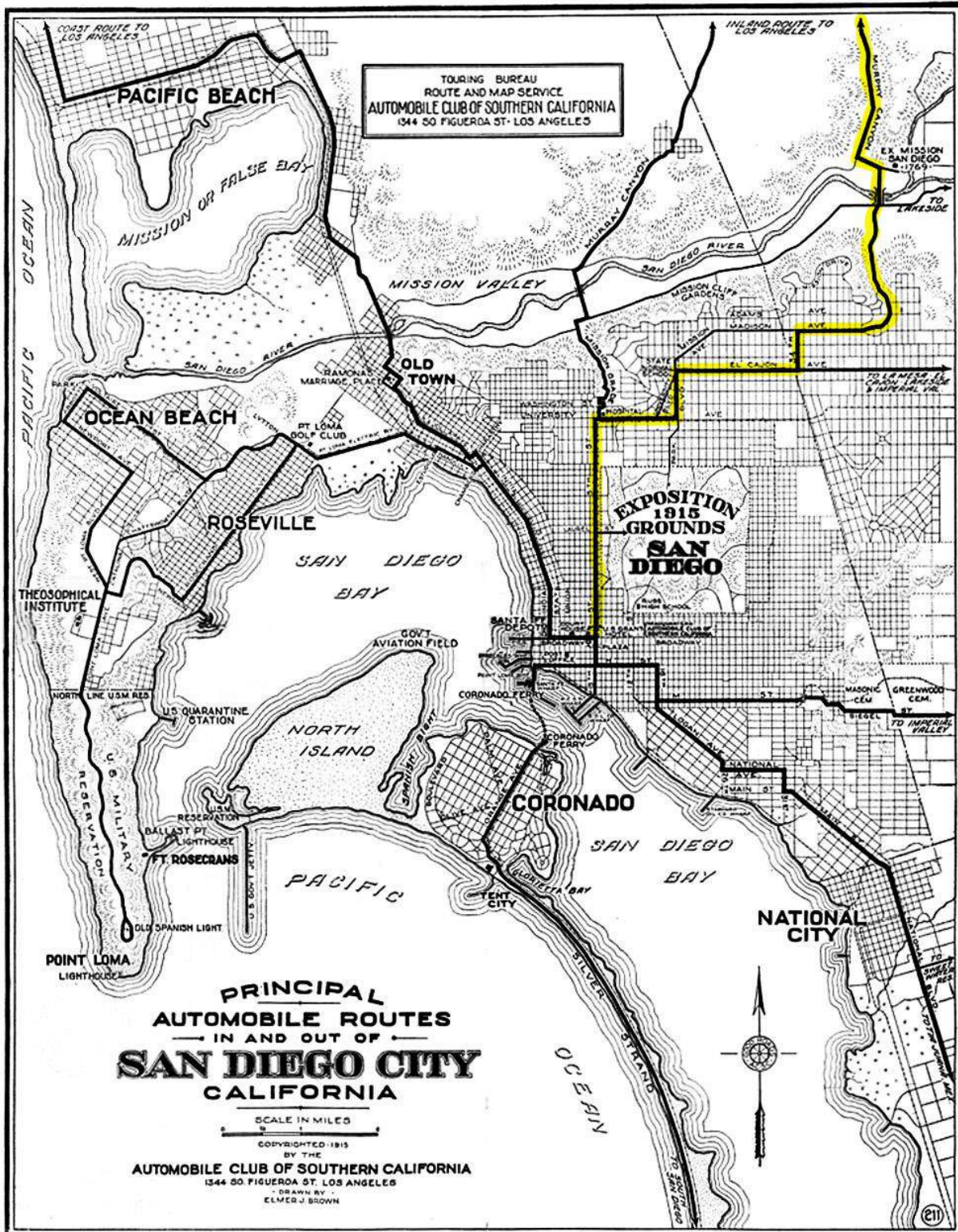


Figure 2.3 1915 Principal Automobile Routes in and out of San Diego City, California. Published by the Automobile Club of Southern California.

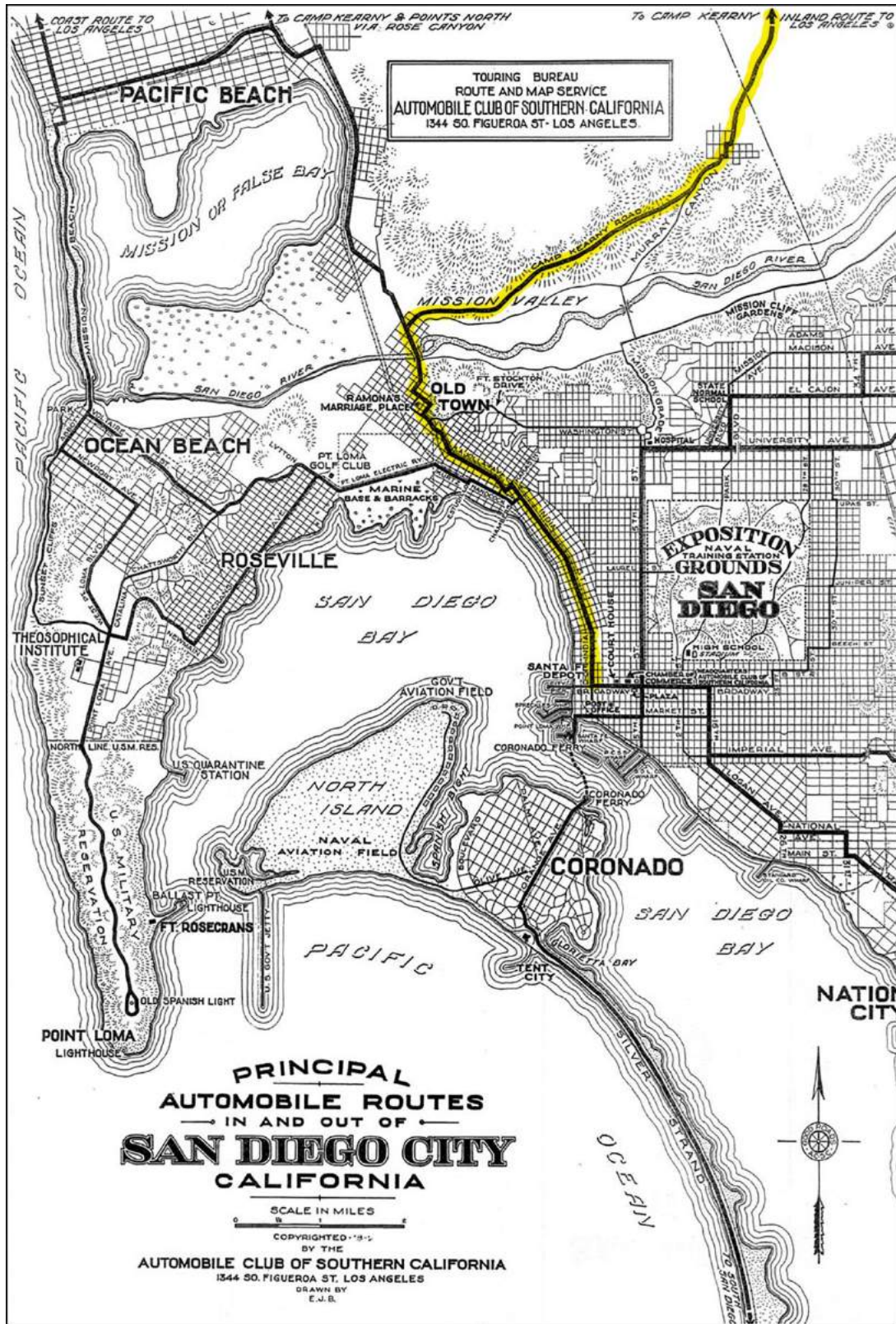


Figure 2.4 ca. 1920 Principal Automobile Routes in and out of San Diego City, California. Published by the Automobile Club of Southern California.

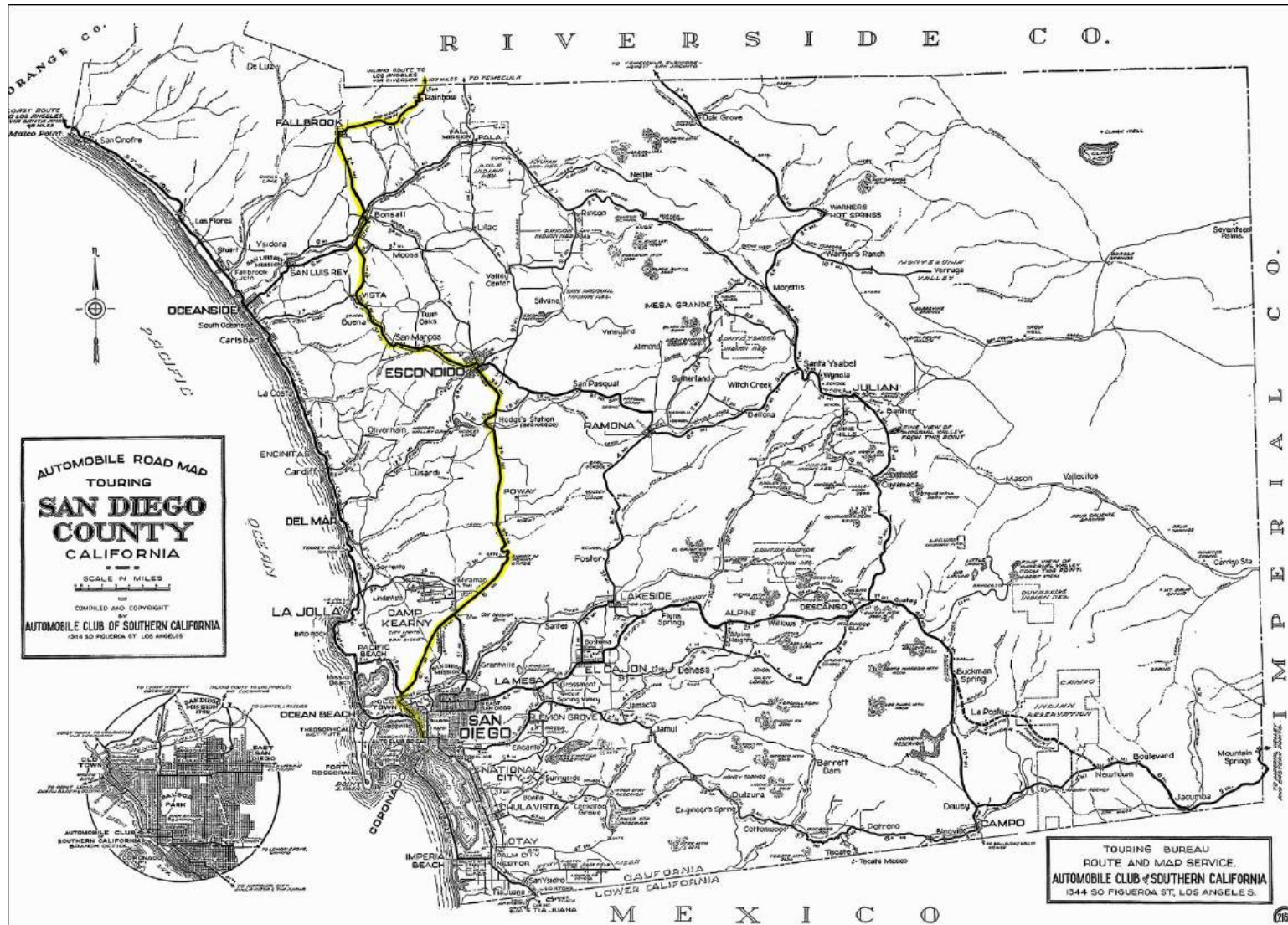


Figure 2.5 1922 Automobile Road Map Touring San Diego County, California. Published by the Automobile Club of Southern California. Courtesy of the AAA.

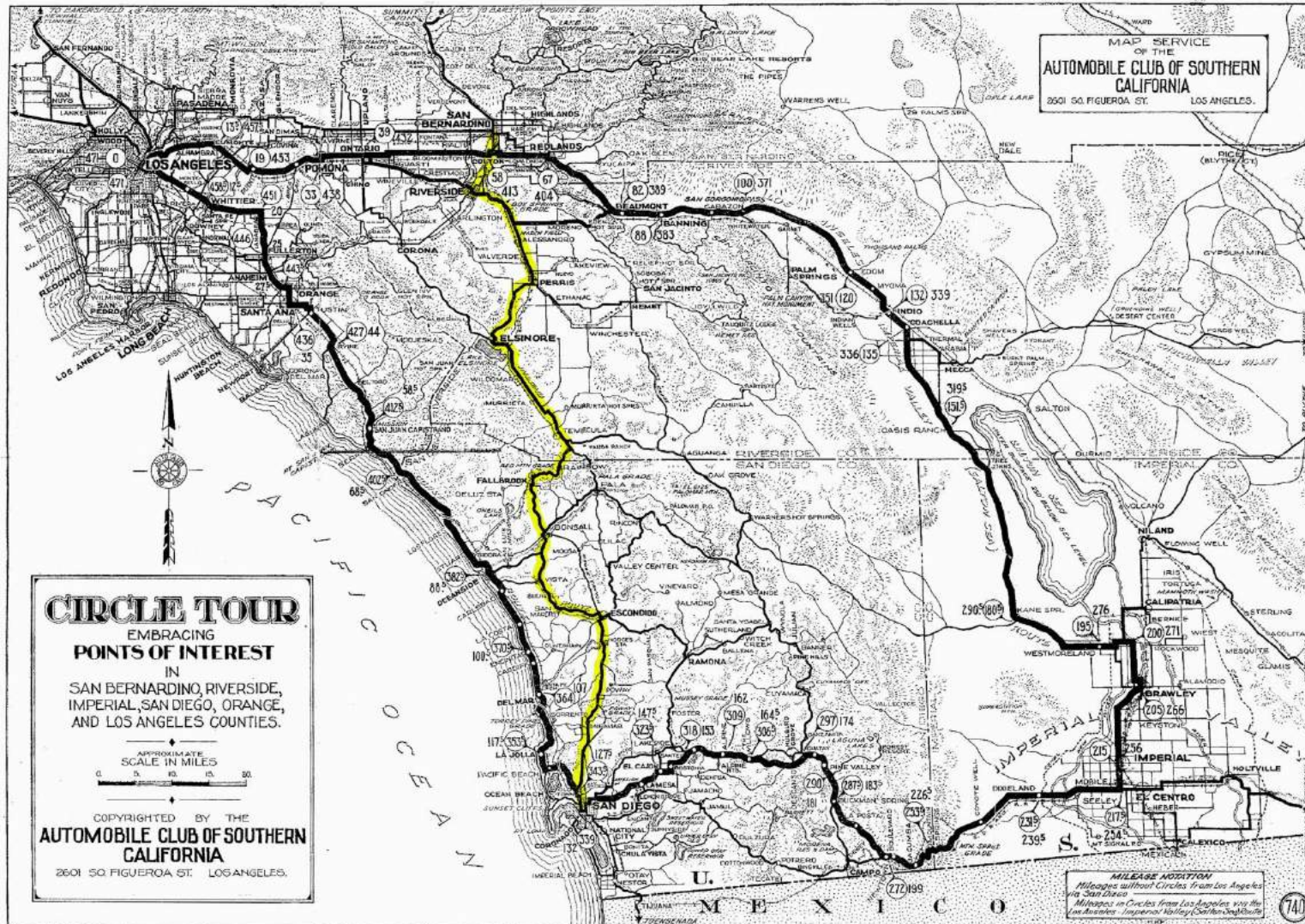


Figure 2.6 1925 Circle Tour Embracing Points of Interest in San Bernardino, Riverside, Imperial, San Diego, Orange, and Los Angeles Counties. Published by the Automobile Club of Southern California.

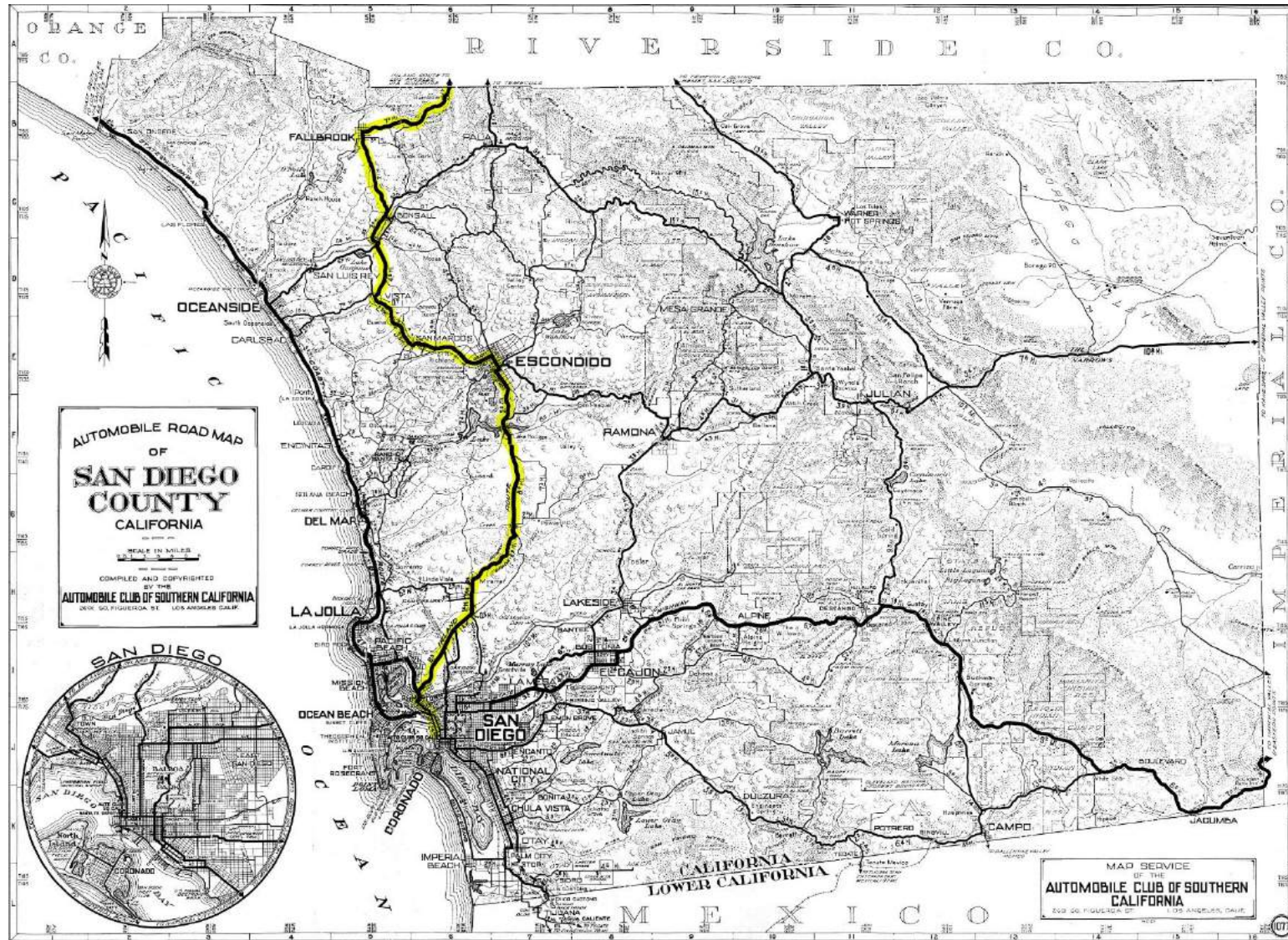


Figure 2.7 1929 Automobile Road Map OF San Diego County, California. Published by the Automobile Club of Southern California. Courtesy of the AAA.

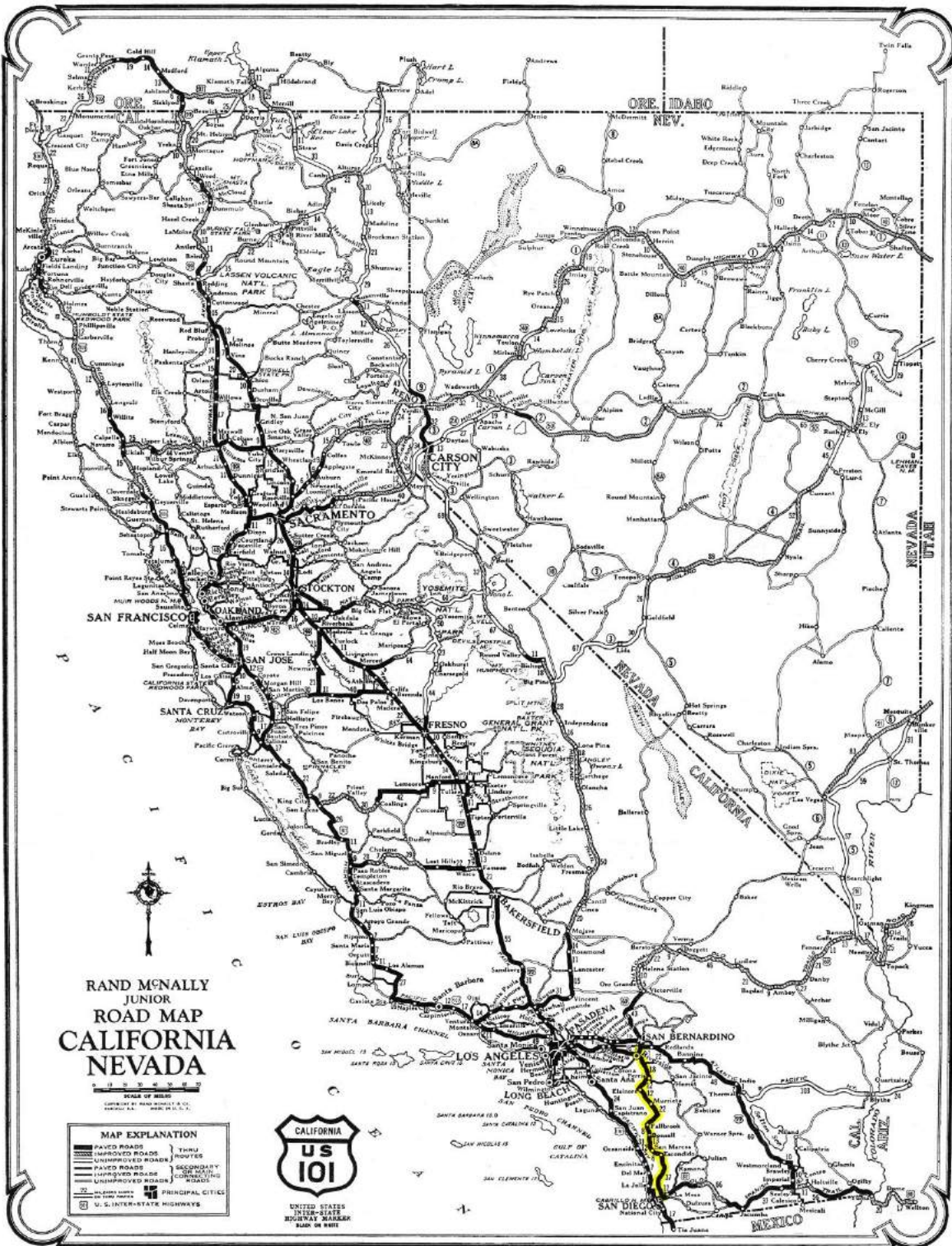


Figure 2.8 1926 Rand McNally Road Map California Nevada.
 Courtesy of the Newberry Library, Chicago.

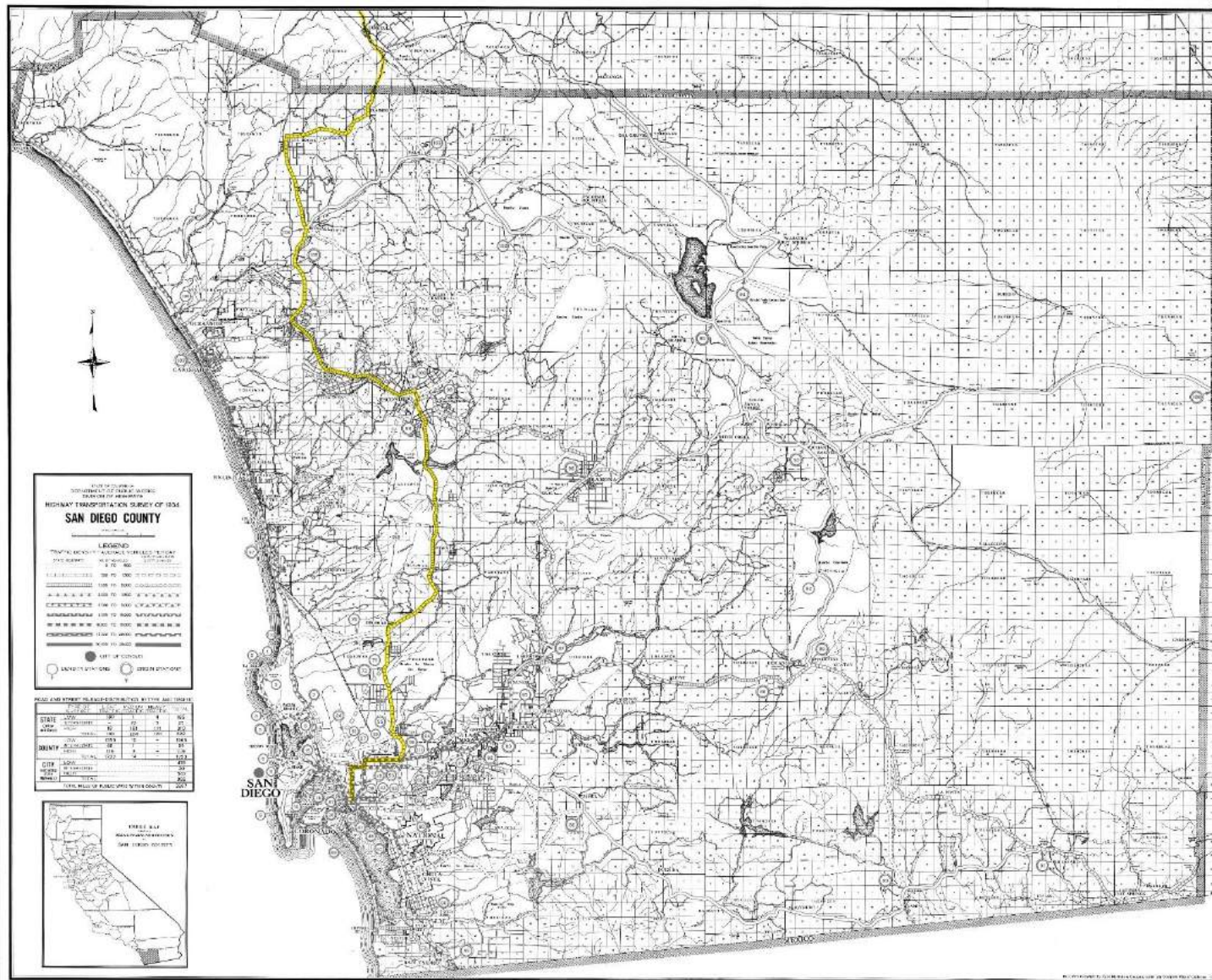


Figure 2.9 Highway Transportation Survey of 1934, San Diego County. Published in 1935. State of California Department of Public Works, Division of Highways.

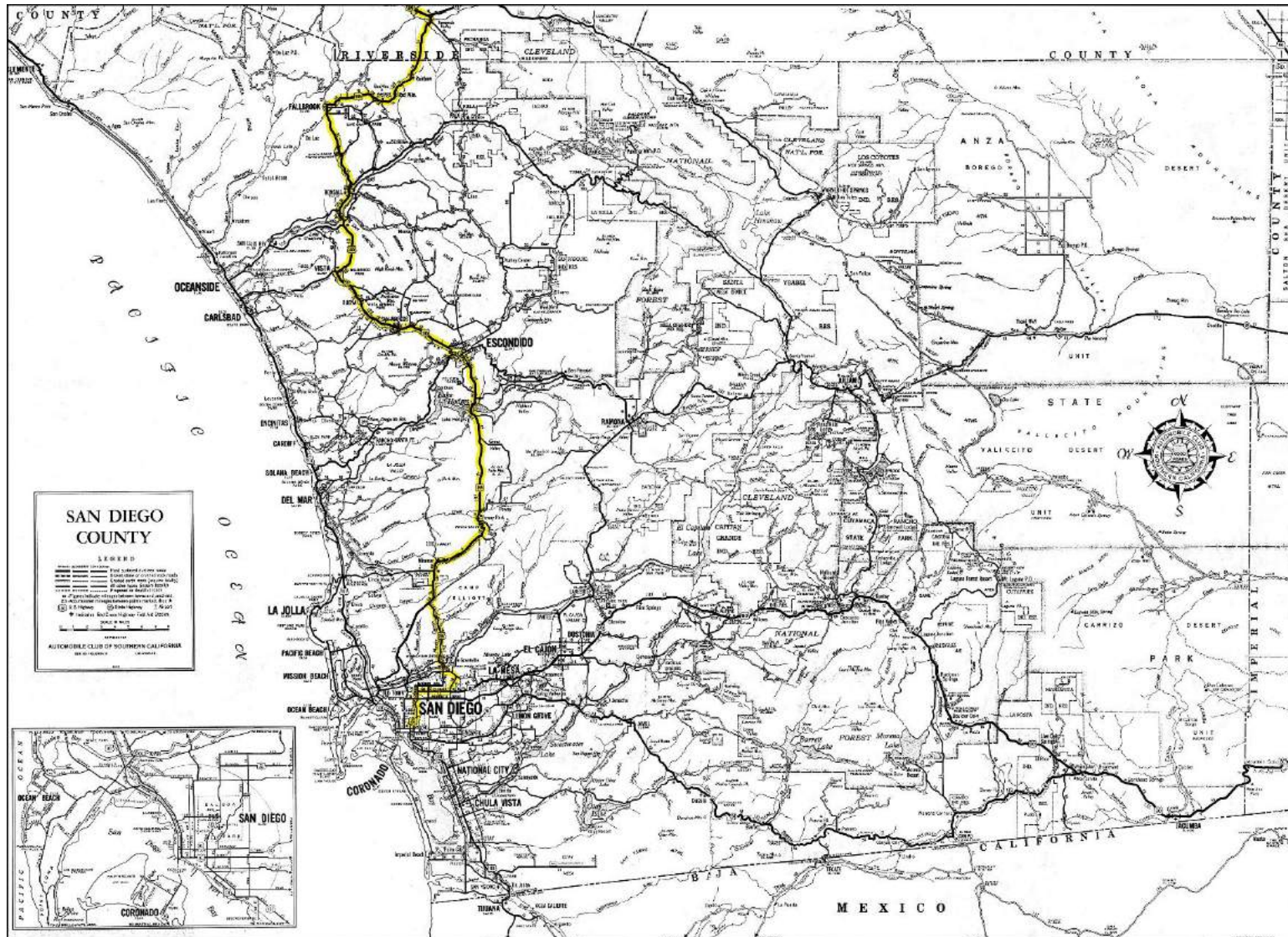


Figure 2.11 1940 San Diego County Map. Published by the Automobile Club of Southern California. Courtesy of the AAA.

Efforts for improving and ultimately rerouting U.S. Highway 395 began in 1938 when a reconnaissance report identified four routes for improving traffic flow with the 1935 route deemed the most favorable for upgrades. Lack of funding due to World War II placed the project on hold, as was common for most road projects that did not directly aid in the war efforts. Another study was authorized in 1943 and submitted the following year (California Highway Public Works 1950). State engineers endorsed improving U.S. Highway 395 over U.S. Highway 80 because it better tied together inland military establishments. It was the first post war road project in San Diego county, favored as a cost benefit over scenic U.S. Highway 101 improvements, for connecting commercial traffic (Pourade 1944).

The first improvement projects for the new alignment were started in 1947 (Figures 2.12-2.13). Roads were graded and surfaced and resurfaced (California Highways and Public Works 1947a:3, 1947b:19-20). Other portions of U.S. Highway 395 north of San Diego County were improved in 1948 and thereafter (California Highways and Public Works 1950). In 1948, the 6.5-mile stretch from the north City of San Diego limits to Miramar was completed by Cox Brothers at a cost of \$1,114,577. It was a four-lane divided highway. Peter Kiewit completed the 11.8 miles from Miramar to the San Diego County line for \$1,873,561. From Miramar to Lake Hodges, it was a combination of two and four lanes. Two-hundred foot rights-of-way were procured at the time to facilitate futures road widening projects. The curves were reduced from 79 to 13 with a roadbed width (including shoulder) of 38 feet as compared to an average of 30 feet. On September 14, 1950, the new 18.3-mile realignment of Highway 395 opened (California Highway Public Works 1950). It was rerouted to its contemporary alignment largely overtaken by I-15 (see Figure 2.1), bypassing San Marcos and Vista, which were served by Highway 78. Bonsall and Fallbrook were also bypassed (U.S. Geological Survey 1949a, 1949b, 1949c). The route extended from downtown San Diego to the northern portion of the city limits, on to Miramar, then on to Lake Hodges and Escondido, and finally Rainbow before continuing onto Riverside County (California Highway Public Works 1950). The segment from 1 mile from the San Diego County line to 1 mile north of Temecula was constructed in 1948-1949 (Lowden 1952). The 59 miles of U.S. Highway 395 from San Diego to north of Temecula was the “longest single piece of freeway construction the California Highway Commission has ever put into service” and the longest freeway-type road in California. It saved an hour travel time. Representatives from the U.S., Mexico, and Canada were at the ceremonial ribbon cutting for the international U.S. Highway 395 (San Diego Union 1950). In Southern California, U.S. Highway 395 was significantly realigned in 1950-1952 with a new eastern trending route that bypassed Murrieta, Wildomar, and Lake Elsinore. Old California State Route 71 in Riverside County was restored and portions of the new route was upgraded to expressway and freeway standard over the next several years, much of which becoming part of modern I-215 (Kaiser 2008). The route through San Diego County had changed significantly from its 1920s alignment (Figure 2.14, see Figure 2.1) (Automobile Club of Southern California 1954). Although small changes were made intermittently to the route, such as the reconstruction of the Mission Valley interchange at the junction of U.S. Highway 80 and U.S. Highway 395 between November 1957 and October 1959, the 1947-1950 was the last major realignment for the highway (Cropper 1960).

In June 1959, Governor Brown established the state freeway-expressway system and U.S. Highway 395 was an integral part of that system. Planned communities in places like Escondido and Rancho Bernardo prompted much needed transportation improvements (Thudium 1965). In June 1961, projects on the docket were widening U.S. Highway 395 from downtown to Miramar to six or eight lanes, and four lanes from Miramar to Escondido. From Escondido to Riverside County, a freeway was proposed (later known as Interstate 15) (Love 1961). The two-lane highway from San Diego to Escondido was not designed for heavy trucking into San Bernardino or the traffic it carried, which was estimated at three times its capacity. A 16-mile section of U.S. Highway 395 between Pomerado-Miramar Road and Escondido was expanded to four lanes with the possibility of eight-lane development. The work was divided into four units with the two units that extended from Pomerado-Miramar to Poway Road completed between 1964 and 1965 (see Figure 2.1). It included two new bridges over Los Penasquitos Creek at the Poway interchange with slight realignments (Thudium 1965). According to the San Diego Tribune, “No highway within San Diego County

has had a more complete face-lifting within the last 10 years than has 395. Almost none of the current paving is over right-of-way not previously used” (McCracken 1954).

On February 14, 2008, California legislators officially designated Historic State Highway Route 395, but only recognized the original route. Today, the San Diego County Department of Public Works maintains “Historic State Highway Route 395” signs on its county-maintained roads along the original 1935 U.S. Highway 395 route in Bonsall, Fallbrook, and Rainbow as well as in the unincorporated area of Vista. Accordingly, “Signs mark South Santa Fe Avenue between Smilax Road and Montgomery Drive in the unincorporated area of Vista, East Vista Way from Osborne Street north to State Route 76 in Bonsall, (South) Mission Road from State Route 76 north to Main Avenue in Fallbrook, Main Avenue from (South) Mission Road to (East) Mission Road in Fallbrook, (East) Mission Road from Main Avenue east to I-15 in Fallbrook, and Old Highway 395 from (East) Mission Road /Sterling View Drive north to the Riverside County line in Rainbow (San Diego County Department of Public Works 2018).”

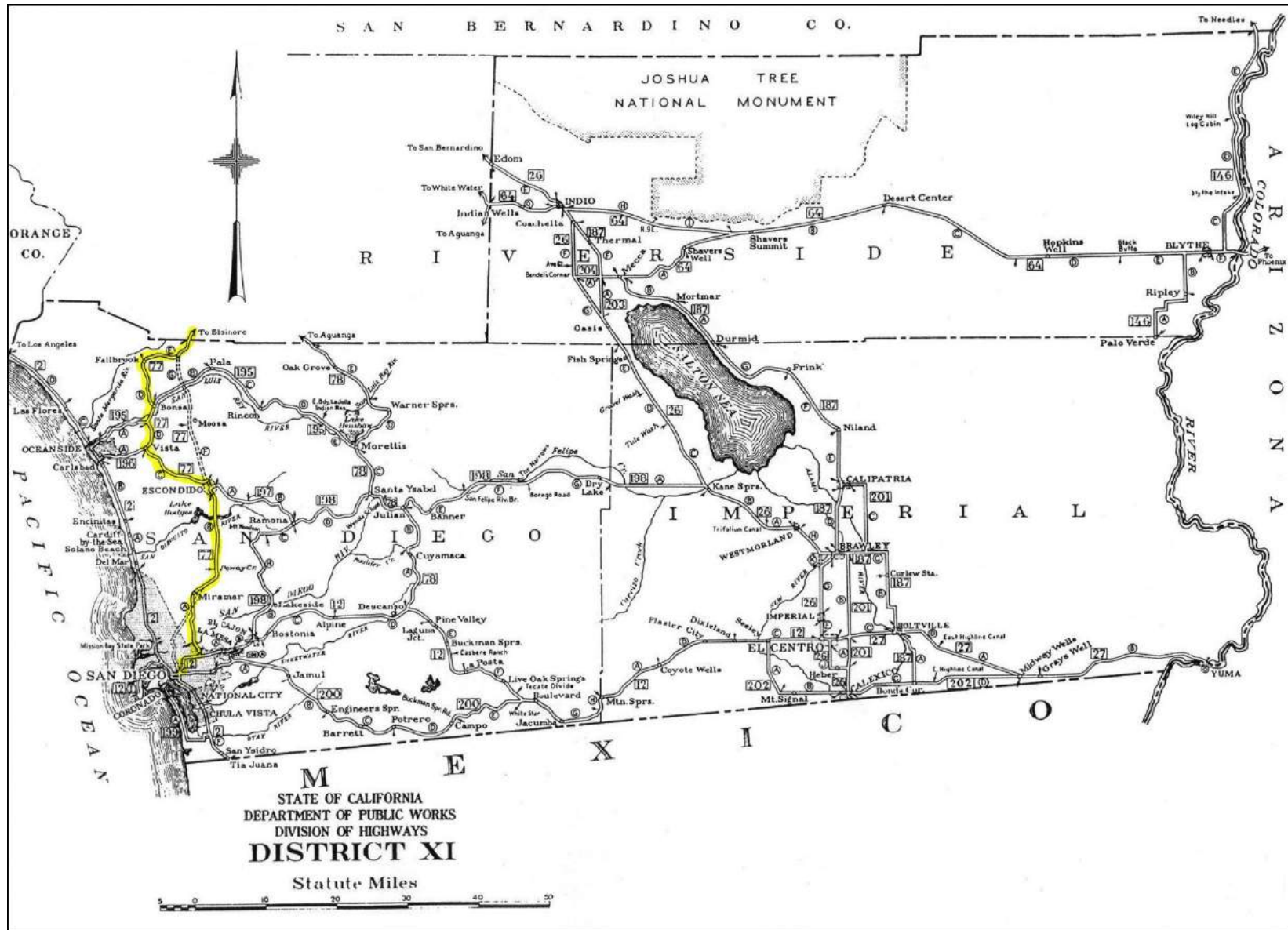


Figure 2.12 1947 State of California, Department of Public Works, Division of Highways, District XI Map showing Highway 395 and the new route.

2.0 Historic Context and Overview



Figure 2.13 1948 San Diego County map. Published by the Automobile Club of Southern California. Shows the Highway 395 and the new route.

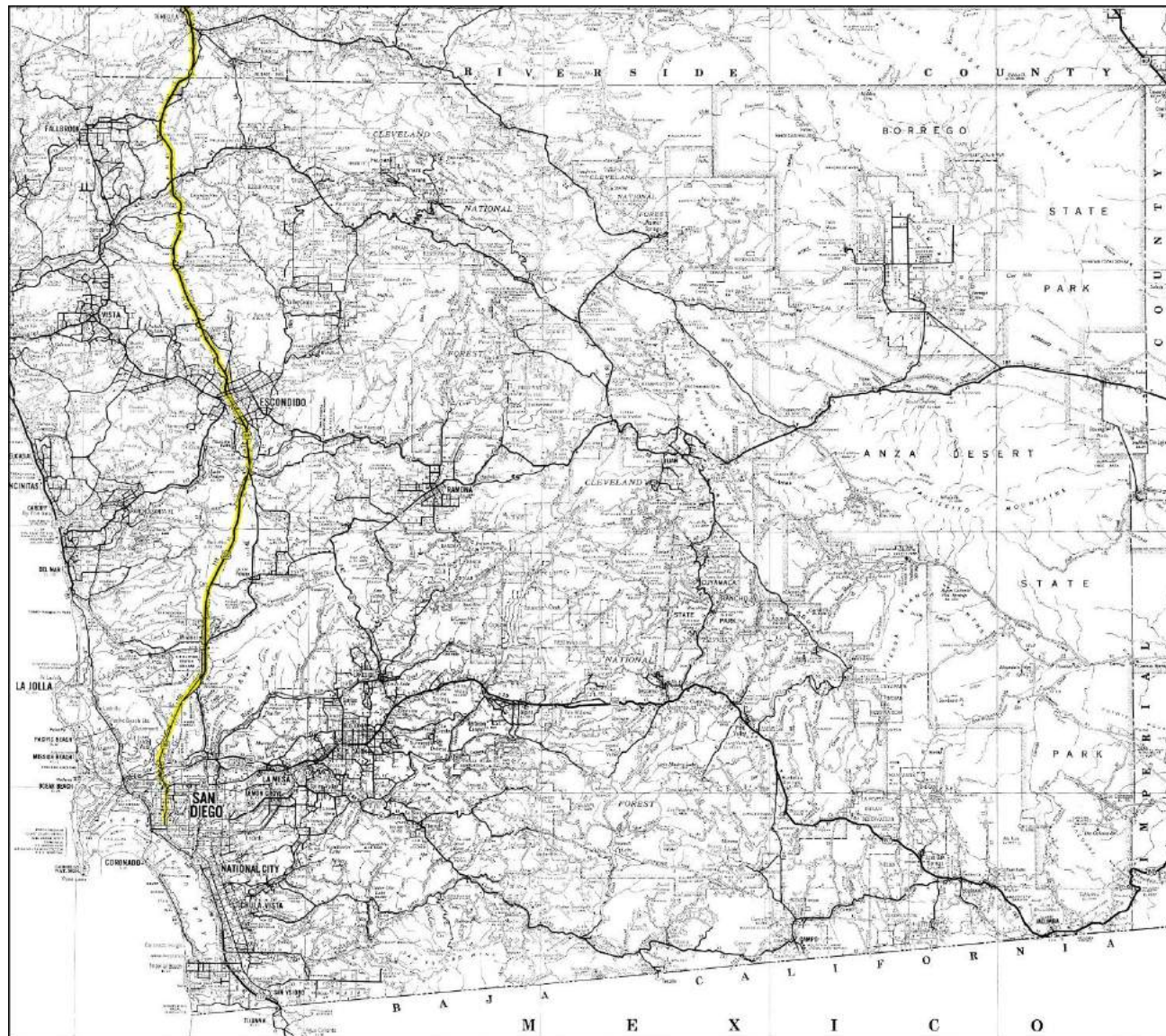


Figure 2.14 1955 San Diego County map. Published by the Automobile Club of Southern California. Shows the new Highway 395 route.

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3.0 METHODOLOGY

3.1 RECORDS SEARCH RESULTS

ASM reviewed the South Coastal Information Center (SCIC) records search previously conducted for the cultural resources inventory survey for the PSRP. The records search included a 1-mile radius around the proposed project. The results of the records search also included known and recorded sites and surveyed areas within the vicinity of the APE. Six built environment resources were identified in the SCIC records search that were previously recorded within the indirect APE; one resource was identified in the direct APE (Table 3.1) The complete records search is included in the companion archaeological report (Castells et al 2015). The six resources in the indirect APE were assigned status codes of 4D in 1983, using a code that has since been discontinued. The code originally identified these buildings as “May become eligible for NR as a contributing property,” indicating that they might have the potential to be contributing resources to a historic district. The SHPO currently interprets the old 4D status code as the new 7N code, which requires reevaluation of the resource. The one resource in the direct APE, Highway 395, has been recorded multiple times previously, with varying status codes for segment in other areas, but has never before been evaluated in San Diego County.

Table 3.1 Known Historic Resources within the APE

APN	Address	City	Status Code	Style
236-261-17	123 W Felicita Av	Escondido	4D	Craftsman - Altered
236-260-11	145 W Felicita Av	Escondido	4D	Stucco Cottage
236-061-17	502 W 11th Av	Escondido	4D	California Bungalow
233-032-07	509 W 2nd Av	Escondido	4D	Board & Batten Cottage
233-022-08	510 W 2nd Av	Escondido	4D	Board & Batten Cottage
233-341-09	733 S Pine St	Escondido	4D	Craftsman
	Highway 395	various	various	n/a

3.2 FIELD METHODS

3.2.1 Direct APE

Between February 16 and 27, 2018, ASM Archeologists Daniel Calvani and Kent Manchen conducted windshield and intensive-level surveys of Highway 395 and early predecessor county road routes (some of which became part of U.S. Highway 395) from downtown San Diego to Temecula (including areas outside of the APE), under the supervision of ASM Senior Architectural Historian Shannon Davis. When old portions of the road, culverts, or bridges were identified within the historic alignments, ASM photographed and recorded the locations of the features. Buildings associated with U.S. Highway 395 were not considered as part of this project. This survey and subsequent report were completed following the guidance established by NHPA, CEQA, as well as guidance on conducting historic building assessments and evaluations, specifically National Register of Historic Places (NRHP) Bulletin *How to Apply the National Register Criteria for Evaluation*, the California Office of Historic Preservation’s *Instructions for Recording Historical Resources*, and Technical Assistance Series #7 *How to Nominate a Resource to the California Register of Historical Resources*, and Section 4.2 of the *County of San Diego Guidelines for Determining Significance* (County of San Diego 2007a) and *Report Format and Content Guidelines* (County of San Diego 2007b).

3.2.2 Indirect APE

A reconnaissance-level survey was conducted of the indirect APE to identify built environment resources more than 45 years old on all parcels within that APE. ASM Associate Archaeologist Kent Manchen conducted the survey November 18 and 19, 2015, under the supervision of ASM Senior Architectural Historian Shannon Davis. Overview photographs of each parcel were taken for comparison with historic aerial photographs and DPR A forms were prepared by ASM Architectural Historian Jennifer Gorman.

An intensive-level architectural history field survey was completed by Laura Taylor Kung, ASM Architectural Historian, on November 21 and 22, 2017, of those resources identified as more than 45 years of age in the reconnaissance-level survey. During the intensive-level survey, multiple photographs were taken of each resource from the public right-of-way to capture its setting and viewsheds from the resource toward the project area and from the project area toward the resource. Architectural features, condition, and historical integrity to year built were noted. The neighborhoods surrounding each resource were also noted to determine if the property could be a contributor to a possible historic district. Architectural descriptions of each resource were updated and are provided in Chapter 4. DPR 523 A site record forms were updated and DPR Building, Structure, Object forms were prepared to document this field survey and are provided in Appendix B.

3.3 RESEARCH METHODS

To confirm date of construction and alterations, ASM used assessor records in both San Diego and Riverside counties. Building permits were unavailable for most of the resources. ASM also acquired a chain of title for all of the buildings located in San Diego County to identify all previous owners of the properties. Sanborn Fire Insurance maps available for Escondido were reviewed at the Escondido Public Library, as were the City Directories available for the Escondido area. City directory information was not available for the unincorporated areas, but voter registration and other resources available online were consulted to gather a list of tenants or other occupants not discovered through the title search. Additional research included online searches for significant individuals associated with the properties. ASM researched census records, school directories, and newspaper archives. The Escondido Historic Survey completed in 1990 and updated in 2001 was consulted to assess eligibility and alterations to the properties located in the city. Resources available in the Pioneer Room at the Escondido Public Library were used to provide an appropriate historic context for the properties to assist in determinations of eligibility.

To develop the appropriate historic context from which to evaluate U.S. Highway 395, Sarah Stringer-Bowsher, ASM Senior Historian, conducted archival research for information on the history of the highway through secondary resources, newspaper articles, historic aerials and topographic maps, information from the California Highways and Public Works, maps from the Automobile Club of Southern California (now AAA), and gathered road maps, among other resources. ASM contacted or visited the San Diego History Center, San Diego State University, and the San Diego County library system. ASM also reviewed the recent Caltrans report which provides useful background and guidance for evaluation: *A Historical Context and Methodology for Evaluating Trails, Roads, and Highways in California* (2016). The 1928 aerials were quintessential to developing routes along with historical road maps and historic topographical maps.

4.0 ARCHITECTURAL DESCRIPTIONS OF SURVEYED PROPERTIES

ASM initially identified 14 built environment resources within the indirect APE that could require intensive level survey (Table 4.1). Those resources include eight properties located in Escondido: 123 W. Felicita Avenue, 145 W. Felicita Avenue, 502 W. 11th Avenue, 509 W. 2nd Avenue, 510 W. 2nd Avenue, 733 S. Pine Street, 443 W. 4th Avenue, and 408 W. Lincoln Avenue; two properties in Temecula: 47787 and 47980 Rainbow Canyon Road; two properties in Poway: 12640 and 12644 Stone Canyon Road; one property in Fallbrook at 3180 Rainbow Valley Boulevard, and a portion of U.S. Highway 395. Three of those resources that had been previously surveyed in the 1980s have been demolished since the time of their prior survey, and were not documented on DPR forms nor evaluated in the next section, but are noted on Table 4.1.

Table 4.1 Architectural History Resources Documented

APN	Address	City	Prior Status Code	Year Built	Direct APE	Indirect APE
2356-261-17	123 W Felicita Ave	Escondido	4D	1905	No	Yes
236-260-11	145 W Felicita Ave	Escondido	4D	1989 (original building demolished)	No	Yes
236-061-17	502 W 11th Ave	Escondido	4D	1935	No	Yes
233-032-07	509 W 2nd Ave	Escondido	4D	1996 (original building demolished)	No	Yes
233-022-08	510 W 2nd Ave	Escondido	4D	1996 (original building demolished)	No	Yes
233-341-09	733 S Pine St	Escondido	4D	1925	No	Yes
23313201	443 W 4th	Escondido	-	1928	No	Yes
22808013	408 W. Lincoln Ave	Escondido	-	1932 (Realquest)	No	Yes
918-130-032	47787 Rainbow Canyon Blvd	Temecula	-	1936 (Realquest)	No	Yes
918-130-015	47980 Rainbow Canyon Blvd	Temecula	-	1967 (Realquest)	No	Yes
27523106	12640 Stone Canyon Rd	Poway	-	1969 (Zillow)	No	Yes
27523105	12644 Stone Canyon Rd	Poway	-	1960 (Zillow)	No	Yes
10265005	3180 Rainbow Valley Blvd	Fallbrook	-	1958 (Realquest)	No	Yes
	Highway 395	Various	-	Highway route established/designated in 1935	Yes	Yes

4.1 123 W. FELICITA AVENUE

123 W. Felicita Avenue is a one-story Craftsman-influenced home that has been altered several times over the years. Set back from the street, a long, curved driveway is located to the north of the house. The north façade has a low-pitched front-facing gable roof with a thick fascia and a wide, brick chimney that punctuates the roofline. The chimney is flanked by aluminum frame windows that do not appear to be original. The main entrance consists of double wood doors covered with thick foliage. Most of the house is clad with wide clapboard siding, including the two-story addition at the rear of the house. The peaks of two additional gables are visible from the primary façade, and a second brick chimney that appears to have been added later is also visible.



Figure 4.1 South façade of 123 W. Felicita Avenue, looking north.

4.2 145 W. FELICITA AVENUE

The 1925 building believed to be on this property at the time of the initial survey was demolished and replaced with a multi-family apartment building in 1989.



Figure 4.2 South façade of 145 W. Felicita Avenue, looking northwest.

4.3 502 W. 11th AVENUE

This one-story house is clad in clapboard and has a rectangular plan. The front-facing gabled roof features exposed beam ends along the sides. A small vertical louvered vent is centered near the peak of each gable. An offset gabled porch supported by tapered wood posts is located on the main (south) façade. The board rails between the porch posts have central diagonal sections. Double-hung sash windows with wood frames flank the front door and are used throughout. A greenhouse window and flat-roofed addition are located at the rear of the house. A driveway to the west of the house leads to a front-facing one-story garage at the back of the property.



Figure 4.3 502 W. 11th Avenue, south façade looking northeast.

4.4 509 W. 2nd AVENUE

The 1925 building believed to be on this property at the time of the initial survey was demolished and replaced with a commercial building sometime between 1996 and 2003.

4.5 510 W. 2nd AVENUE

The 1925 building believed to be on this property at the time of the initial survey was demolished and replaced with a public park sometime between 1996 and 2003.

4.6 733 S. PINE STREET

733 Pine Street is a two-story house with a side-facing gable roof and a rectangular plan. The first story is clad in stucco while the upper story is covered with narrow clapboards. The main entrance is centrally located on the primary (east) façade under a corrugated metal awning. The original door appears to have been replaced with a metal security door. The windows flanking the entrance are replacement aluminum slider sash, but on the second story the original one-over-one double-hung sash with wood frames are still

in place. A shed addition has been added on the north façade, and a wood stairway has been added to access the second-story unit on the south façade.



Figure 4.6 View looking southwest at the east façade of 733 S. Pine Street.

4.7 443 W. 4th AVENUE

443 W. 4th Avenue is a single-family residence constructed in 1928 in a Craftsman-influenced style. The single-story building has a near rectangular floor plan, wood clapboard siding, and a front-facing gable roof clad in asphalt shingles with exposed rafters. The primary entrance is located on the north elevation within a partial-width hipped roof porch. The porch roof is supported by tapered square columns sitting atop a low wall clad in wood clapboard siding. The windows on the north elevation are one-over-one vinyl sash. There are also sash windows on the west elevation where a shed addition has been added. Landscape features include a grass lawn, small trees, and a picket fence.

4.8 408 W. LINCOLN AVENUE

408 W. Lincoln Avenue is a single-family residence constructed in 1932 in a Spanish Colonial style. The single-story building has a concrete foundation, near rectangular floor plan, smooth stucco exterior walls and a red clay tile roof that is hipped. The primary entrance is located on the south elevation and is located within a full width shed-roof porch that is arcaded and covered in stucco. The windows are primarily vinyl sliders. There is an attached carport with a pergola-like covering. There is one chimney on the west exterior wall and has a quatrefoil ornament on the chimney shaft. Landscape features include a driveway on the west elevation, small plantings on the perimeter of the property as well as a black iron fence dividing the parcel line from Centre City Parkway. Modifications include replacement windows.



Figure 4.7 443 W. 4th Avenue, looking south at the north façade.



Figure 4.8 408 W. Lincoln Avenue, view of south façade looking northwest.

4.9 47787 RAINBOW CANYON ROAD

47787 Rainbow Canyon Road is a one-story house with a side-facing gable roof and a rectangular plan. The main (east) façade has a very small set back and is situated slightly below the road and obscured by foliage. The front entrance is flanked by aluminum framed slider sash that appear to be replacements of the original windows. The house is clad with narrow clapboards and a composition shingle roof. An additional aluminum slider sash is located on the north elevation along with a smaller double-hung sash and clerestory window. A shed addition has been added to the west of the property.



Figure 4.9 Looking northeast at the south façade of 47787 Rainbow Canyon Boulevard.

4.10 47980 RAINBOW CANYON ROAD

47980 Rainbow Canyon Road was originally constructed as a single-family residence in 1967, but is now a small business called The High Church. The simple A-frame style structure is two-stories with a total of 1,166 square feet. It is clad in wood with a metal roof with prominent support beams. The primary entrance is on the west elevation and consists of a single solid wood door. There is a narrow vinyl window in the gable end on the second story. A shed roof addition is located on the north elevation. Modifications to the building include replacement windows, doors and the shed roof addition.

4.11 12640 STONE CANYON ROAD

12640 Stone Canyon Road is a single-family residence constructed in 1969. The single-story home is located on the east side of Pomerado Road and to the north of Stone Canyon Road. It is on a hill and not easily visible from either road. The house is accessed via a gated private drive from Stone Canyon which leads to the main (east) façade. The primary entrance is located within a recessed entry porch supported by square posts which spans much of the façade. Fenestration includes tripartite and paired slider windows, all of which are vinyl replacements. Clad in stucco, the house has a wide rectangular plan and is capped by a side gable roof covered in composition shingles. A recessed porch similar to the one on the primary façade

is located on the rear (west) façade, but it also has a low wall. This façade also has a large picture window and sliding glass door to access the balcony. A flagstone chimney punctuates the center of the roof on the west façade.



Figure 4.10 Oblique view looking northwest at 47980 Rainbow Canyon Boulevard.



Figure 4.11 View looking north at the south façade of 12640 Stone Canyon Road.

4.12 12644 STONE CANYON ROAD

12644 Stone Canyon Road is a single-family residence constructed in 1960. The single-story home is located on the east side of Pomerado Road and to the north of Stone Canyon Road. It is on a hill and not easily visible from either road. The house is accessed via a private drive from Stone Canyon which leads to the main (east) façade. Located toward the north end of the façade, the primary entrance consists of a single wood door. It is flanked by a wide tripartite picture window and a slider sash to the south. Clad in stucco, the house as a rectangular plan and is capped by a side gable roof covered in composition shingles. A secondary entrance with a wood door and glazed upper panel is located on the rear (west) façade. It is flanked by a slider sash and smaller clerestory slider. All of the windows have been replaced with vinyl.



Figure 4.12 View looking west at the east façade of 12644 Stone Canyon Road.

4.13 3180 RAINBOW VALLEY BOULEVARD

3180 Rainbow Valley Boulevard is a single-family residence constructed in 1958. The single-story home is located on the west side of Rainbow Valley Boulevard behind a solid gate. The house is fronted by a large stretch of concrete with a drive located to the north of the solid fence. Clad in stucco, the house as a roughly L-shaped plan and is capped by a hipped roof covered in composition shingles. The entrance is recessed into the corner on the main (east) façade where the two hipped sections intersect. Most of the fenestration consists of vinyl slider sash which are replacement of aluminum-framed windows visible in older images on Google maps street view. A stucco-covered chimney is located on the north elevation. A porch with a shed roof supported by post is located on the south elevation.



Figure 4.13 View looking southwest at the east façade of 3180 Rainbow Valley Boulevard.

4.14 U.S. HIGHWAY 395

As part of the windshield and intensive level survey, old portions of the road as well as bridges and culverts were recorded within the historic alignments from downtown San Diego to Temecula with photographs and location data points. Buildings associated with U.S. Highway 395 were not considered as part of this project. A mapbook with the historic alignments, APE, and locations of resources as well as the field log and associated photographs is located in Appendix A.

Along the 1922-1947 route on Pomerado Road and Old Pomerado Road are abandoned segments, a possible historic drain, a bridge, and a culvert. A drain and outlet box was located along the 1935-1947 route, which included a portion of 1920s road (see 395-s-002 on mapbook in Appendix A) (Figure 4.14.1). In the same vicinity as the drain is an abandoned segment of the 1922-1947 road. The road width was measured at 21.25 feet wide with shoulders overgrown with vegetation (Figures 4.14.1-4.14-5). A historic bridge was recorded along the 1922-1947 route on Old Pomerado Road (see 395-s-003 in mapbook in Appendix A) (Figure 4.14.6). The materials, design, and style indicate that it was constructed during the 1920s. It does not appear to be altered but a 1955 USGS stamp is imbedded into the bridge (Figure 4.14.7). A possible historic culvert on Pomerado Road may have been constructed in the 1940s or earlier (see 395-s-004 in mapbook in Appendix A) (Figure 4.14.8).

In the Fallbrook area, several road segments were recorded as part of the 1922-1947 route. Figure 4.14.9 shows a concrete segment that is 18 feet wide. Currently, it is used for business parking (see 395-s-005 in mapbook in Appendix A). Figure 4.14.10 is another example of a concrete segment that has been significantly altered and therefore was not measured (see 395-s-006 in mapbook in Appendix A). Figures 4.14.11-4.14.12 show the concrete road bed and an associated barricaded bridge. The date of the bridge is unknown, but materials, design and style indicate 1920s (see 395-s-010 in mapbook in Appendix A). Figure 4.14.13 shows a 1943 culvert (see 395-s-011 in mapbook in Appendix A). Figures 4.14.14-4.14.15 show

4.0 Architectural Descriptions of Surveyed Properties

an abandoned concrete road bed that measures 18 feet 9 inches wide with asphaltic shoulders that varied up to 5 feet 10 inches wide (see 395-s-012 in mapbook in Appendix A).

Southeast of Fallbrook along the 1948-1950 route of U.S. Highway 395 are some abandoned sections including the defunct segment that had been mostly removed, which is shown in Figures 4.14.16-4.14.18 (see 395-s-007 in mapbook in Appendix A). Figures 4.14.19-4.14.20 show a small edge of road surface eroding out of the soil and details its asphaltic composition (see 395-s-008 in mapbook in Appendix A). A 1947 bridge with alterations is shown in Figures 4.14.21-4.14.22 (see 395-s-009 in mapbook in Appendix A).



Figure 4.14.1 Possible historic drain clean out associated with the 1935-1947 route. Facing southeast.



Figure 4.14.2 Abandoned U.S. Highway 395 section, facing northwest.



Figure 4.14.3 Abandoned U.S. Highway 395 section, facing west.



Figure 4.14.4 Abandoned U.S. Highway 395 section, facing west-southwest.



Figure 4.14.5 Close-up of asphaltic paving.



Figure 4.14.6 A historic bridge along the predecessor route for the U.S. Highway 395 during the 1920s, which was prior to its designation as federal highway. Facing west.



Figure 4.14.7 1955 USGS marker on 1920s-era bridge.



Figure 4.14.8 Possible historic culvert. Facing southeast.



Figure 4.14.9 Abandoned U.S. Highway 395 concrete section, facing north.



Figure 4.14.10 Historic road section remnant.



Figure 4.14.11 Concrete road segment and bridge. Facing northwest.



Figure 4.14.12 Bridge, facing west. Date unknown, but materials, design and style indicate 1920s.



Figure 4.14.13 1943 culvert. Facing northwest.



Figure 4.14.14 This concrete segment is 28 ft. 9 in. wide. Asphaltic shoulders vary with 5 ft. 10 in. as the widest. Facing south.



Figure 4.14.15 Photograph shows the concrete roadbed and asphaltic shoulder transition. Facing south.



Figure 4.14.16 This abandoned segment was mostly cleared except for a very small area of asphalt that appears in the ground with broken asphaltic rubble elsewhere. Facing southeast.



Figure 4.14.17 Berm of soil and asphaltic rubble bisecting 395-s-007. Facing east.



Figure 4.14.18 Small edge of road surface eroding out of soil. Facing north.



Figure 4.14.19 Small edge of road surface eroding out of soil. Facing north.



Figure 4.14.20 Close-up of asphaltic composition.



Figure 4.14.21 1947 bridge. Facing south.



Figure 4.14.22 1947 bridge. Facing northeast.

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5.0 EVALUATION OF ELIGIBILITY

ASM evaluated 11 resources within the APE. Table 5.1 summarizes our recommendations of eligibility, and Figure 5.1 illustrates their locations.

Table 5.1 Architectural History Recommendations of Eligibility

APN	Address	City	Status Code	NRHP Eligible	CRHR Eligible	Direct APE	Indirect APE
236-261-17	123 W Felicita Av	Escondido	6Z	No	No	No	Yes
236-061-17	502 W 11th Av	Escondido	6Z	No	No	No	Yes
233-341-09	733 S Pine St	Escondido	6Z	No	No	No	Yes
23313201	443 W 4th	Escondido	6Z	No	No	No	Yes
22808013	408 W Lincoln Av	Escondido	6Z	No	No	No	Yes
918-130-032	47787 Rainbow Canyon Blvd	Temecula	6Z	No	No	No	Yes
918-130-015	47980 Rainbow Canyon Blvd	Temecula	6Z	No	No	No	Yes
27523106	12640 Stone Canyon Rd	Poway	6Z	No	No	No	Yes
27523105	12644 Stone Canyon Rd	Poway	6Z	No	No	No	Yes
10265005	3180 Rainbow Valley Blvd	Fallbrook	6Z	No	No	No	Yes
-	U.S. Highway 395	Various	3S	Yes	Yes	Yes	Yes

5.1 123 W. FELICITA AVENUE

ASM considered whether the property at 123 W. Felicita Avenue could be an individually eligible historic resource under Criteria A/1. The property is one of many single-family residences constructed during the development of Escondido. While the property can be broadly associated with the context of Community Planning & Development of the City of Escondido, the property is not associated with a particular phase of development. As such, it is recommended not eligible as an individual resource under Criterion A/1.

ASM reviewed city directories and the title search to determine all of the occupants on 123 W. Felicita Avenue. The following is the list of owners:

1. F.W. and Mary Holmes 1908-1915
2. George J. and Edna S. Rosar 1915-1954
3. John Rosar 1954-1964
4. Walter and Cebbie Alice Staley 1964-1975
5. Ella Jane Overly 1975-1979
6. Janice Rudolph 1979-1989
7. Jerry Rudolph 1989-1991
8. Mortgage Assn. 1991-1995
9. Tracey Renee Kearney 1995-present

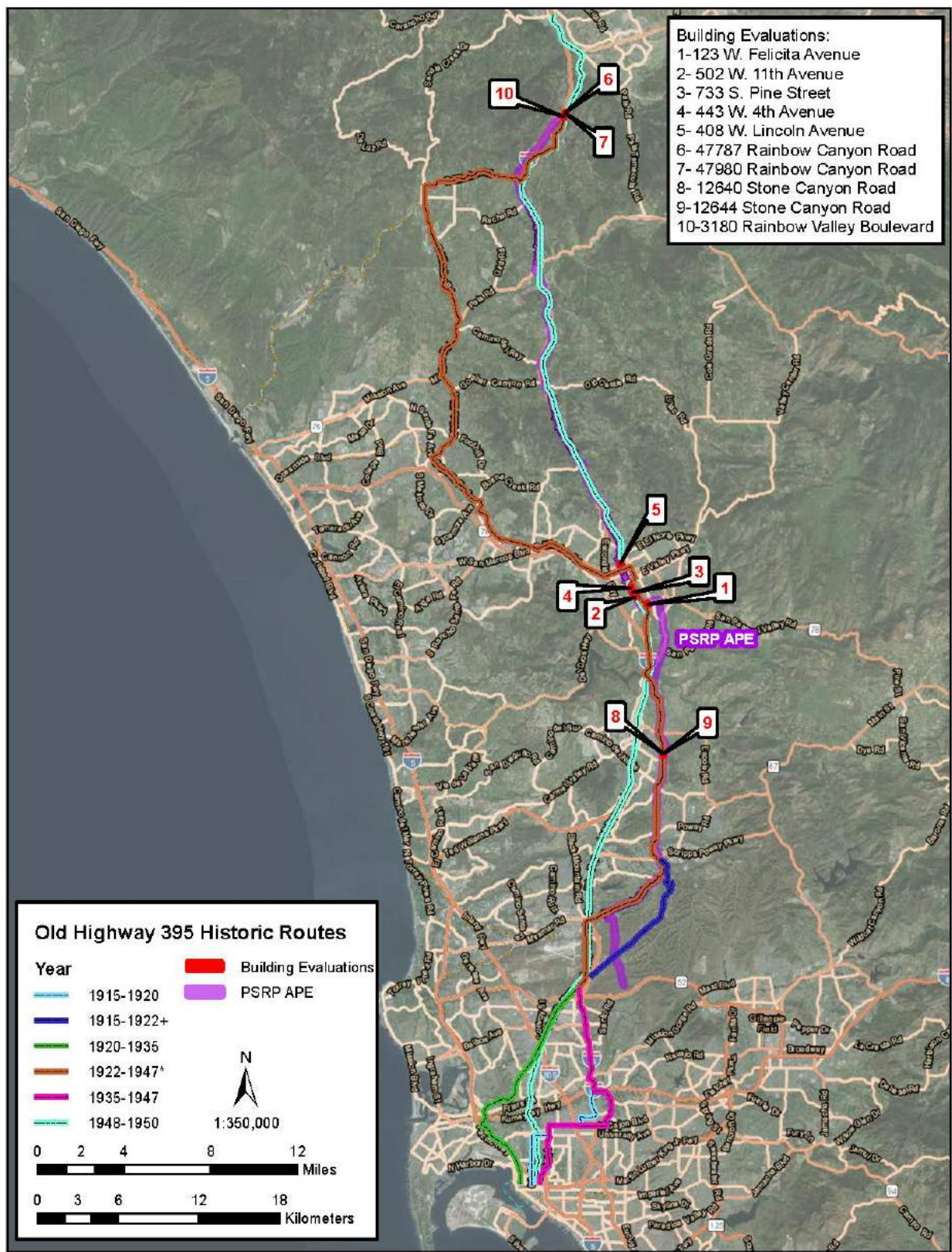


Figure 5.1 Locations of evaluated resources.

The house was constructed while the property was owned by George and Edna Rosar. Edna (Hulme) was born in Illinois in 1877 and married William Ross Porter in Idaho in 1903 (U.S. Census 1910). They had one son, Clarence, in 1904 and William Porter died in 1906. She married George Rosar in 1912. He was born in Pennsylvania in 1867 and worked for the railroad. They had one son, John, in 1914, and in subsequent censuses Edna is listed as the head of household (U.S. Census 1920). She worked as a housekeeper and appears to have rented out the house for some time in the 1940s, but lived there again in the 1950s when ownership was transferred to her son John (San Diego City Directory 1958). He sold the house in 1964 and Edna Rosar died in 1967. Walter Staley (1901-1973) was born in Oklahoma and married Cebbie Alice Dollins (1900-1993) in 1922. They lived in Texas until 1940 and had three children, Everett and Lois (twins) and Walter (U.S. Census 1940). Ella Jane Overly (Rush) was born in Ohio in 1923 and lived in Erie, Pennsylvania until at least 1942. She owned the home until 1979. It appears that none of these owners or subsequent occupants were historically significant. As such, 123 W. Felicita Avenue is recommended not eligible as an individual resource under Criteria B/2.

ASM considered whether the property is eligible under Criteria C/3, for the area of significance in Architecture, as an example of the Craftsman style. The Craftsman style is characterized by a low-pitched gable roof, exposed rafters, full or partial width porches and decorative beams and braces (McAlester and McAlester 1992:453). Although the house at 123 W. Felicita Avenue has some of these characteristics, such as low-pitched gable roof, it is missing many of the decorative details that define the Craftsman style. As it was constructed toward the end of the Craftsman period, the style was moving toward a more minimal appearance. As such, it is not a good or outstanding representation of the style. No evidence was found that the property is associated with a master. Therefore, 123 W. Felicita Avenue is recommended not eligible under Criteria C/3.

The property at 123 W. Felicita Avenue is recommended not eligible under Criteria D/4 because it is a common property type that does not have the potential to provide information about history or prehistory that is not available through historic research.

ASM considered whether the property is eligible as a contributor to a potential historic district. The neighborhood lacks cohesiveness of historically or stylistically related properties in the surrounding area.

The single-family residence located at 123 W. Felicita Avenue is recommended not eligible under any NRHP or CRHR criteria, either individually or as a contributor to a potential historic district.

ASM additionally considered whether the property is eligible under the Local Register or as a significant historic site under the RPO. It is not recommended for the Local Register following the same analysis above for the comparable CRHR criteria. It is not recommended for the RPO, as it is not eligible for the NRHP, H designator Special Area Regulations have not been applied, is not unique, cultural resources which contain a significant volume and range of data or materials, nor is it the location of past or current sacred religious or ceremonial observances.

5.2 502 W. 11th AVENUE

ASM considered whether the property at 502 W. 11th Avenue could be an individually eligible historic resource under Criteria A/1. The property is one of many single-family residences constructed during the development of Escondido. While the property can be broadly associated with the context of Community Planning & Development of the City of Escondido, the property is not associated with a particular phase of development. As such, it is recommended not eligible as an individual resource under Criterion A/1.

ASM reviewed city directories and the title search to determine all of the occupants on 502 W. 11th Avenue. The following is the list of owners:

5.0 Evaluation of Eligibility

1. Elrey and Augusta Loveless 1919-1938
2. Harvey L. and Mary Gongwer 1938
3. Dwight and Mary Parker 1938-1939 (real estate)
4. Harvey L. and Mary Gongwer 1939-1943
5. Melville and Pearl Wilkerson 1943-1958
6. Lee and Merrilyn Gilbert 1958-1966
7. Ronald and Bobette (Matthews) Drake 1966- 1972 Roger A. Betts 1972-1983
8. Leo P. Morrison 1983-1989
9. Marilyn and Richard E. Van Antwerp 1989-1999
10. Robert Welch 1999
11. Barbara A. Snyder 1999-2002
12. Barbara Welch 2002-2004
13. Don E. and Lee Ann Horn 2004-present

Prior to the construction of the house, the land was owned by Ellery Loveless, who had started the Loveless Fruit Company in Escondido with his brother Robert around 1900. In 1919, the company was purchased by the Escondido Citrus Union, but it appears Loveless retained the land until 1938 (San Diego City Directory 1938). Harvey Gongwer purchased the land in 1938. Born in Ohio in 1869, Gongwer came to Escondido in 1919 and dealt in real estate and insurance securities (U.S. Census 1920). He was named to the City Council, and was executive secretary of the Escondido Building and Loan Association for 25 years. He died in 1951. Dwight Parker also worked in real estate and owned the property for a brief time between the times it was owned by Gongwer. The house was constructed during the time Gongwer owned the property from 1939 to 1943. During these years it was most likely rented by William E. Tomkinson (1906-1975) and his wife Bertha. Tomkinson worked as a carpenter and cement worker, so it is possible he was also responsible for the construction of the house (San Diego City Directory 1939). It was most likely rented out until it was purchased by Melville and Pearl Wilkerson in 1943. Although the property was owned by Gongwer who is somewhat important on the local level, he owned a significant amount of property in Escondido and an association with his name is not unusual. Further research has determined that none of the other occupants or owners of the property were historically significant. As such, 502 W. 11th Avenue is recommended not eligible as an individual resource under Criteria B/2.

ASM considered whether the property is eligible under Criteria C/3, for the area of significance in Architecture, as an example of the Minimal Traditional style. Minimal Traditional style is characterized by a simple, rectangular forms with a low-pitched roof and minimal decorative detail (McAlester and McAlester 1992:477). The house at 502 W. 11th Avenue is not a great example of the Minimal Traditional style. Although the single-family residence exhibits some features of the style, its compromised integrity with the alteration of windows and doors and additions have removed any character-defining features of the style. No evidence was found that the property is associated with a master. As such, 502 W. 11th Avenue is recommended not eligible under Criteria C/3.

The property at 502 W. 11th Avenue is recommended not eligible under Criteria D/4 because it is a common property type that does not have the potential to provide information about history or prehistory that is not available through historic research.

ASM considered whether the property is eligible as a contributor to a potential historic district. The neighborhood lacks cohesiveness of historically or stylistically related properties in the surrounding area, therefore it does not appear to be eligible as a contributor to a potential district.

The single-family residence located at 502 W. 11th Street is recommended not eligible under any NRHP or CRHR criteria, either individually or as a contributor to a potential historic district.

ASM additionally considered whether the property is eligible under the Local Register or as a significant historic site under the RPO. It is not recommended for the Local Register following the same analysis above for the comparable CRHR criteria. It is not recommended for the RPO, as it is not eligible for the NRHP, H designator Special Area Regulations have not been applied; is not unique, cultural resources which contain a significant volume and range of data or materials; nor is it the location of past or current sacred religious or ceremonial observances.

5.3 733 S. PINE STREET

ASM considered whether the property at 733 S. Pine Street could be an individually eligible historic resource under Criteria A/1. The property is one of many single-family residences constructed during the development of Escondido. While the property can be broadly associated with the context of Community Planning & Development of the City of Escondido, the property is not associated with a particular phase of development. As such, it is recommended not eligible as an individual resource under Criterion A/1.

ASM reviewed city directories and the title search to determine all of the occupants on 733 S. Pine Street. The following is the list of owners:

1. Harland and Iona Leonard 1943-1946
2. Charles Coombs 1946-1947
3. William Brady 1947-1959
4. H.L. and Betty Chaffin 1959-1973
5. Guy A. Rinehart Jr. 1973-1978
6. Dorothy L. Ceci 1978-present

The house was most likely built by William Brady (1915-2003) as his obituary noted that he worked as a contractor for most of his life after serving in the Army Air Force during World War II (San Diego Union Tribune 2003). The house appears to have been a rental property for many years, because city directory information does not always reconcile with the title research. Further research has determined that none of the occupants or owners of the property were historically significant. As such, 733 S. Pine Street is recommended not eligible as an individual resource under Criteria B/2.

ASM considered whether the property is eligible under Criteria C/3, for the area of significance in Architecture, as an example of the Minimal Traditional style. Minimal Traditional style is characterized by a simple rectangular form with a low-pitched roof and minimal decorative detail (McAlester and McAlester 1992:477). The house at 733 S. Pine is not a great example of the Minimal Traditional style. Although the single-family residence exhibits some features of the style, its compromised integrity with the alteration of windows and doors and additions have removed any character-defining features of the style. No evidence was found that the property is associated with a master. As such, 733 S. Pine Street is recommended not eligible under Criteria C/3.

The property at 733 S. Pine Street is recommended not eligible under Criteria D/4 because it is a common property type that does not have the potential to provide information about history or prehistory that is not available through historic research.

ASM considered whether the property is eligible as a contributor to a potential historic district. The neighborhood lacks cohesiveness of historically or stylistically related properties in the surrounding area, therefore it does not appear to be eligible as a contributor to a potential district.

The single-family residence located at 733 S. Pine Street is recommended not eligible under any NRHP or CRHR criteria, either individually or as a contributor to a potential historic district.

ASM additionally considered whether the property is eligible under the Local Register or as a significant historic site under the RPO. It is not recommended for the Local Register following the same analysis above for the comparable CRHR criteria. It is not recommended for the RPO, as it is not eligible for the NRHP, H designator Special Area Regulations have not been applied; is not unique, cultural resources which contain a significant volume and range of data or materials; nor is it the location of past or current sacred religious or ceremonial observances.

5.4 443 W. 4th AVENUE

ASM considered whether the property at 443 W. 4th Avenue could be an individually eligible historic resource under Criteria A/1. The property is one of many single-family residences constructed during the development of Escondido. While the property can be broadly associated with the context of Community Planning & Development of the City of Escondido, the property is not associated with a particular phase of development. As such, it is recommended not eligible as an individual resource under Criterion A/1.

ASM reviewed city directories and the title search to determine all of the occupants on 443 W. 4th Avenue. The following is the list of owners:

1. William H. Baldrige 1911-1917
2. Fannie Baldrige 1917-1921
3. Leonard and Josephine Wayne 1921-1925
4. Caroline Cabrillas 1925-1953
5. Martina Costa 1953-1975
6. Marjorie Bowser 1975-2016

Prior to the construction of the house, the land was owned by William H. Baldrige. Born in Iowa in 1850, Baldrige moved to Escondido and served as President of the Home Savings Bank (U.S. Census 1900). He died in 1918. His wife, Fannie Baldrige, continued to own the land until 1921. Leonard and Josephine Wayne owned the land for four years but did not construct a house during that time. The house at 443 W. 4th (formerly known as Illinois Avenue) was built while the property was owned by the Cabrillas family. Jose Cabrillas and his wife Caroline (Holcomb) were both half-Native American. They had 11 children, but it was their daughter Maggie who occupied the house for the longest time according to City Directory and census records. She worked as a housekeeper and orange picker and lived in the home until her death in 1957. The following owner, Martina Costa, appears to be a cousin of the Cabrillas. Although it is interesting that the house was associated with the same family for many years, none of the owners or occupants can be considered historically significant. As such, 443 W. 4th Avenue is recommended not eligible as an individual resource under Criteria B/2.

ASM considered whether the property is eligible under Criteria C/3, for the area of significance in Architecture, as an example of the Craftsman style. The Craftsman style is characterized by a low-pitched gable roof, exposed rafters, full or partial width porches and decorative beams and braces (McAlester and McAlester 1992:453). Although the house at 443 W. 4th Avenue has many of these characteristics, such as the hipped roof porch supported by tapered piers, it is missing many of the decorative details that define the Craftsman style. As it was constructed toward the end of the Craftsman period, the style was moving toward a more minimal appearance. As such, it is not a good or outstanding representation of the style. No evidence was found that the property is associated with a master. Therefore, 443 W. 4th Avenue is recommended not eligible under Criteria C/3.

The property at 443 W. 4th Avenue is recommended not eligible under Criteria D/4 because it is a common property type that does not have the potential to provide information about history or prehistory that is not available through historic research.

ASM considered whether the property is eligible as a contributor to a potential historic district. The neighborhood lacks cohesiveness of historically or stylistically related properties in the surrounding area.

The single-family residence located at 443 W. 4th Avenue is recommended not eligible under any NRHP, or CRHR criteria, either individually or as a contributor to a potential historic district.

ASM additionally considered whether the property is eligible under the Local Register or as a significant historic site under the RPO. It is not recommended for the Local Register following the same analysis above for the comparable CRHR criteria. It is not recommended for the RPO, as it is not eligible for the NRHP, H designator Special Area Regulations have not been applied; is not unique, cultural resources which contain a significant volume and range of data or materials; nor is it the location of past or current sacred religious or ceremonial observances.

5.5 408 W. LINCOLN AVENUE

ASM considered whether the property at 408 W. Lincoln Avenue could be an individually eligible historic resource under Criteria A/1. The property is one of many single-family residences constructed during the development of Escondido. While the property can be broadly associated with the context of Community Planning & Development of the City of Escondido, the property is not associated with a particular phase of development. As such, it is recommended not eligible as an individual resource under Criterion A/1.

ASM reviewed city directories and the title search to determine all of the occupants on 408 W. Lincoln Avenue. The following is the list of owners:

1. Harvey L. and Mary Gongwer 1930-1932
2. (William) Everett and Bertha Tomkinson 1932-1946
3. John and Ann McPherson 1946-1973
4. Clarence Haas 1973-1977
5. Luisa Gonzales 1977-1988
6. Francisco J. and Maria Estella Iglesias 1988-2006
7. Irma Ahumada 2006-2007
8. Idania Iglesias 2007-present

Prior to the construction of the house, the land was owned by Harvey Gongwer purchased the land in 1930. Born in Ohio in 1869, Gongwer came to Escondido in 1919 and dealt in real estate and insurance securities (U.S. Census 1920). He was named to the City Council, and was executive secretary of the Escondido Building and Loan Association for 25 years. He died in 1951. The house was constructed during the time Gongwer owned the property but it was most likely built by the next owner, William E. Tomkinson (1906-1975) and his wife Bertha. Tomkinson worked as a carpenter and cement worker, and also lived in 501 W. 11th Avenue, a property also formerly owned by Gongwer. John McPherson and his wife Ann owned the house from 1946-1973. Although the property was owned by Gongwer who is somewhat important on the local level, he owned a significant amount of property in Escondido and an association with his name is not unusual. Further research has determined that none of the other occupants or owners of the property were historically significant. As such, 408 W. Lincoln Avenue is recommended not eligible as an individual resource under Criteria B/2.

ASM considered whether the property is eligible under Criteria C/3, for the area of significance in Architecture, as an example of the Spanish Colonial Revival style. The Spanish Colonial Revival style is

characterized by stucco wall surfaces, low-pitched roofs covered with red clay tiles, asymmetrical façades and the use of arches (McAlester and McAlester 1992:417). Although the house at 408 W. Lincoln Avenue has many of these characteristics, such as the red clay tile roof and arched porch openings, it is missing many of the decorative details that define the style and lacks integrity due to the replacement of its windows. As such, it is not a good or outstanding representation of the Spanish Colonial Revival style. No evidence was found that the property is associated with a master. Therefore, 408 W. Lincoln Avenue is recommended not eligible under Criteria C/3.

The property at 408 W. Lincoln Avenue is recommended not eligible under Criteria D/4 because it is a common property type that does not have the potential to provide information about history or prehistory that is not available through historic research.

ASM considered whether the property is eligible as a contributor to a potential historic district. The neighborhood lacks cohesiveness of historically or stylistically related properties in the surrounding area.

The single-family residence located at 408 W. Lincoln Avenue is recommended not eligible under any NRHP or CRHR criteria, either individually or as a contributor to a potential historic district.

ASM additionally considered whether the property is eligible under the Local Register or as a significant historic site under the RPO. It is not recommended for the Local Register following the same analysis above for the comparable CRHR criteria. It is not recommended for the RPO, as it is not eligible for the NRHP, H designator Special Area Regulations have not been applied; is not unique, cultural resources which contain a significant volume and range of data or materials; nor is it the location of past or current sacred religious or ceremonial observances.

5.6 47787 RAINBOW CANYON ROAD

ASM considered whether the property at 47787 Rainbow Canyon Road could be an individually eligible historic resource under Criteria A/1. The property is located in an isolated part of Temecula, close to the San Diego County line. While the property could be broadly associated with the context of Community Planning & Development in Temecula, the property's removed location outside the city means it does not sufficiently represent this theme. As such, it is recommended not eligible as an individual resource under Criterion A/1.

City directory and title information was difficult to attain as the property is not in a part of Temecula covered by directories. The property has been rented out and used as part of an airplane detailing business for several years. ASM found no evidence that any of the occupants of the property were historically significant. As such, 47787 Rainbow Canyon Road is recommended not eligible as an individual resource under Criteria B/2.

ASM considered whether the property is eligible under Criteria C/3, for the area of significance in Architecture, as an example of the Minimal Traditional style. Minimal Traditional style is characterized by a simple rectangular form with a low-pitched roof and minimal decorative detail (McAlester and McAlester 1992:477). The house at 47787 Rainbow Canyon Road was constructed early in development of the Minimal Traditional style. Although the single-family residence exhibits some features of the style, such as the low-pitched gable roof and lack of detail, its compromised integrity with the alteration of windows and doors makes it a less than outstanding representation of the style. No evidence was found that the property is associated with a master. As such, 47787 Rainbow Canyon Road is recommended not eligible under Criteria C/3.

The property at 47787 Rainbow Canyon Road is recommended not eligible under Criteria D/4 because it is a common property type that does not have the potential to provide information about history or prehistory that is not available through historic research.

ASM considered whether the property is eligible as a contributor to a potential historic district. The neighborhood lacks cohesiveness of historically or stylistically related properties in the surrounding area.

The single-family residence located at 47787 Rainbow Canyon Road is recommended not eligible under any NRHP or CRHR criteria, either individually or as a contributor to a potential historic district.

ASM additionally considered whether the property is eligible under the Local Register or as a significant historic site under the RPO. It is not recommended for the Local Register following the same analysis above for the comparable CRHR criteria. It is not recommended for the RPO, as it is not eligible for the NRHP, H designator Special Area Regulations have not been applied; is not unique, cultural resources which contain a significant volume and range of data or materials; nor is it the location of past or current sacred religious or ceremonial observances.

5.7 47980 RAINBOW CANYON ROAD

ASM considered whether the property at 47980 Rainbow Canyon Road could be an individually eligible historic resource under Criteria A/1. The property is located in an isolated part of Temecula, close to the San Diego County line. While the property could be broadly associated with the context of Community Planning & Development in Temecula, the property's removed location outside the city mean it does not sufficiently represent this theme. As such, it is recommended not eligible as an individual resource under Criterion A/1.

City directory and title information was difficult to attain as the property is not in a part of Temecula covered by directories. Although the father of the current owner, Kermit Tyler, was known for being the officer who ignored the warning of the incoming raid at Pearl Harbor (San Diego Union Tribune 2010), ASM found no evidence that any of the occupants of the property were historically significant. As such, 47980 Rainbow Canyon Road is recommended not eligible as an individual resource under Criteria B/2.

ASM considered whether the property is eligible under Criteria C/3, for the area of significance in Architecture, as an example of the A-Frame style. A-Frames were a popular Contemporary Folk-style home used more for vacation homes than permanent residences (McAlester and McAlester 1992:497). In this style, side walls and roof junctions are eliminated, with the gable roof continuing to the ground on two sides. The house at 47980 Rainbow Canyon Road exhibits this characteristic feature of the A-Frame style. However, it was intended to be an industrial, mass-produced version of the style and therefore is not the best representation. It has also had some alterations such as the shed roof addition and replacement of the windows which affect the property's integrity. As such, it is not a good or outstanding representation of the style. No evidence was found that the property is associated with a master. Therefore, 47980 Rainbow Canyon Road is recommended not eligible under Criteria C/3.

The property at 47980 Rainbow Canyon Road is recommended not eligible under Criteria D/4 because it is a common property type that does not have the potential to provide information about history or prehistory that is not available through historic research.

ASM considered whether the property is eligible as a contributor to a potential historic district. As there are few and scattered properties located in this area, and no other A-Frames, a potential historic district was not identified.

The A-Frame structure located at 47980 Rainbow Canyon Road is recommended not eligible under any NRHP or CRHR criteria, either individually or as a contributor to a potential historic district.

ASM additionally considered whether the property is eligible under the Local Register or as a significant historic site under the RPO. It is not recommended for the Local Register following the same analysis above for the comparable CRHR criteria. It is not recommended for the RPO, as it is not eligible for the NRHP, H designator Special Area Regulations have not been applied; is not unique, cultural resources which contain a significant volume and range of data or materials; nor is it the location of past or current sacred religious or ceremonial observances.

5.8 12640 STONE CANYON ROAD

ASM considered whether the property at 12640 Stone Canyon Road could be an individually eligible historic resource under Criteria A/1. The property is one of many single-family residences near several tract developments in the city of Poway. While the property can be broadly associated with the context of Community Planning & Development of the City of Poway, the property is not associated with a particular development. As such, it is recommended not eligible as an individual resource under Criterion A/1.

ASM reviewed city directories and the title search to determine all of the occupants on 12640 Stone Canyon Road. The following is the list of occupants:

1. William and Evelyn Knaust 1959-1968
2. James A. Reiter 1968-1973
3. Charles and Mary Jane Myers 1973-1994
4. Dante Neal Contreras 1994-Present

Further research determined that none of the occupants of the property were historically significant. As such, 12640 Stone Canyon Road is recommended not eligible as an individual resource under Criteria B/2.

ASM considered whether the property is eligible under Criteria C/3, for the area of significance in Architecture, as an example of the Ranch style. Ranch style is characterized by low single-story forms with a low-pitched shingled roof, either side-gabled or hipped (McAlester and McAlester 1992:477). The house at 12640 Stone Canyon Road is typical of the Ranch-style homes constructed in 1969. Although the single-family residence exhibits some features of the Ranch, such long rectangular plan with a side-gable roof, it lacks some of the essential character-defining features of the style. Additionally, alterations such as the replacement of all of the original windows has compromised the integrity of the property, therefore it is not a good or outstanding representation of the style. No evidence was found that the property is associated with a master. As such, 12640 Stone Canyon Road is recommended not eligible under Criteria C/3.

The property at 12640 Stone Canyon Road is recommended not eligible under Criteria D/4 because it is a common property type that does not have the potential to provide information about history or prehistory that is not available through historic research.

ASM considered whether the property is eligible as a contributor to a potential historic district. The neighborhood lacks cohesiveness of historically or stylistically related properties in the surrounding area.

The single-family residence located at 12640 Stone Canyon Road is recommended not eligible under any NRHP or CRHR criteria, either individually or as a contributor to a potential historic district.

ASM additionally considered whether the property is eligible under the Local Register or as a significant historic site under the RPO. It is not recommended for the Local Register following the same analysis above

for the comparable CRHR criteria. It is not recommended for the RPO, as it is not eligible for the NRHP, H designator Special Area Regulations have not been applied; is not unique, cultural resources which contain a significant volume and range of data or materials; nor is it the location of past or current sacred religious or ceremonial observances.

5.9 12644 STONE CANYON ROAD

ASM considered whether the property at 12644 Stone Canyon Road could be an individually eligible historic resource under Criteria A/1. The property is one of many single-family residences near several tract developments in the city of Poway. While the property can be broadly associated with the context of Community Planning & Development of the City of Poway, the property is not associated with a particular development. As such, it is recommended not eligible as an individual resource under Criterion A/1.

ASM reviewed city directories and the title search to determine all of the occupants on 12644 Stone Canyon Road. The following is the list of owners:

1. William and Evelyn Knaust 1959-1960
2. Douglas and Doreen Meacock 1960-1967
3. Dorothy Virginia Winter 1967-1978
4. Charles W. and Mary Jane Myers 1978-2004
5. Ly Hoa Zarek 2004
6. Vince and Aileen Alvarez 2011-2014
7. Danny and Hila Almog 2014-present

Further research determined that none of the occupants or owners of the property were historically significant. As such, 12644 Stone Canyon Road is recommended not eligible as an individual resource under Criteria B/2.

ASM considered whether the property is eligible under Criteria C/3, for the area of significance in Architecture, as an example of the Ranch style. Ranch style is characterized by low single-story forms with a low-pitched shingled roof, either side-gabled or hipped (McAlester and McAlester 1992:477). The house at 12644 Stone Canyon Road is typical of the Ranch-style homes constructed in 1960. Although the single-family residence exhibits some features of the Ranch, such long rectangular plan with a side-gable roof, it lacks some of the essential character-defining features of the style. Additionally, alterations such as the replacement of all of the original windows has compromised the integrity of the property, therefore it is not a good or outstanding representation of the style. No evidence was found that the property is associated with a master. As such, 12644 Stone Canyon Road is recommended not eligible under Criteria C/3.

The property at 12644 Stone Canyon Road is recommended not eligible under Criteria D/4 because it is a common property type that does not have the potential to provide information about history or prehistory that is not available through historic research.

ASM considered whether the property is eligible as a contributor to a potential historic district. The neighborhood lacks cohesiveness of historically or stylistically related properties in the surrounding area.

The single-family residence located at 12644 Stone Canyon Road is recommended not eligible under any NRHP or CRHR criteria, either individually or as a contributor to a potential historic district.

ASM additionally considered whether the property is eligible under the Local Register or as a significant historic site under the RPO. It is not recommended for the Local Register following the same analysis above for the comparable CRHR criteria. It is not recommended for the RPO, as it is not eligible for the NRHP,

H designator Special Area Regulations have not been applied; is not unique, cultural resources which contain a significant volume and range of data or materials; nor is it the location of past or current sacred religious or ceremonial observances.

5.10 3180 RAINBOW VALLEY BOULEVARD

ASM considered whether the property at 3180 Rainbow Valley Boulevard could be an individually eligible historic resource under Criteria A/1. The property is located in an isolated part of Fallbrook, close to the Riverside County line. While the property could be broadly associated with the context of Community Planning & Development in Fallbrook, the property's removed location outside the city means it does not sufficiently represent this theme. As such, it is recommended not eligible as an individual resource under Criterion A/1.

ASM reviewed city directories and the title search to determine all of the occupants on 3180 Rainbow Valley Boulevard. The following is the list of occupants:

1. Arno H. and Date M. Ehrig 1947-1958
2. Ralph and Elizabeth Neal 1958-1989
3. James P. Justus 1989-2002
4. George Hermann 2002-2005
5. Chris Sorensen 2005-2012
6. Yaldo Muna 2012-present

Further research determined that none of the occupants of the property were historically significant. As such, 3180 Rainbow Valley Boulevard is recommended not eligible as an individual resource under Criteria B/2.

ASM considered whether the property is eligible under Criteria C/3, for the area of significance in Architecture, as an example of the Ranch style. Ranch style is characterized by low single-story forms with a low-pitched shingled roof, either side-gabled or hipped (McAlester and McAlester 1992:477). The house at 3180 Rainbow Valley Boulevard is typical of the Ranch-style homes constructed in 1958. Although the single-family residence exhibits some features of the Ranch, low-pitched hipped roof, it lacks some of the essential character-defining features of the style. Additionally, alterations such as the replacement of all of the original windows has compromised the integrity of the property, therefore it is not a good or outstanding representation of the style. No evidence was found that the property is associated with a master. As such, 3180 Rainbow Valley Boulevard is recommended not eligible under Criteria C/3.

The property at 3180 Rainbow Valley Boulevard is recommended not eligible under Criteria D/4 because it is a common property type that does not have the potential to provide information about history or prehistory that is not available through historic research.

ASM considered whether the property is eligible as a contributor to a potential historic district. The neighborhood lacks cohesiveness of historically or stylistically related properties in the surrounding area.

The single-family residence located at 3180 Rainbow Valley Boulevard is recommended not eligible under any NRHP or CRHR criteria, either individually or as a contributor to a potential historic district.

ASM additionally considered whether the property is eligible under the Local Register or as a significant historic site under the RPO. It is not recommended for the Local Register following the same analysis above for the comparable CRHR criteria. It is not recommended for the RPO, as it is not eligible for the NRHP, H designator Special Area Regulations have not been applied; is not unique, cultural resources which

contain a significant volume and range of data or materials; nor is it the location of past or current sacred religious or ceremonial observances.

5.11 U.S. HIGHWAY 395

U.S. Highway 395 is recommended eligible for the NRHP under Criterion A and CRHR under Criterion 1, based on the criteria outlined below. U.S. Highway 395 has been an important inland north-south transportation corridor for San Diego County since the early twentieth century, and was important in facilitating settlement in towns such as Linda Vista/Miramar, Poway, Bernardo/Rancho Bernardo, Escondido, San Marcos, Vista, Fallbrook, Rainbow, and Temecula. U.S. Highway 395 is an excellent representation of the history and development of transportation in early to mid-twentieth century in California. U.S. Highway 395 was an important catalyst to the settlement of many small towns and communities San Diego grew as a result of its construction. U.S. Highway 395 was designated in 1935, as part of nationwide system of numbered federal highway routes. It was the only north-south inland highway through San Diego that connected the county residents to Riverside and San Bernardino. Before it became numbered as U.S. Highway 395, it was a series of roads that were improved incrementally over time—typical of such transportation routes (see Figure 2.1 mapbook). During the first half of the twentieth century, U.S. Highway 395 was typical of other similar highways as it became an important transportation route between cities, rather than farm-to-market roads. Through a series of roads designated and signed in 1935, U.S. Highway 395 connected San Diego with Mexico up to Canada.

U.S. Highway 395 was an important national highway, with a significant impact on southern California, and most portions of the highway evaluated for this are eligible at a state level of significance. During World War II, San Diego had one of the largest military presences on the west coast. Consequently, U.S. Highway 395 was a key inland transportation route for transporting trucks, soldiers, and supplies to the military facilities in San Diego. After the war, the population boom into southern California increased the demand for better transportation systems in the major metropolitan areas. However, by the mid- to late 1950s, the significance of U.S. Highway 395 began to be reduced by airline travel and new superhighways such as I-15, a multi-lane divided highway that facilitated higher automobile speed and better traffic flow.

As is typical for this type of resource, it was realigned and repaved over time to accommodate safety concerns by reducing curves and widening roads for increased motorists driving faster and in larger vehicles. Several segments were identified during the survey from the 1935 designated route and/or the 1947-1950 realignment. On February 14, 2008, California legislators officially designated Historic State Highway Route 395, but only recognized the original 1935 route (see Figure 2.1).

The period of significance for U.S. Highway 395 begins in 1935 when U.S. Highway 395 was officially signed in San Diego County; the route chosen for signage in 1935 was not the exact same alignment as the pre-1935 series of state roads that people used as an inland route. However, like all federal highways, the 1935 U.S. Highway 395 did utilize some of those earlier state road segments. Prior to 1935, it lacked the identity and importance that the highway achieved once the signage was complete. While U.S. Highway 395 was an important paved inland route prior to 1935, it was considered secondary to U.S. Highway 101 and U.S. Highway 80 within the county and the California Division of Highways until after the AASHTO formally established the U.S. 395 in 9134 and it was signed in 1935. The end of the period of significance is 1968, or 50 years ago, which is the recommended closing date for periods of significance where activities that were begun historically continued to have importance and no more specific date can be defined to end the historic period, as is the case with U.S. Highway 395 (NRHP 1997). The importance of U.S. Highway 395 waned with the construction of I-15, however, the completion of the interstate does not provide a precise end of the period of significance for U.S. Highway 395. I-15 was completed over a long period of time from the 1960s through the 1980s; the diminishing importance of U.S. Highway 395 correspondingly

took place over a long period of time. As such, the 50 year mark is a more appropriate method to apply to the end of the period of significance and also corresponds to the beginning of the construction of I-15.

Given the criteria for which it is eligible (association with events under NRHP Criterion A and CRHR Criterion 1), integrity of location, setting, feeling, and association are paramount, while some loss of design, materials, and workmanship is acceptable. Contributing segments of U.S. Highway 395 will retain high integrity of location; those segments that have been largely been disconnected by I-15 and other road projects will not be contributing. Eligible segments must also retain integrity of setting to the period of significance; where setting has been altered significantly those road segments will not be contributing. The historic viewshed of U.S. Highway 395 has primarily been characterized by natural landscape and low-scale residential and commercial development as the highway passes through the towns along its route. The road has been repaved throughout its history, and as such some loss of integrity of materials, design, and workmanship is acceptable. As the resource has a long period of significance, various segments may have experience changes over time during that period of significance; as long as a segment retains integrity to some point of time during the period of significance it is eligible. Segments of the highway that were not part of the 1935-1968 alignment are not considered eligible.

In comparison, U.S. Highway 80 was originally designated as such in 1926. Construction and major improvements were made between 1926 and the 1930s with realignments and improvements made as traffic necessitated and funds allowed in the 1940s and 1950s. The highway was decommissioned in 1964. A majority of the highway that is extant today was constructed between 1926 and 1933. As previously mentioned, the U.S. Highway 395 route was not designated/signed until 1935. The 1935 route utilized several routes as indicated on previous maps. Because of the nature of this resource, it is expected that sections of the road will continue to be repaved over time to accommodate new technology in vehicle engineering and highway construction. Some of the road segments retain high integrity of association and feeling; the road possesses a historic sense of the early and mid-twentieth century. However, those remaining segments and associated bridges have become rare resources from U.S. Highway 395 and still convey their association as part of earlier roads. ASM assumes that the bridges associated with U.S. Highway 395 have all been previously evaluated by Caltrans and found to be either ineligible or not within the APE and are therefore not addressed in this report. As such, U.S. Highway 395 is recommended eligible for the NRHP under Criterion A and the CRHR under Criterion 1 for association with events that have made a significant contribution to the broad patterns of our history, specifically as a good representation of the themes of Recreation and Transportation, with a period of significance of 1935-1968. Contributing segments of the U.S. Highway 395 include road segments that follow the alignments from 1935-1968 and contain the character defining features outline below.

Character-defining features of U.S. Highway 395 include the following:

- road segments that follow the alignments from 1935-1968
- two-lane, undivided highway;
- 24- to 30-foot roadbeds;
- where extant, original paving materials (such as concrete or gravel pavement or asphalt).
- historic viewshed of natural and cultural topography and low-scale residential and commercial in towns along the route

U.S. Highway 395 is not recommended eligible for the NRHP under Criterion B or the CRHR under Criterion 2, as no specific individuals were identified who were closely associated with this property.

U.S. Highway 395 is not recommended eligible for the NRHP under Criterion C or the CRHR under Criterion 3. U.S. Highway 395 does not embody distinctive characteristics of a type, period, or method of construction—specifically road engineering and construction. For properties eligible under Criterion C/3,

integrity of design, materials, and craftsmanship are paramount to be able to convey its historical significance. Although some abandoned portions outside the Project area retain period materials, the construction techniques and materials have been altered enough so that the remaining segments are collectively not a good reflection of construction techniques from its early period of significance.

U.S. Highway 395 is not recommended eligible under the NRHP Criterion D or the CRHR Criterion 4. It is a common property type that does not have the potential to provide information about history or prehistory that is not available through historic research.

ASM additionally considered whether U.S. Highway 395 is eligible as a significant historic site under the RPO. As it is eligible for the NRHP, it is therefore recommended as a significant historic site under the RPO.

5.12 NHPA HISTORIC PROPERTIES

Of the 11 resources evaluated, as outlined in Table 5.1, ASM recommends only U.S. Highway 395 is eligible for the NRHP under Criterion A. Highway 395 is the only historic property as defined by the NHPA and Chapter 36, CFR Section 800.16 within the APE.

5.13 CEQA HISTORICAL RESOURCES

Of the 11 resources evaluated, as outlined in Table 5.1, ASM recommends only U.S. Highway 395 is eligible for the CRHR under Criterion 1. U.S. Highway 395 is the only historical resource identified in the areas of direct and indirect impacts under CEQA Guidelines 15064.5, as it meets the criteria outlined in PRC 5024.1, Title 14 CCR, Section 4850 et seq.

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6.0 ANALYSIS OF EFFECTS/IMPACTS

6.1 DEFINITIONS

6.1.1 NHPA Adverse Effects

The criteria of adverse effect is defined by the NHPA in 36 CFR 800.5(a)(1).

“An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the NRHP. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.”

6.1.2 CEQA Adverse Impacts

CEQA utilizes the term “impact” much in the same way that NHPA refers to “effects.” CEQA Section §21084.1 states that significant impacts may occur if “a project may cause a substantial adverse change in the significance to a historic resource.” CEQA defines adverse impacts as a substantial adverse change to a historical resource, encompassing “demolition, destruction, relocation, or alteration such that the significance of an historical resource would be impaired.”

6.2 DIRECT EFFECTS/IMPACTS

It is assumed that the construction phase of the PSRP requires demolition/removal of multiple, small segments of U.S. Highway 395 under which the pipeline will be constructed (see Figure 2.1 and Appendix A) This demolition constitutes a direct effect/impact to this historic property/historical resource.

6.3 INDIRECT EFFECTS/IMPACTS

The only historic property/historical resource within the indirect APE is Highway 395. The 13 areas of aboveground features of the PNSP are close enough to U.S. Highway 395 that they will be visible from the resource.

6.4 FINDINGS OF EFFECT/IMPACT

6.4.1 NHPA Effects

There is one NRHP-eligible property/NHPA historic property in the APE that has the *potential* to be directed and indirectly affected by the proposed undertaking. Following the application of the criteria of adverse effect to the undertaking as outlined in 36 CFR 800.5, the PSRP has the potential to result in adverse effects to U.S. Highway 395.

Physical Effects of the Proposed Project

It is assumed that the proposed Project will result in some physical effects to U.S. Highway 395, limited to some small sections where the highway and pipeline intersect. Specific physical effects consist of demolition of the concrete and/or asphalt pavement for the installation of new pipeline and reconstruction of those highway segments with new asphalt pavement, where it is assumed that the character of those segments include a mixture of paving materials used during the period of significance.

Finding of No Adverse Effect

The physical effects (described above) of the proposed Project will not result in adverse effects to U.S. Highway 395. The proposed Project will not adversely affect the character-defining features of U.S. Highway 395. It is assumed that the Project will result in alteration/loss of a few segments of the highway. However, those alterations will only directly affect small portions of the large linear resource, and small portions of the some of the character-defining features, specifically the concrete and asphalt pavement. Other character-defining features are not affected, specifically the alignment, width, and setting/viewshed. The loss of integrity of design, materials, and workmanship is minor; the other four aspects of integrity of the highway will remain high. As such, the Project would not result in loss of eligibility for the resource as a whole. Furthermore, the proposed Project will not result in a significant change of use or physical features of the linear resource's setting. Upon completion of the project, the highway will serve the same use/function.

In analysis of indirect effects, the project will not introduce a physical feature into the setting that is visually obstructive. The small pipeline segments that will be visible from U.S. Highway 395 will not constitute a significant loss of integrity of setting; as such the Project will not adversely affect character defining feature of this resource and will not result in loss of eligibility of the resource.

As such, ASM recommends that there will be *no adverse effect to the highway in accordance with 36 CFR 800.5(b) of the NHPA*.

6.4.2 CEQA Impacts

There is one CRHR-eligible resource/CEQA historical resource in the area of direct and indirect impacts that has the *potential* to result in significant adverse impacts. Direct impacts are possible from demolition/removal of segments of the highway during construction. As stated above, the project will not result in a loss of character-defining features or eligibility for the linear resource as a whole. As such, ASM recommends that the Project will not result in a substantial adverse change in the significance of a historical resource and therefore *no adverse impact to the highway in accordance with CEQA Guidelines Section 15064.5(b)*.

7.0 CONDITIONS/MITIGATION

No conditions or mitigation are necessary.

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8.0 CONCLUSION

ASM identified and documented 11 built environment resources within the Project APE that required evaluation. As a result, ASM recommends only one of the 11 properties as eligible for listing in the NRHP and CRHR. ASM recommends U.S. Highway 395, located within the direct and indirect APE, is eligible for listing in the NRHP/CRHR/Local Register under Criterion A/1/1, and as a significant historic site under the RPO.

ASM assessed effects and impacts under NHPA and CEQA to the eligible built environment historic property/historical resource within the direct and indirect APE. During construction, there is a potential for adverse direct effects/impacts to U.S. Highway 395. The character-defining features of U.S. Highway 395 will not be adversely affected as a result of the proposed Project. It is assumed small portions of the highway will be demolished and reconstructed as part of the Project, however, the alterations and reconstruction of those segments will not adversely affect the overall character-defining features of the resource. The larger resource will be minimally affected as only a small segment of the linear resource will experience alteration. Upon completion of the Project, the highway will continue its historic function. In consideration of the highway's eligibility under NRHP/CRHR Criteria A/1, its integrity of setting, location, feeling and association will remain high and loss of integrity of design, materials, and workmanship is minor.

In analysis of indirect effects, the project will not introduce a physical feature into the setting that is visually obstructive. The small pipeline segments that will be visible from U.S. Highway 395 will not constitute a significant loss of integrity of setting; as such the Project will not adversely affect character defining feature of this resource and will not result in loss of eligibility of the resource.

ASM recommends that the proposed Project's effects do not meet the Criteria of Adverse Effect as stated in 36 CFR 800.5(a)(1). As such, ASM recommends that there will be ***no adverse effect to the highway in accordance with 36 CFR 800.5(b) of the NHPA***. Impacts are less than significant under CEQA, **so there will be no adverse effect under CEQA Section 15064.5(b)**.

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APPENDICES

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APPENDIX A
Photos and Maps
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Photo 1. Possible historic building. Facing East. Collector designation 395-s-001. At junction of 1928 and 1948-53 routes just south of MCAS Miramar.



Photo 2. Possible historic drain clean out associated with 395 section below slope to SE. Facing SE. Associated with 1928 route near Pomerado Rd.



Photo 3. Historic 395 section. Abandoned. Line points in collector as 395-s-002. Facing NW. Associated with 1928 route near Pomerado Rd. Road width 21.25 ft. Shoulder overgrown with vegetation.



Photo 4. Historic 395 section. Abandoned. Line points in collector as 395-s-002. Facing West. Associated with 1928 route near Pomerado Rd. Road width 21.25 ft. Shoulder overgrown with vegetation.



Photo 5. Historic 395 section. Abandoned. Line points in collector as 395-s-002. Facing WSW. Associated with 1928 route near Pomerado Rd. Road width 21.25 ft. Shoulder overgrown with vegetation.



Photo 6. Historic 395 section. Abandoned. Line points in collector as 395-s-002. Close up of road material. Associated with 1928 route near Pomerado Rd.



Photo 7. Historic 395 bridge. Historic bridge. Associated with 1928 route. In collector as 395-s-003. Facing West. 23.9 ft wide. On Old Pomerado Rd.



Photo 8. USGS marker on bridge. Associated with 1928 route Included in collector point 395-s-003. Close up.



Photo 9. Possible historic culvert. On Old Pomerado Rd. Associated with 1928 route. In collector as 395-s-004. Photo facing SE.



Photo 10. Possible historic building. Associated with 1928 route. Point not taken. Address on building is 12237 Old Pomerado Rd. Photo facing East.



Photo 11. Possible historic building. Associated with 1928 route. Point not taken. Address on building is 12237 Old Pomerado Rd. Photo facing SE.



Photo 12. Collector point 395-s-005. Historic road section remnant, 18 feet wide, used as business parking. Photo facing North. Associated with 1928 route.



Photo 13. Collector line point 395-s-006. Historic road section remnant. Associated with 1928 route.



Photo 14. Collector line 395-s-007. Mostly cleared except for a very small area of asphalt that appears in situ, and broken asphalt rubble elsewhere. Facing southeast.
Associated with 1948-1953 section.



Photo 15. Collector line 395-s-007. Berm of soil and asphalt rubble bisecting 395-s-007. Facing east.



Photo 16. Collector line 395-s-007. Closeup of asphalt material.



Photo 17. Collector line 395-s-008. Small edge of road surface eroding out of soil; not measurable. Photo facing north. Associated with 1948-1953 section.



Photo 18. Collector line 395-s-008. Closeup of road material.



Photo 19. Collector line 395-s-009. 1947 bridge. Facing south. Associated with 1948-1953 section.



Photo 20. Collector line 395-s-009. 1947 bridge, facing northeast. Associated with 1948-1953 section.



Photo 21. Collector line 395-s-010. Bridge and road directly adjacent to old route. Photo facing northwest. Associated with 1928 route.



Photo 22. Collector line 395-s-010. Bridge adjacent to old route. Unknown age. Photo facing west.



Photo 23. Collector point 395-s-011. 1943 culvert. Did not take GPS line due to traffic. Photo facing northwest. Associated with 1928 route.



Photo 24. Collector line 395-s-012. Road section running along edge of current ROW. Photo facing south. Concrete is 18'9" wide. Asphalt shoulders are variable but at widest 5'10". Associated with 1928 route.



Photo 25. Collector line 395-s-012. Closeup of concrete and asphalt.

APPENDIX B

DPR Forms

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