

**RECONNAISSANCE SURVEY  
AND CONTEXT STATEMENT FOR A PORTION OF THE  
NORTHSIDE**

**Prepared For:**

**City of Riverside Planning Department  
Riverside County, California**

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## EXECUTIVE SUMMARY

From October 2004 to September 2005, JM Research and Consulting (JMRC) performed a reconnaissance-level survey of a portion of the Northside in the City of Riverside, Riverside County, California, and developed a historic context statement, which constituted Phase I of a larger project to intensively survey the area. The survey area is partially located within the Downtown Redevelopment Project Area and is bounded by the south side of Strong Street to the north, the north side of First Street to the south, the east side of Randall Drive/Fairmount Boulevard to the west, and SR-91/I-215 to the east, encompassing approximately 425 acres of mixed use land. The survey area is located within Sections 13, 14, 23, and 24, T2S, R5W, S.B.B.M.

The survey was initiated by, and completed in cooperation with, the City of Riverside under a Certified Local Government grant administered by the State Office of Historic Preservation. The purpose of the project was to identify, document, and evaluate, at the reconnaissance level, potential historic districts and individually significant properties for eligibility for listing in the National Register of Historic Places (NRHP or NR), the California Register of Historical Resources (CRHR or CR), and under the City of Riverside's Cultural Resources Ordinance, Title 20 of the Riverside Municipal Code (Ord. 6263 (1996), as amended). Some individual properties or groups of properties within the survey area have been previously surveyed. The City of Riverside's first comprehensive survey was completed from 1977 to 1979. This reconnaissance-level survey included minimal recordation of properties, including architectural style, estimated or factual date of construction, and related features. Two freeway improvement projects have recently prompted intensive-level Section 106 surveys within portions of the study area. A report entitled "Historic Architectural Survey Report (HASR) for the Widening of State Route 60 (SR-60) and Interstate Route 215 (I-215) between Valley Way and University Avenue" by David Bricker was included within the project's corresponding Historic Property Survey Report (HPSR) dated February 1995 by Stephen Hammond, and a series of revised and supplemental HPSR-HASR documents were prepared from 1993 to 2000 for a separate project to improve I-215/SR-91/SR-60. The preparation of these documents involved a number of consultants, including Myra L. Frank & Associates, Inc.; Historical, Environmental, Archaeological, Research, Team (HEART); Parsons, Brinckerhoff, Quade, & Douglas, Inc.; and David Bricker and Christie Hammond, then Architectural Historians for California Department of Transportation (Caltrans), District 8. The surveyed properties included within these previous Section 106 studies represent about 11% of the properties within the survey area.

The surveyed portion of the Northside represents several types of property use and a variety of periods of development from the late 19<sup>th</sup> century to the modern period. City staff estimated that of the approximately 800 properties within the project area, some would be individually significant, while many would be significant within the context of historic districts. In order to accomplish the goals and objectives of the project, and in accordance with the Scope of Work provided by the City of Riverside, JMRC conducted a systematic field survey of the project area to identify the boundaries of potential historic districts and individual historic resources. Site-specific research, including building permits and

Assessor's records; research on the history and development of the Northside; and the conduction of three formal oral history interviews with long-time Northside residents assisted in the identification of significant properties and areas within the survey boundaries and aided the development of the historic context statement, which provided a framework within which to identify potentially eligible districts and properties and to apply the criteria for evaluation.

Though the proposed Scope of Work did not call for an archaeological component, consideration of potential archaeological resources was addressed early in the survey process due to the proximity of White Sulphur Springs, a natural hot springs known for its early Native American occupation, to the survey area. In addition, North Hill (or Fairmount Hill), the area northwest of the SR-60/I-215 Interchange, and the former Southern Pacific Company railroad right-of-way land was identified as areas of potential archaeological sensitivity within the survey area. A Draft Program Environmental Impact Report (November 2004) by Cotton Bridges and Associates, which constitutes a reconnaissance-level examination of the survey area, was recently prepared as part of the General Plan 2025 Program. The study, which encompassed the entire 91,200-acre planning area, analyzed the potential for adverse impacts to cultural and paleontological resources associated with the adoption and implementation of the proposed General Plan, revised Zoning Code and Subdivision Code, and other components based upon the Draft Cultural Resources Element of the City of Riverside General Plan Update prepared by Applied EarthWorks, Inc. (December 2003) and the Historic Preservation Element of the City of Riverside General Plan (adopted 2003; GP-005-023). The study ranked archaeological and geographical sensitivity of the area within the Northside survey boundaries as "Unknown." Recommendations for future archaeological study within the survey area should follow those prescribed by the Draft Program Environmental Impact Report, which calls for a comprehensive archaeological survey program and the project-specific survey of areas slated for development or other ground disturbing activities.

In completing the reconnaissance survey, JMRC found that 952 properties were included within the survey boundary, of which, approximately 11% had been previously intensively surveyed and 63 had been previously designated. Of the 952 properties, 128 were constructed, or appeared to be constructed, after 1959 and 143 appear too altered. 156 properties appear eligible for inclusion as contributors within three (3) potential districts. In addition to the three historic districts, 11 properties appear individually eligible for designation, and 16 properties are recommended for further study. In addition, the theme of Immigration and Ethnic Diversity is recommended for further study as association with ethnic groups, particularly Northsiders of Hispanic descent, could not be fully developed (Appendices IV through IX).

A portion of the locally designated and NR-eligible Heritage Square Historic District exists within the southeast boundary of the survey area and represents a large variety of residential architectural styles popular in southern California from the 1880s to the 1920s, including excellent examples of the Victorian, Revival, and Arts and Crafts periods. Debate over the boundaries of this district has ensued within the process of previous surveys by Aegis in 1992, during the Section 106 survey process for the Caltrans freeway improvement projects begun in the 1990s, and by Myra L. Frank & Associates, Inc. in 2003. The district is

currently bounded by SR-91 to the east, the north side of Fifth Street to the south, the east side of Orange Street from Fifth to Third Streets and the west side of Orange Street from Third to First Streets to the west, and the north side of First Street to the north, where the district overlaps slightly with the current survey boundaries.

A cohesive group of early 20<sup>th</sup> century single-family residences was identified as an extension of, and for inclusion in, the Mile Square Northwest, a previously determined CRHR eligible historic district adjacent to the southern survey boundary. This area of Riverside was partially surveyed during the first 1977-79 City survey, by Aegis in 1992, and by Myra L. Frank & Associates, Inc. in 2003. The Mile Square Northwest Historic District is located in the northwest quadrant of Riverside's original Mile Square (1870). The district is currently bounded roughly by the south side of First Street to the north, the south side of Sixth Street to the south, the west side of Market Street to the east, and Redwood Drive to the west. During Riverside's earliest period of settlement, much of the Mile Square was developed as agricultural property, and citrus groves blanketed much of the landscape. Large, predominately two-story grove residences first dotted the Mile Square but soon gave way to smaller cottages when speculators re-subdivided the land during and immediately after the 1880s land boom. Another, population-driven boom just after the turn of the century increased the need for housing in proximity to the downtown core that was growing in size and concentration, and the large agricultural properties were subdivided to accommodate smaller single-family residences and multi-family construction. While later phases of construction filled the vacant lots of the Northwest quarter of the Mile Square, the majority of residences were built during the early twentieth century and were Craftsman Bungalow in style with later, period revival styles mixed in sparingly. The streetscape took on its current appearance at this time when character-defining features such as street trees, streetlights, sidewalks and common setbacks were developed, which contribute to the district. Properties that appear eligible as additional Contributors to the eligible Mile Square Northwest Historic District were assigned a CHR Status Code of 3CD - *appears eligible for CR as a contributor to a CR eligible district through a survey evaluation*. Properties determined to be additional Non-Contributors to the previously determined eligible historic district were assigned a CHR Status Code of 6L - *determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning*.

One previously designated local neighborhood conservation area (NCA) within the survey boundaries, St. Andrews Terraces NCA, was identified for expansion and elevation to historic district status. The expanded, eligible district represents the southern half of the St. Andrews Terraces tract (1910) and adjacent subdivisions north of First Street, in the southeast quadrant of the survey area. The eligible district now includes 50 properties (38 contributors and 12 non-contributors) on Hewitt, Lemon, Lime, and Mulberry Streets and is bounded generally by the limits of the Heritage Square Historic District to the south, the former Southern Pacific Company railroad right-of-way to the north, Mulberry Street to the east, and the west side of Lemon Street to the west. In general, the expanded district possesses a lower collective degree of architectural distinction than the original conservation area but, overall, is distinguished as a geographically cohesive group of residences that highlight the form, detail and materials of the Arts and Crafts Movement, during which the properties were constructed. Accordingly, St. Andrews Terraces Craftsman District appears eligible for local designation under Title 20 of the City of Riverside Municipal Code (Ord.

6263 (1996), as amended) as it embodies distinctive characteristics of a style or period (Criterion C) and conveys a sense of historic and architectural cohesiveness through its design and setting (Criterion H). The potential St. Andrews Terraces Craftsman District was assigned a CHR Status Code of 5S2 - *individual property that is eligible for local listing or designation*. Properties determined to be potential Contributors to the St. Andrews Terraces Craftsman District were assigned a CHR Status Code of 5D2 - *contributor to a district that is eligible for local listing or designation*. Properties determined to be Non-Contributors to the potential historic district were assigned a CHR Status Code of 6L - *determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning*.

One potential historic district, the North Hill Historic District, was identified during the survey process and represents the cohesive development of a small, exclusive area overlooking Fairmount Park with a concentration of large-scale, high style single-family residences in a mix of period revival style architecture of the eclectic 1920s and 1930s: Tudor Revival, Spanish Colonial Revival, Monterey Revival, French Eclectic, Pueblo Revival, and Minimal Traditional styles. Most residences are architect-designed, and unique, contributing light standards extant on Randall Street, the west end of Houghton Avenue, and Pine Street, were likely specifically selected for this development as they appear nowhere else in the survey area or in the City. Accordingly, the district appears eligible for listing in the NRHP and CRHR as it embodies the distinctive characteristics of a period and represents the works of several master architects (Criteria C and 3, respectively). The North Hill Historic District also appears eligible for local designation under Title 20 of the City of Riverside Municipal Code (Ord. 6263 (1996), as amended) as it embodies distinctive characteristics of a style or period (Criterion C), represents the work of notable architects (Criterion D), and conveys a sense of historic and architectural cohesiveness through its design and setting (Criterion H). The potential North Hill Historic District was assigned a CHR Status Code of 3S - *appears eligible for NR as an individual property through survey evaluation*. Properties determined to be Contributors to the potential North Hill Historic District were assigned a California Historical Resources (CHR) Status Code of 3D - *appears eligible for NR as a contributor to a NR eligible district through survey evaluation*. Properties determined to be Non-Contributors to the potential historic district were assigned a CHR Status Code of 6L - *determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning*.

Under the Scope of Work, up to 100 properties within the project area that may be individually significant were to be identified and documented by JMRC on State of California Historic Resources Inventory DPR 523A forms (Primary Record; Appendix VI). During the early phases of the project, JMRC identified 34 properties that appeared to merit formal evaluation. Individual and historic research conducted throughout the survey helped guide the evaluation of these properties according to local, state, and national designation criteria. Of these 34 properties, eleven (11) were recommended for further research during Phase II, 12 were determined ineligible for designation due to alterations or ordinary design, and 11 were determined individually significant and eligible for designation. Of the 11 properties that were determined eligible for individual designation, one (1) property (3837 Ridge Road) was determined eligible for listing in the NRHP and the CRHR and for local designation as a City Landmark, one (1) property was determined

eligible for local designation as a City Landmark (3720 Stoddard Avenue), and nine (9) properties were determined eligible for local designation as City Structures of Merit (3668 Poplar Street, 3820 Ridge Road, 3864 Ridge Road, 3380 Russell Street, 3787 Shamrock Avenue, 3307 Spruce Street, 3320 Spruce Street, 3676 Strong Street, and 2357 Wilshire Street). NRHP/CRHR-eligible 3837 Ridge Road was assigned a CHR Status Code of 3S – *appears eligible for NR as an individual property through survey evaluation*, and all other individually eligible properties were assigned a status code of 5S2 – *individual property that is eligible for local listing or designation*. Individual properties that were neither identified for potential individual significance nor determined to be too altered were assigned a CHR Status Code of 6L – *determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning*. Individual properties that were identified as potentially individually significant but formally determined ineligible for individual designation, properties that were considered ordinary examples compared to better examples within the survey area, and properties that were identified as too altered, were assigned a CHR Status Code of 6Z – *found ineligible for NR, CR or Local designation through survey evaluation*. Individual properties that were recommended for further research in Phase II and properties constructed after 1959 were assigned a CHR Status Code of 7R – *identified in Reconnaissance Level Survey: not evaluated*. Properties that were constructed after 1959 or were too altered but were non-contributors to proposed districts were assigned a CHR Status Code of 6L – *determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning*.

In accordance with local and state historic preservation guidelines, a lesser threshold for integrity of design was applied in determining eligibility at the local and state level. In general, contributors to the Mile Square Northwest and St. Andrews Terraces Craftsman Historic Districts and properties determined individually significant at the local or state level possess a lower collective degree of architectural distinction than merits listing in the NRHP and/or are found in comparable quantity and quality within contemporaneous historic neighborhoods or areas of the City of Riverside. Alterations to contributors of the Mile Square Northwest and St. Andrews Terraces Craftsman Historic Districts that were reversible were deemed acceptable.

All properties previously assigned a CHR Status Code of 5 or higher or assigned a CHR Status Code of 3S, 3D, 3CD, 5S2, and 5D2 as part of this survey are considered to be historical resources under the current provisions of the California Environmental Quality Act (CEQA) and Title 20 of the City of Riverside Municipal Code (Ord. 6263 (1996), as amended). Those properties assigned a CHR Status Code of 6L, 6Z, or 7R are not historic resources under CEQA but may require individual cultural resources consideration in future planning or collective consideration, in the case of potential district non-contributors, where impacts to overall integrity and cumulative effects are evaluated.

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## I. INTRODUCTION

From October 2004 to September 2005, JM Research and Consulting (JMRC) performed a reconnaissance-level survey of a portion of the Northside in the City of Riverside, Riverside County, California, and developed a historic context statement, which constituted Phase I of a larger project to intensively survey the area. The survey area is partially located within the Downtown Redevelopment Project Area and is bounded by the south side of Strong Street to the north, the north side of First Street to the south, the east side of Randall Drive/Fairmount Boulevard to the west, and SR-91/I-215 to the east, encompassing approximately 425 acres of mixed use land. The survey area is located within Sections 13, 14, 23, and 24, T2S, R5W, S.B.B.M.

The survey was initiated by, and completed in cooperation with, the City of Riverside under a Certified Local Government grant administered by the State Office of Historic Preservation. The purpose of the project was to identify, document, and evaluate, at the reconnaissance level, potential historic districts and individually significant properties for eligibility for listing in the National Register of Historic Places (NRHP or NR), the California Register of Historical Resources (CRHR or CR), and under the City of Riverside's Cultural Resources Ordinance, Title 20 of the Riverside Municipal Code (Ord. 6263 (1996), as amended). Some individual properties or groups of properties within the survey area have been previously surveyed. The City of Riverside's first comprehensive survey was completed from 1977 to 1979. This reconnaissance-level survey included minimal recordation of properties, including architectural style, estimated or factual date of construction, and related features. Two freeway improvement projects have recently prompted intensive-level Section 106 surveys within portions of the study area. A report entitled "Historic Architectural Survey Report (HASR) for the Widening of State Route 60 (SR-60) and Interstate Route 215 (I-215) between Valley Way and University Avenue" by David Bricker was included within the project's corresponding Historic Property Survey Report (HPSR) dated February 1995 by Stephen Hammond, and a series of revised and supplemental HPRS-HASR documents were prepared from 1993 to 2000 for a separate project to improve I-215/SR-91/SR-60. The preparation of these documents involved a number of consultants, including Myra L. Frank & Associates, Inc.; Historical, Environmental, Archaeological, Research, Team (HEART); Parsons, Brinckerhoff, Quade, & Douglas, Inc.; and David Bricker and Christie Hammond, then Architectural Historians for California Department of Transportation (Caltrans), District 8. The surveyed properties included within these previous Section 106 studies represent about 11% of the properties within the survey area.

The surveyed portion of the Northside represents several types of property use and a variety of periods of development from the late 19<sup>th</sup> century to the modern period.

City staff estimated that of the approximately 800 properties within the project area, some would be individually significant, while many would be significant within the context of historic districts. In order to accomplish the goals and objectives of the project, and in accordance with the Scope of Work provided by the City of Riverside, JMRC conducted a systematic field survey of the project area to identify the boundaries of potential historic districts and individual historic resources. Site-specific research, including building permits and Assessor's records; research on the history and development of the Northside; and the conduction of three formal oral history interviews with long-time Northside residents assisted in the identification of significant properties and areas within the survey boundaries and aided the development of the historic context statement, which provided a framework within which to identify potentially eligible districts and properties and to apply the criteria for evaluation.

## **II. PROFESSIONAL QUALIFICATIONS**

Jennifer Mermilliod, Principal, who meets the *Secretary of the Interior's Standards for Professional Qualifications*, was responsible for completing every component of the survey project and producing project deliverables. Ms. Mermilliod has her Bachelor's Degree in History and her Master's Degree in Historic Preservation from the University of California, Riverside, and has four years experience in the field. In addition, she completed an internship at the City of Riverside, where she remained employed for two years before organizing her own consulting business. Projects completed while with the City of Riverside and under JMRC have provided experience in the production and management of large-scale survey projects such as the 2003-04 CLG grant-funded project - the Palm Heights Historic District Intensive Survey and Context Statement.

## **III. OBJECTIVES**

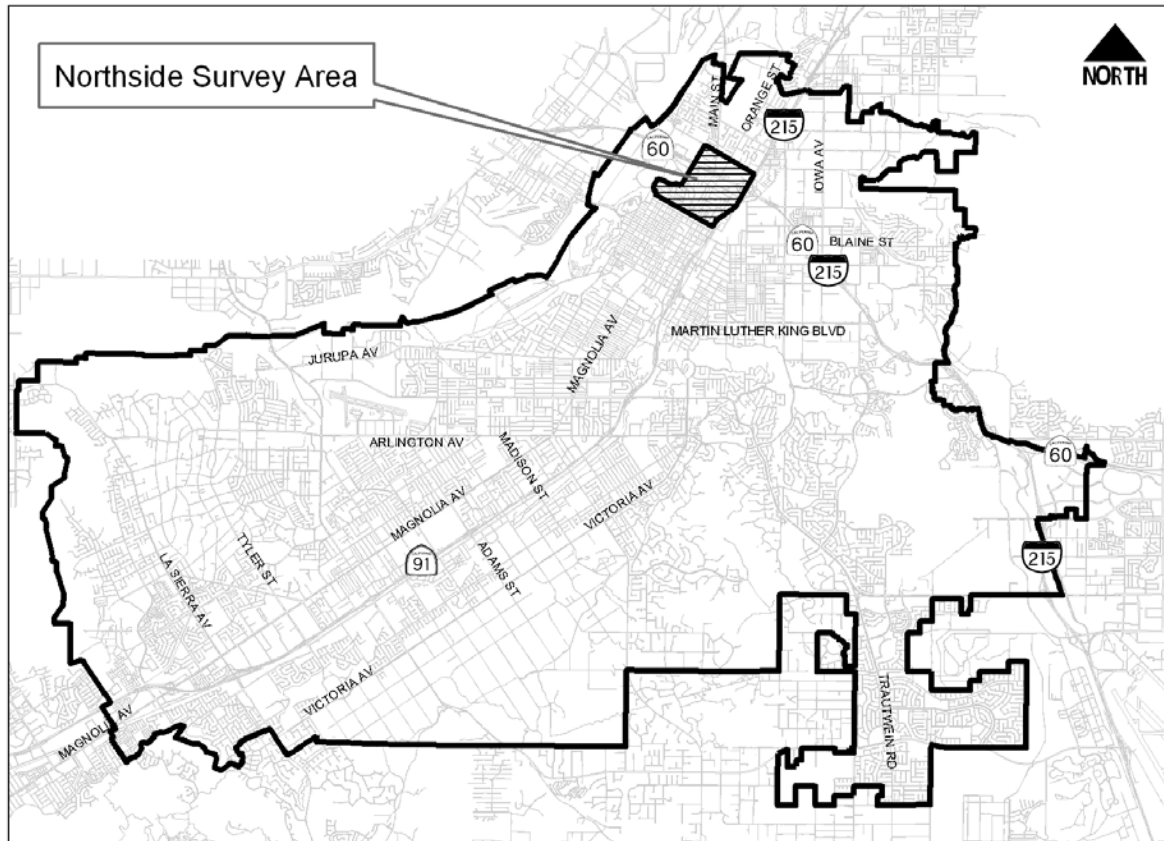
The primary objective was to complete Phase I of a larger intensive-level study of the survey area and included identifying potential historic districts, identifying and documenting up to 100 individually significant properties that appear eligible for individual designation, and developing a historic context statement with which to identify associated property types and characteristics and to base the future evaluation of individual resources and potential districts. Potential districts and individually significant properties were to be evaluated according to established national, state, and local designation criteria. The established 50-year threshold for significance was only a guiding measure for evaluation; the parameters of development and character of architectural design, as developed in the historic context statement, defined the period of significance of potential districts and

categorized individual properties as contributors, non-contributors, or significant outside of the boundaries of potential, eligible, or designated districts. Maps and tables were to be completed for identified potential districts, and properties that have been severely altered and those that require additional research were to be separately listed in tables to assist in the next phase of the project. All individually significant properties were to be documented on State of California Historic Resources Inventory DPR form 523A (Primary Record and added to the City of Riverside's Historic Resources Inventory Database so that survey results could be utilized in the planning process.

#### **IV. AREA SURVEYED**

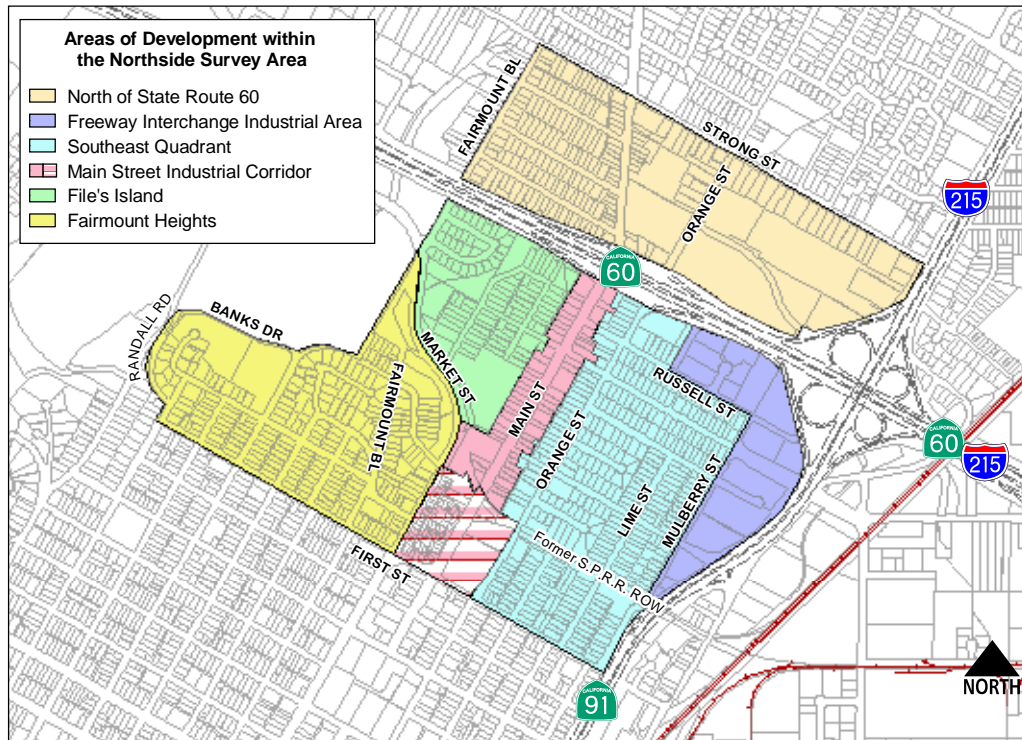
The area surveyed is located within the City of Riverside's historic Northside, an area of roughly 2 square miles just north of the city's downtown core (Figure 1). The survey area is located to the north/northeast within the current city boundaries and is approximately 50 miles east, southeast of Los Angeles.

Discrepancies exist over the current boundaries of the Northside. Historically, the southern boundary of the Northside was First Street, where street numbering began anew at 100 and the distinction "North" was added before street names. The western boundary has been cited as Market Street by some, which excluded Fairmount Park (dedicated 1897) and the surrounding residential area, while others include the city park, and the eastern boundary was the Atchison, Topeka, and Santa Fe (ATSF) rail line. The postal designation, "North," was removed during the 1930 citywide address-renumbering plan when many addresses changed from three to four digits, and the disparate numbering scheme from Old to New Magnolia Avenue and the arterials north of First Street was resolved. After the address conversion, the distinction, "North," was not needed but remained in practical use until recent years, and it appears the most significant cause in the gradual shift in perception of the southern and eastern boundaries has been the construction of SR-60 and SR-91, respectively, in the last half of the 20<sup>th</sup> century. According to many long-time residents of the Northside, the historic boundaries remain intact, but younger residents and many official City maps indicate that the southern and eastern boundaries conform to the modern freeways.



**Figure 1. Location of the Northside survey area within the City boundaries**

The survey area of less than 1 square mile lies in the southern portion of the historic Northside and is located wholly within the 10-acre parcels that bordered the northern edge of the original town plat known as the Mile Square. Bounded by the south side of Strong Street to the north, the north side of First Street to the south, the east side of Randall Drive/Fairmount Boulevard to the west, and SR-91/I-215 to the east, the survey area encompasses approximately 425 acres of mixed-use land. The surveyed portion of the Northside represents several types of property use and a variety of periods of development from the late 19<sup>th</sup> century to the modern period. Over time, areas distinguished by associated property type and use, and shaped by topography, emerged within the survey area, providing a logical pattern for organization for the context statement into areas of development – Fairmount Heights, File’s Island, Southeast Quadrant, Main Street Industrial Corridor, Freeway Industrial Interchange, and North of State Route 60 (Figure 2).



**Figure 2. Areas of Development within the Northside survey area**

Historically, the Northside was home to white, lower- to middle-class Riversiders. Distinct ethnic enclaves seen in other areas of the City were absent here, although a few Swiss, Dutch, and Italian residents were remembered for their well-known dairies, groceries, or farms. Due to the presence of large Spanish-speaking settlements adjacent to the Northside - La Placita and Agua Mansa - early residents of Spanish, Mexican, or Indian descent likely moved into the Northside area but are largely missing from the historic record. Efforts to account for the increasing Hispanic population, which now makes up over half of the residents of the Northside, during the research and oral history components of the survey were inconclusive.

The Northside has recently become an area of growth and development, which is guided by the Northside Community Plan (adopted 1991), which provides detailed policies and standards for private and public development. The entire survey area is split between two California Development Block Grant (CDBG) target areas; the northern portion, from SR-60 to Strong Street, is included in the North End CDBG Target Area and the southern portion, from SR-60 to First Street is within the Central City CDBG Target Area. In addition, a portion of the southern half of the survey area is within the Downtown Redevelopment Project Area, and Market Street within the survey area, as a northern gateway to the city, is currently undergoing a streetscape improvement project.

## **V. METHODOLOGY**

Methodology for planning and conducting the Reconnaissance Survey and Context Statement for a Portion of the Northside project, which included an oral history component, was guided by National Register Bulletin 24: *Guidelines for Local Surveys: A Basis for Preservation Planning and Instructions for Recording Historical Resources* (March 1995), and project deliverables were prepared in accordance with the *Secretary of the Interior's Standards for Preservation Planning, Identification, Evaluation, and Registration*, as applicable.

As the survey results and the identification of potentially significant individual and district resources were primarily for use in local preservation and planning, JMRC balanced historic preservation tenets with the purposes expressed in the City of Riverside's Cultural Resources Ordinance (Title 20, Ord. 6263 (1996), as amended). This merge of historic preservation with community development planning provides the basis for the protection of the City's historic resources, while facilitating the effective use of resources that are determined not significant under federal, state, and local preservation law.

In May 2005, a comprehensive revision to Title 20 was initiated by the Riverside City Council, and a committee was formed to evaluate the current ordinance and recommend improvements. Because changes to the cultural resources ordinance were not finalized prior to the completion of this survey, JMRC used the adopted ordinance (Ord. 6263 (1996), as amended) for guidance in determining local preservation goals and objectives and for evaluating extant resources within the survey area (Appendix I).

## **VI. RESEARCH DESIGN**

Specific techniques outlined in National Register Bulletin 24: *Guidelines for Local Surveys: A Basis for Preservation Planning and Instructions for Recording Historical Resources* (March 1995) helped guide the practical conduction of fieldwork, the organization of archival research, the completion of oral history sessions, the development of the historic context statement, the incorporation of existing data, the recordation of survey data, and the evaluation of historic resources. In addition, JMRC applied techniques that have proven successful in past survey efforts to complete the reconnaissance survey of a portion of the Northside.

It was anticipated prior to commencement of the survey that potentially significant individual and district resources would be evaluated at all levels - National, State, and local - using the criteria established for inclusion in the National Register of

Historic Places and the California Register of Historical Resources, and the criteria set forth under Title 20 of the City of Riverside Municipal Code (Ord. 6263 (1996), as amended). Upon completion of all research and survey work, the results were recorded using the City of Riverside's Historic Resources Inventory Database, and state-approved DPR forms were generated from database records.

## **SITE SPECIFIC RESEARCH**

Selective site-specific research was conducted as needed by JMRC and facilitated by City staff to assist in the establishment of dates of construction, alteration history, and historical association. The results of building permit research were recorded by street on JMRC forms, and Assessor's parcel number, street address, building footprints, and aerial photos were provided in map form by City staff. A table was also provided to JMRC that included the estimated date of construction for each property in the survey area according to Assessor's records. For some properties where no original building permit existed, where Assessor's records were missing or regarded as inaccurate, or where additional historical information was needed to make determinations of significance or non-significance, JMRC reviewed archived Assessor's records on microfiche at the County of Riverside.

## **ORAL HISTORIES**

As personal and community histories passed down through spoken recollections and the telling of stories has become increasingly valued and respected, oral history as component of the historic resources survey has become more prevalent. As called for in the Scope of Work, three formal oral history sessions were planned to assist in the identification and evaluation of historic resources as much of the Northside's history has not been studied or recorded

## **METHODOLOGY**

As described in National Register Bulletin No. 24, the history of a neighborhood or the significance of buildings, areas, or landscapes may be "richly represented in the memories of its people, and its cultural and aesthetic values may be best represented in their thoughts, expressions, and ways of life." Three formal oral history sessions were included in the proposed Scope of Work in order to record the recollections and perceptions of long-time Northside residents, assist in the development of the historic context statement, and help identify and evaluate important buildings and places in the community. A multi-phased approach to the oral history component of the survey ensured that site-specific and general research both contributed to and were guided by the oral history sessions.



## **BACKGROUND RESEARCH**

To prepare for the oral history sessions, JMRC compiled and studied existing primary and secondary source material on the Northside, including building permits, Assessor's records, previous surveys, written histories, historic maps and photographs, and newspaper articles. Areas where information was lacking or would benefit from clarification were noted to discuss during the oral histories.

## **FIELD RECONNAISSANCE**

During a preliminary windshield survey of the project and surrounding areas in October 2004, JMRC made note of potential historic themes and observed extant property types and resources within and near the survey boundaries for later investigation during the oral history sessions. At that time, JMRC noted similarities and differences within the survey area, which appeared to be shaped by topography, land use, and period of development, for further discussion with long-time residents during the oral histories.

## **SELECTION OF INTERVIEW PARTICIPANTS**

In an early February meeting of JMRC, City staff, representatives of the City's Cultural Heritage Board, and professional and student volunteers, a list of known long-time residents of the Northside community was made from which to select a group, or groups, of willing oral history interviewees. JMRC contacted each individual by telephone to explain the purpose of the survey project and the oral history component and to request their participation. Follow-up letters, along with a list of interview questions, were sent by JMRC to interested individuals inviting them to participate at one of two scheduled oral history sessions, and telephone confirmation with each participant was made before each session.

The third session was organized by university of California, Riverside student volunteer Michelle Rypinski and consisted mostly of members of her immediate and extended family.

## **PREPARATION OF INTERVIEW QUESTIONS**

A list of questions to pose to oral history interviewees was collectively prepared by the participants of the February oral history planning meeting and was based on their knowledge of the Northside and the background research and field reconnaissance completed by JMRC. The scheduled oral history sessions were guided by the prepared questions, which were given to participants prior to the meeting and were also intended to prompt thought and recollection into areas not specifically introduced (Appendix II).

## **ORAL HISTORY SESSIONS**

The oral histories required by the Scope of Work were conducted on three occasions with different groups of participants. The first two were held in the large conference room on the third floor of the Riverside City Hall, downtown, and the third was held at the Grace Linrud family home within the survey boundaries. Each session began with an introduction to the scope and purpose of the interview and survey and the federal funds that made the survey possible were acknowledged. Most members of the initial planning meeting were involved in the oral histories and either facilitated, assisted, recorded, or observed the sessions. Each interview, which included from 1 to 5 interviewees, lasted approximately two hours, and some interviewees also brought along historic materials to share. The first two interviews were videotaped, and the third was audio taped (Appendix II).

In addition to the three formal sessions required by the proposed Scope of Work, JMRC and Laura Klure conducted or participated in two additional, informal sessions with current or former Northside residents; these interviews were not video or audio taped. On April 26, 2005, Laura Klure interviewed Raymond and Tony Solorio, long-time residents of the Northside associated with the Northside's once small Hispanic community as well as the North Main/Northside business community. On June 10, 2005, Jennifer Mermilliod participated in a reunion of some members of the Paxton family at their family home within the survey area at 2450 Orange Street. Facilitated by the current owners, Scott and Joanne Simpson, the Paxtons offered site-specific and general information about the residence and the agricultural/citrus and dairy history of the Northside.

## **POST-INTERVIEW REVIEW AND ANALYSIS**

Some of the detailed notes taken during the three required oral history sessions and the two informal ones were typed up for easier use as the survey project budget prohibited the transcription of video or audio tapes. JMRC used the taped interviews and written notes to assist in the preparation of the historic context statement and to help identify and evaluate the significance of individual properties and places on the Northside. City staff anticipates that copies of the video, audio, and written accounts of the oral history sessions will be maintained at the City of Riverside Planning Department and placed in the downtown branch of the Riverside Public Library.

## **COMMUNITY PARTICIPATION**

In addition to the required and supplementary oral history sessions, JMRC also engaged the citizens of the Northside during the latter half of the survey process to inform them of the project and progress to date, take note of community concerns or

suggestions, and pose specific questions regarding absences or inconsistencies in the historic record.

On May 25, 2005, JMRC attended Mayor's Night Out, a monthly event held in different areas of the city during which community members can meet City leaders, staff, and fellow neighbors; collect material regarding city services and neighborhood accomplishments, and learn about current or upcoming projects and programs in their neighborhood. The events are special opportunities to voice concerns in a question and answer format between residents and City Hall. The May 2005 Mayor's Night Out was held at Fremont School in the Northside and provided an opportunity for JMRC to learn about current projects and concerns in the Northside community. In addition, JMRC gave a brief presentation to the attending community members to advise them of the survey, including funding source, boundaries, scope, purpose, and progress to date.

On August 8, 2005, JMRC and City Historic Preservation Officer, Janet Hansen, attended a meeting of the Northside Improvement Association, the oldest, still functioning community organization in Riverside. JMRC offered an informal presentation, which included information on the survey such as funding source, boundaries, scope, purpose, and preliminary findings. JMRC requested that residents bring forth concerns, comments, and suggestion, and identify areas or buildings they wanted to be sure were not overlooked. This was followed by a question and answer session in which community members raised concerns about and offered recollections about Fairmount Park and golf course and the White Sulphur Springs area, both just outside the survey boundaries. Residents also commented on the rural nature of the early community, naming some specific places and community members. Attendants also offered helpful information regarding sources for additional research such as the Will Rogers Museum where some information relating to the Riverside Fairgrounds is housed. Though just outside the survey boundaries, which is only a portion of the Northside, the fairgrounds, Fairmount Park, and White Sulphur Springs are included within the Historic Context Statement due to their location and their importance to and association with the Northside community (see Section VII). In addition, attendants of the Northside Improvement Association answered specific questions regarding their perspective of the historic and current boundaries of the Northside and their relationship to the downtown area.

During both events, JMRC took note of community projects, concerns, and suggestions offered regarding specific properties, places, or areas of research. At each event invited attendants were invited to contact JMRC with additional information, concerns, or suggestions, or to share historic materials for photocopying and possible inclusion in the survey report. Aside from discussion

during each event, to date, attending community members have not contacted JMRC to offer additional information.

## ARCHAEOLOGICAL RESEARCH

Though the proposed Scope of Work did not call for an archaeological component, consideration of potential archaeological resources was addressed early in the survey process due to the proximity of White Sulphur Springs to the survey area. The natural hot springs and adjacent tulle bog are located adjacent to the northern limits of the survey boundaries and were first used by local Native Americans, likely Cahuillas and Gabrieliños, for their alleged medicinal and curative properties. Beginning in 1876, the sulphur springs were commercially developed by a succession of Riversiders beginning with James P. Greaves, a founding father of Riverside.

In addition, JMRC identified three undeveloped areas of potential archaeological sensitivity within the survey area – North Hill (or Fairmount Hill), the area northwest of the SR-60/I-215 Interchange, and the former Southern Pacific Company railroad right-of-way land.

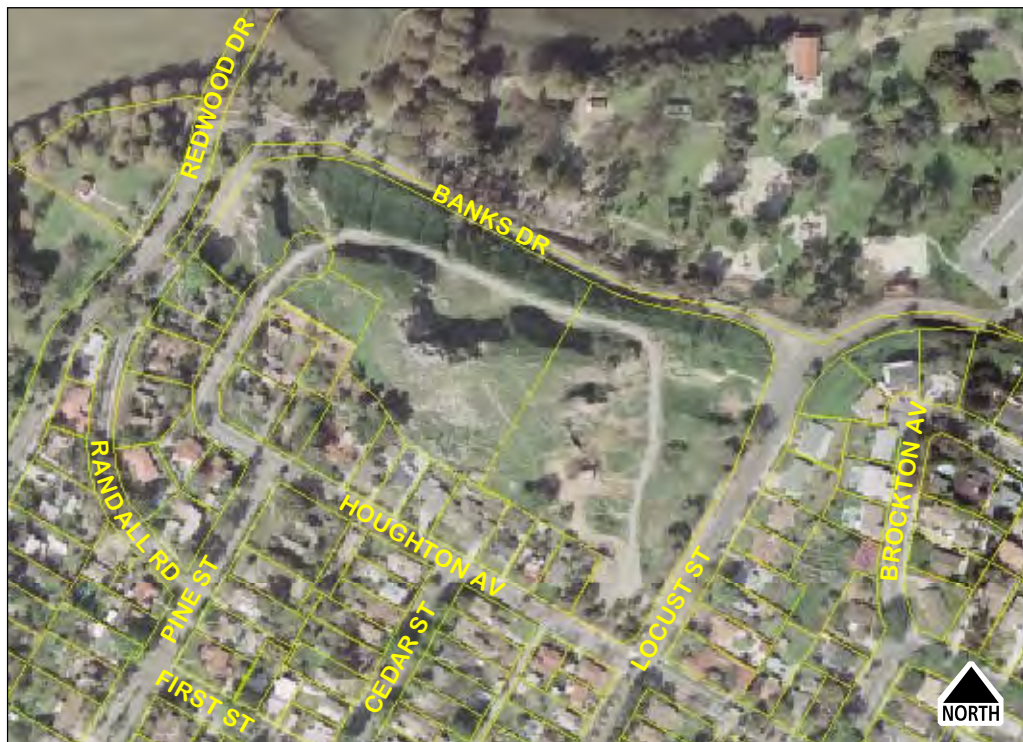


Figure 3a. Aerial view of North Hill and environs, the site of the former Athletic Park (ca. 1892-1902) and bicycle track.





**Figure 3b. Aerial view of the area northwest of the SR-60/I-215 Interchange**



**Figure 3c. Aerial view of the former Southern Pacific Company railroad right-of-way**

Based on the presence of White Sulphur Springs adjacent to the survey area and the three essentially undeveloped areas within the survey boundaries, JMRC consulted City staff regarding previous archaeological study within the survey area and researched historical accounts of areas of known Native American occupation and activity to determine if a reconnaissance-level approach to addressing the potential for archaeological resources was warranted.

A Draft Program Environmental Impact Report (November 2004) by Cotton Bridges and Associates was recently prepared as part of the General Plan 2025 Program. The study, which encompassed the entire 91,200-acre planning area, analyzed the potential for adverse impacts to cultural and paleontological resources associated with the adoption and implementation of the proposed General Plan, revised Zoning Code and Subdivision Code, and other components based upon the Draft Cultural Resources Element of the City of Riverside General Plan Update prepared by Applied EarthWorks, Inc. (December 2003) and the Historic Preservation Element of the City of Riverside General Plan (adopted 2003; GP-005-023). In the study, areas likely to be sensitive to archaeological resources (archaeological sensitivity), based on previous surveys and archaeological site density, and those likely to contain archaeological resources (geographic sensitivity), based on appropriate environmental conditions, were ranked and plotted as Unknown, Low, Medium, and High (Figures 4a and 4B).

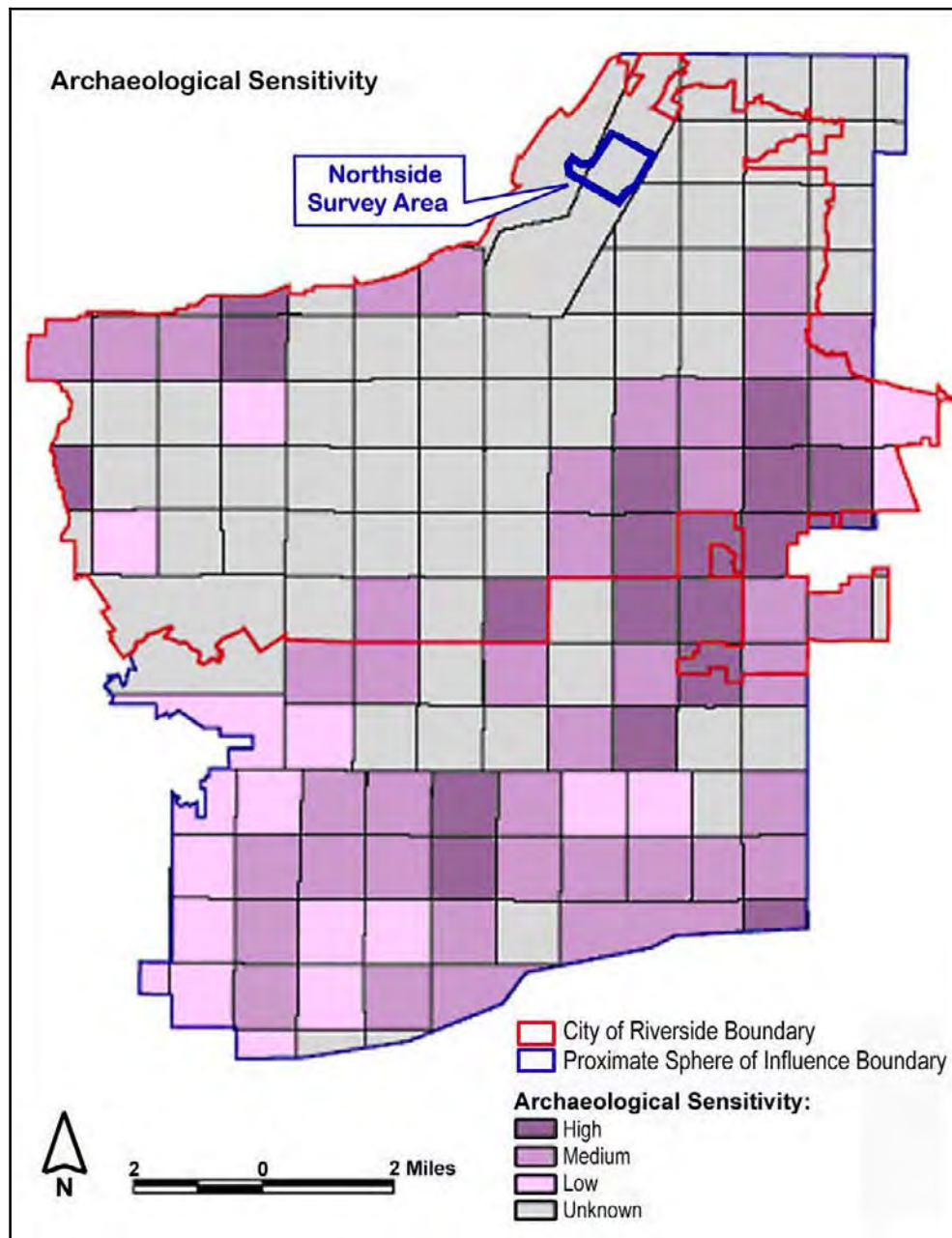


Figure 4a. Map showing areas of archaeological sensitivity (Applied EarthWorks, Inc. December 2003).

Unknown areas were those that were urbanized prior to the mid-1970s or supported extant citrus groves surrounding the built environment that might contain buried archaeological deposits dating to the City's prehistoric and historical periods.



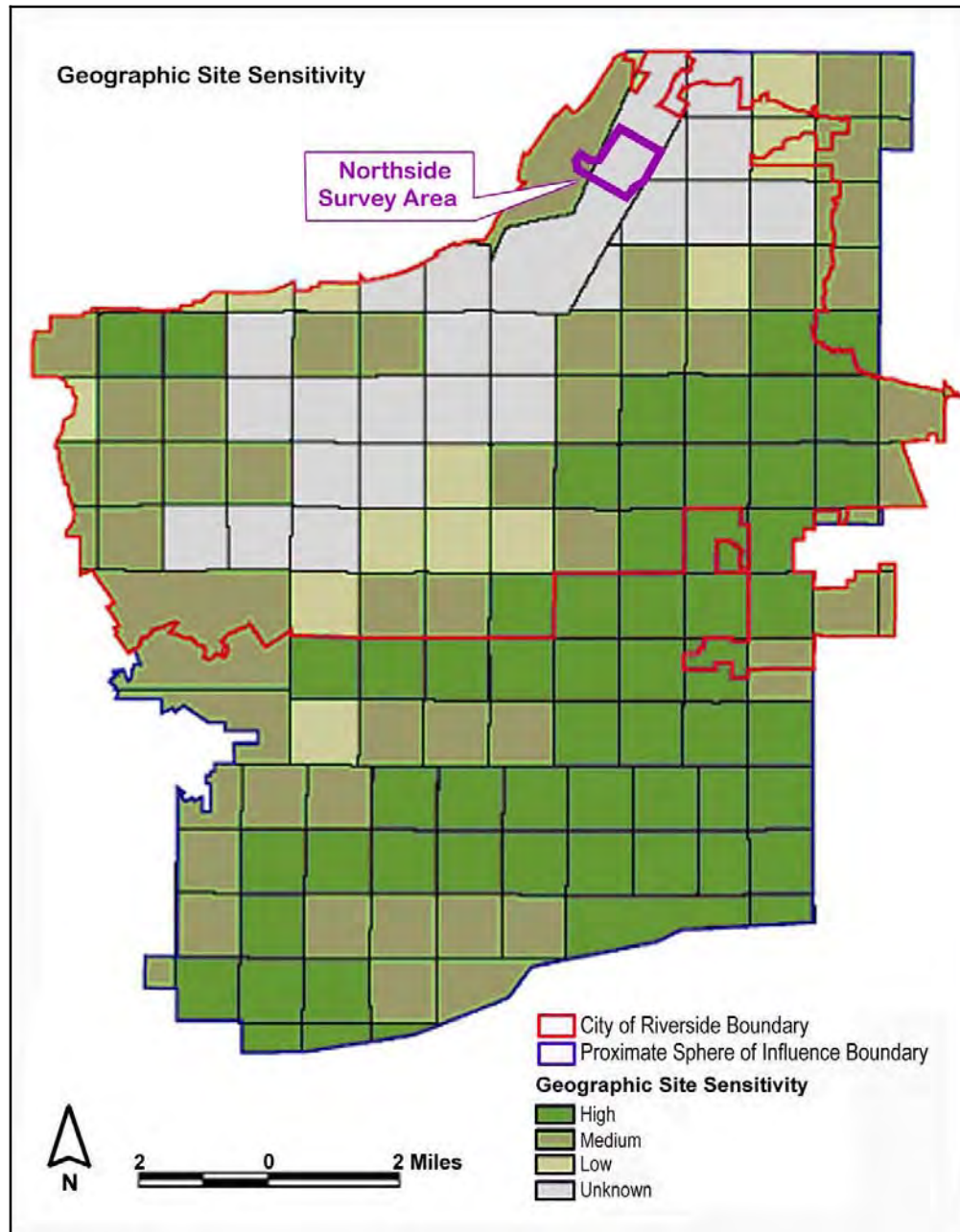


Figure 4b. Map showing areas of geographic site sensitivity (Applied EarthWorks, Inc. December 2003).

As this most recent archaeological study constitutes a reconnaissance-level examination of the survey area, it was determined by JMRC and the City Historic Preservation Officer that the Scope of Work should not be revised to include an archaeological component and that recommendations for future archaeological study within the survey area should follow those prescribed by the Draft Program Environmental Impact Report, as amended. The study concludes that the City should “actively pursue a comprehensive survey program to identify and document prehistoric and historical archaeological sites and sites containing Native American



human remains.” As archaeological sensitivity of the area within the Northside survey boundaries is identified as “Unknown,” without a comprehensive survey program in place, “...areas slated for development or other ground disturbing activities [should] be surveyed for archaeological resources by qualified individuals who meet the *Secretary of the Interior’s Standards and Guidelines* regarding archaeological activities and methods prior to the City’s approval of project plans.” Should archaeological resources be identified in the Northside survey area through future comprehensive or project-specific archaeological survey, further mitigation measures described in Sections 6.3.1 through 6.3.4 of the Draft Cultural Resources Element of the City of Riverside General Plan Update (Appendix D to the Draft Program Environmental Impact Report) should be implemented.

## **HISTORICAL RESEARCH**

The history and development of the Northside was researched in order to gather a general history of the survey area and compose a historic context statement, which formed the basis for the evaluation of potentially significant individual properties and potential districts and assisted in identifying associated property types and characteristics. In the absence of extensive materials on the history of the area, JMRC relied mainly upon historic maps, previous surveys of included or adjacent properties, oral histories, and published local and regional historical accounts. Exhaustive, property-by-property research to establish construction and ownership history was not completed; rather selected building permit and Assessor’s records research was completed and a sampling of city directories was conducted to establish development patterns and the general composition of the early occupants of the Northside.

## **FIELD SURVEY**

In order to fulfill the objectives of the Northside survey, JMRC conducted a reconnaissance-level field survey of the project area, which was organized in parts and restructured slightly based on field survey results.

In October 2004, JMRC conducted a preliminary windshield survey of the project and surrounding areas in order to gain a general understanding of the extant property types and resources within and near the survey boundaries and to note likely areas of discussion during the oral history sessions. At that time, JMRC made note of the extent of modern buildings and infill construction and buildings whose integrity of design appeared to have been compromised by alterations like the replacement of windows or alteration of window openings, the application of inappropriate wall cladding, the enclosure or alteration of porches or entries, large-scale or highly visible additions, and the alteration or removal of important architectural details. JMRC observed the similarities and differences within the

survey area, which appeared to be shaped by topography, land use, and period of development. Also noted were the layout of streets and lots within the survey area and the continuity, or discontinuity, both among adjacent blocks and between other areas within the survey boundaries in terms of common lot sizes, setbacks, landscaped parkways, streetlights and trees, and public spaces such as streets, curbs, driveway approaches, and sidewalks.

Beginning in late October 2004 and continuing through May 2005, JMRC completed field survey efforts in a systematic fashion. Based on the division of the survey area into manageable, geographic study areas of somewhat cohesive development, JMRC began fieldwork within the southwest quadrant of the survey area, then moved to the southeast quadrant, then surveyed the Main Street Industrial Corridor, and lastly, completed field work in the north half of the survey area, above SR-60 (Figure 5).

<b>Streets Surveyed</b>	<b>Streets Surveyed</b>
Audubon Place	Mulberry Street
Banks Drive	Northbend Street
Brockton Avenue	Oakley Avenue
Brookoak Street	Ogden Way
Carthage Street	Orange Street
Cedar Street	Park View Terrace
Chestnut Street	Pine Street
Connector Road	Poplar Street
Creekpark Street	Randall Road
Crescent Avenue	Ridge Road
Fairmount Boulevard	Rivermount Street
Fairmount Court	Russell Street
First Street	Shamrock Avenue
Hewitt Street	Springmount Street
Hiawatha Place	Spruce Street
Holding Street	Stansell Drive
Houghton Avenue	Stoddard Avenue
Lemon Street	Streamwell Street
Lime Street	Strong Street
Locust Street	Watermount Street
Main Street	Wilshire Street
Market Street	

**Figure 5. Table of streets surveyed within the project boundaries**

The survey area is within one of the oldest areas of the city and was oriented on an orthogonal plan, which follows a northeast/southwest axis, rather than strictly following the cardinal points and corresponds with the boundary lines of the Spanish *rancherías* that once defined land ownership in the region and continues to the Riverside-San Bernardino County boundary. Given the orthogonal plan and the sloping topography of some areas, JMRC typically photographed one side of each street in the morning and the other side in the afternoon to take advantage of natural light. JMRC took professional quality digital photographs in the field and noted potentially significant individual properties, potential district boundaries, properties that had been significantly altered, and those which appeared to post-date 1959, the threshold for photographic documentation as assigned by the Scope of Work. Through the review of field notes and photographs, JMRC returned to significant properties or areas with pre-printed field survey forms to record important architectural features, details, and alterations, as well as delineate potential district boundaries in the field.

JMRC met with City Historic Preservation Officer Janet Hansen in April and May 2005 to drive through the survey area and/or discuss extant resources, overall development patterns, potential district contributors and boundaries, and potential individually significant properties. A final in-the-field meeting with Ms. Hansen was completed in late August 2005 to finalize district boundaries, confirm identified individual resources, and discuss the survey's planning objectives in light of pending revisions to the City's Cultural Resources Ordinance (Title 20, Ord. 6263 (1996), as amended).

JMRC completed the field survey in August 2005 by revisiting the few individual properties for which important data was not completed during initial field recordation. Properties whose nature of alterations made them potential non-contributors to identified districts were also revisited to assist in evaluation. At this time, additional context views were photographed, and an effort was made to rephotograph properties that had been obstructed by residents or vehicles or were otherwise of poor quality.

Architectural descriptions were prepared throughout the field survey phase of research and revised according to site-specific research and repeated field survey, and properties were entered into the City of Riverside's Historic Resources Inventory Database in order to meet periodic project deliverables. The remaining properties were entered into the database late in August 2005.

## **VII. HISTORIC CONTEXT STATEMENT**

### **INTRODUCTION AND HISTORICAL OVERVIEW**

The historic context is a valuable component of the survey process, as it contributes to an understanding of the history and patterns of development of a site, community, area, or region as reflected in the built environment. Shaped by place and time, the historic context organizes the narration of the historic development of an area into cohesive historic periods, or themes, such as times of residential or commercial development, cultural and social change, industrial, agricultural, or engineering achievement, or physical growth, including the appearance of architectural styles and building forms. The evolution and impact of themes are supported by historical research and illustrated by the presence of physical resources that are categorized by property type, a grouping of individual properties that share physical or associative attributes. In this way, the survey, and the historic context itself, becomes a powerful tool in preservation planning (NPS 1985:14-15; NPS 1986:6-9).

In order to structure the Northside reconnaissance survey process, guide fieldwork, and establish a framework for evaluating the potential significance of historic properties and districts, research on the history of the area was collected and reviewed early in the survey process. This area of Riverside has never been extensively researched, and discussion of the area in secondary resources was scant. In addition, primary sources such as newspaper articles and available historic photographs were limited. As a result, the research phase of the survey continued longer than anticipated while historic maps, previous surveys of individual properties, published local and regional historical accounts, and various historic documentation in private collections were gathered. Oral histories conducted in February 2005 by long-time residents or business owners of the Northside provided primary historic material and assisted in directing research efforts. Intensive property ownership history was not conducted in favor of a sampling of city directories to establish the general composition of the early occupants of the Northside. Based on these efforts, a focused historic context was developed that centered on the defining elements of theme, place, and time.

The extant resources, organized by property type, within the Northside help clarify the significance and impact of the themes. In this way, the context becomes more than a historical narrative; it is a guide with which to examine the relative integrity and import of the potential individual and district resources within the neighborhood, giving those involved in preservation planning a tool with which to make important decisions about the significance of, and the potential impact of effects to, extant historic resources. Some historic themes that have been previously

developed for the city of Riverside and figure prominently in the development of many areas not explored in depth here, as they do not relate to the history of development, the nature of the extant historic resources, or the historic inhabitants of the survey area. The theme of Immigration and Ethnic Diversity has been recommended for further study as association with ethnic groups, particularly Northsiders of Hispanic descent, could not be fully developed.

Themes that have been developed in this historic context are organized according to major periods of settlement and growth and include Early Settlement on the Northside 1870-1900, Early Development 1901-1918, Suburban Development 1919-1941, and Post-WWII Development 1946-1959. History and development, which includes a discussion of related property types and architectural styles, are explored within each period and presented chronologically. The Northside is a very large area, encompassing roughly 2 square miles that was developed over a period of decades. Over time, areas distinguished by associated property type and use emerged within the reduced survey area of less than 1 square mile, providing a logical pattern for organization for the context statement. Thus, each main area of development – Fairmount Heights, File's Island, Southeast Quadrant, Main Street Industrial Corridor, Freeway Industrial Interchange, and North of State Route 60 (SR-60) – are summarized, after a brief historical overview, and are explored within the applicable themes introduced above (Figure 2).

## **HISTORICAL OVERVIEW**

Approximately 50 miles east, southeast of Los Angeles, the city of Riverside lies on a plain that is interrupted by the Santa Ana River to the west and a series of foothills that are known as Rubidoux Mountain, Box Springs Mountain, Jurupa Mountains, Pedley Hills, Pachappa Hill, and Victoria Hill, all of which partially define the City's boundaries. A series of arroyos from the eastern hills to the Santa Ana River crosses the Riverside plain. The Tequesquite Arroyo, the largest of the arroyo system, largely confined development to the original townsite, now Riverside's downtown core, for over four decades.

The greater Riverside area was originally inhabited by several Native American groups, including the Cahuilla, Serrano, Luiseno, and Gabrieliño Indians, with the Northside area of Riverside specifically within the traditional cultural territory of the Cahuillas and Gabrieliños (LSA 2005:5). The present-day Riverside area received its first European visitors in 1774-1776, shortly after the beginning of Spanish colonization of Alta California in 1769. At that time, Juan Bautista de Anza, the famed Spanish explorer, reported that several Gabrieliño villages were found near the Anza Narrows on the Santa Ana River, approximately three miles southwest of the survey area (Patterson 1996:120; Gunther 1984:25-26). After the establishment of Mission San Gabriel in 1771, the Riverside area became one of the mission's principal

*rancherías*, known as Jurupa. Despite these early contacts, no Europeans are known to have settled in the area until after the creation of the Rancho Jurupa land grant in 1838, during the secularization of the mission system when Spanish-speaking *rancheros* and large land grant holders, including Juan Bandini, Louis Rubidoux, Cornelius Jenson, Benjamin Ables, Arthur Parks, and J.L. Stewart arrived in the area.

Awarded to Juan Bandini, the first non-Indian known to have settled in the region (Patterson 1996:121), Rancho Jurupa encompassed what are now the northern portion of the city of Riverside and the unincorporated area of Jurupa. In the 1840s, a number of other land grants were created in the vicinity. Two of these also encompassed portions of present-day Riverside, namely La Sierra (Sepulveda) and El Sobrante de San Jacinto, both of which lie several miles southwest of the current project boundary. Also in the 1840s, settlers from New Mexico established two farming communities on the Jurupa Rancho - La Placita and Agua Mansa - approximately two miles north of the survey area.

Established in 1844-5, La Placita (also known as Spanishtown) and Agua Mansa were two villages within one Spanish-speaking community located on either side of the Santa Ana River. The community was founded on the Bandini Donation, a piece of land given by Juan Bandini to Spanish-speaking settlers of Spanish, Mexican, and Indian descent from New Mexico in return for their services as a buffer and defense against Indian raiders. Sited on rich river-bottom farmland, La Placita was founded first by 20 families led by Lorenzo Trujillo and Jose Martinez on the east side of the river up to the western base of the La Loma Hills, west of present-day Highgrove. The better-known Agua Mansa was situated the following year on the west side of the river on a part of the Bandini Donation that stretched from near the present-day Riverside/San Bernardino County line to Slover Mountain in Colton (Patterson 1996:122-31).

Though organized by a town hall meeting style of government, the community was heavily influenced by the Catholic tradition and resident priest and was subject to the judicial jurisdiction of San Bernardino County. The people of Agua Mansa and La Placita were united in a church parish called San Salvador, which later also became the name of the county township (1851) and the school district (1863). In the 1850s, the Church of San Salvador and cemetery were constructed on the high ground of Agua Mansa, and the parish school (1844) was relocated there. Later, the Riverside School District (1871) was carved from a branch of this original district. The more traveled and safer road to the county seat in San Bernardino went through La Placita, across the river to Agua Mansa and through Colton. For a short time, La Placita, Agua Mansa and Riverside were combined in the San Salvador County Township (Patterson 1996:109-127).

The Spanish-speaking community was unique in the Rancho period, which was characterized by livestock ranching rather than farming and did not promote individual land and home ownership. The independent landholders of La Placita and Agua Mansa owned their own adobe homes and farms, which were irrigated by ditches dug from the Santa Ana River. They grew both grain and garden produce such as grapes and raised animals for meat, milk, and labor. By 1855, the community boasted about 200 members and eventually had more than 100 little farming fields (Patterson 1996:127-8), and their horses, sheep, and cattle freely grazed on government land and what would become Riverside, causing quick and lasting conflict with Riversiders until the early 20<sup>th</sup> century.

The lands within the survey area were also part of Bandini's Rancho Jurupa and were purchased by the California Silk Center Association in 1868. In September 1870, the Southern California Colony Association, led by John W. North, purchased the holdings of the California Silk Center Association, which consisted of approximately 8,600 acres of the eastern portion of the Rancho, and founded the colony of Riverside. The short-lived silkworm colony had been founded in 1868 by Louis Prevost, a native of France, and his death in early 1870 caused the abandonment of the project by co-investors just before the state of California withdrew the high, promotional bounties it had been offering for the planting of mulberry trees and silkworm cocoons (Patterson 1996:35). Almost immediately after purchasing the silk colony lands, work on an irrigation canal began under the direction of a former silk colony director, Thomas Cover, who was one of four men to join the new colony. By the end of the same year, the holdings of the Southern California Colony Association were surveyed and platted by Goldsworthy and Higbie as an orthogonal plan with 10-acre parcels to the north and south of a one-mile square townsite known as the Mile Square (plat map 1870). The Mile Square lies to the northeast within the current city boundaries, and the survey area is located wholly within the 10-acre parcels to the north. The orthogonal street plan, which is oriented on a northeast/southwest axis, rather than strictly following the cardinal points, corresponded with the boundary lines of the Spanish *rancherías* that once defined land ownership in the region and continues to the Riverside-San Bernardino County boundary.

Also in 1870, a nearly 13-square-mile area to the southwest, which included much of the government land, was purchased by Benjamin Hartshorn. Part of the Hartshorn Tract, which was also laid out in the orthogonal pattern, was sold in 1874 to investor William T. Sayward and Indiana banker Samuel C. Evans who soon established the Riverside Land and Irrigating Company. The area became known as Arlington, a distinct community (Bynon 1893-4:21). Between the lands owned by the Southern California Colony Association and the Riverside Land and Irrigating Company remained a much-reduced, mile-wide strip of land known as the Government Tract, where streets were laid out on a strict north-south grid and intersect at odd angles

with Magnolia Avenue, the main arterial that strings the three developments together (Figure 1). In downtown Riverside, Magnolia Avenue becomes Market Street, which continues to bisect the southern portion of the survey area. Market Street serves as a northern gateway to the City; however, development along Market Street within the survey area is oriented away from the arterial and is associated with bordering neighborhoods rather than the streetscape.

During the 1870s and 1880s, amid a land boom that swept through southern California, the budding town of Riverside grew rapidly with approximately 4,600 residents by 1890 (Census Bureau, Census 1890). As land values were tied to agricultural production, the most important boost to Riverside's early prosperity came with successful, canal system irrigation and the introduction of the naval orange in the mid-1870s. Its nearly instant success in Riverside led to the spread of citrus cultivation throughout southern California, and propelled Riverside to the forefront of the citrus industry.

The City of Riverside was incorporated in 1883 by a vote of 228 to 147 by the citizens of Riverside (Phillips 1995:3) and at that time encompassed approximately 56 square miles. The incorporated area included the original purchase by the Southern California Colony Association as well as the Arlington area and the lands in the Government Tract (Patterson 1996:17). The business district was located in the heart of the original Mile Square townsite, while about 33 square miles were divided into small farm lots of 5, 10, 20, and 40 acres and the remainder dedicated to hay raising and grazing (Bynon 1893-4:23). In 1893, Riverside became the county seat of Riverside County, which formed in that year from portions of San Bernardino and San Diego Counties, and by 1895, Riverside was a thriving, irrigated cooperative that specialized in citriculture.

Riverside grew rapidly and early, and development soon spread north and east of the original townsite. The Northside area, which lies adjacent (northeast) of the City's downtown core (Figure 6), experienced areas of concentrated development primarily throughout the first half of the 20<sup>th</sup> century. Development to the southwest was not substantial until the early 20<sup>th</sup> century, after the Tequesquite Arroyo, a natural land barrier, was filled in 1913. The fill allowed the growing Riverside population to spill into the areas southwest of the original townsite, including the former Government Tract, which were covered by citrus groves and, to a lesser degree, vineyards and walnut orchards. Historically, ethnic communities were concentrated on Riverside's Eastside, "Chinatown," and scattered throughout the Arlington area, while the homes and businesses of the Northside were occupied with predominantly white, working- and middle-class citizens until the latter 20<sup>th</sup> century (Mermilliod & Klure 2005a & 2005b). Today, more than half of the Northside's approximately 6,200 residents are Hispanic (Census Bureau, Census 2000 - City of Riverside Northside Neighborhood Demographic Profile).



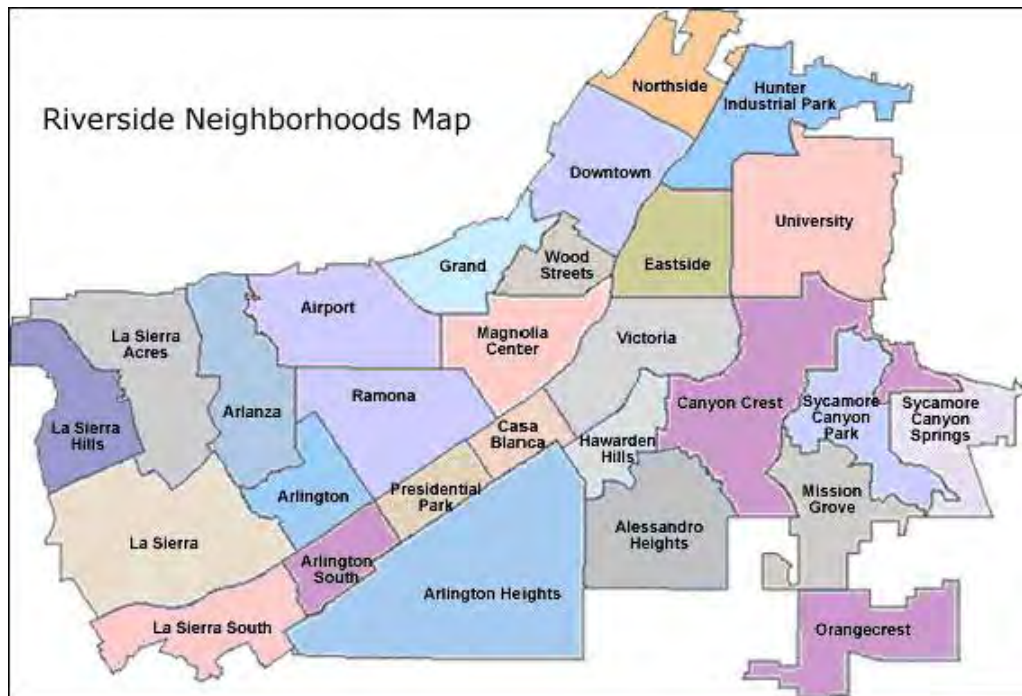


Figure 6. The Northside among the communities of Riverside (City of Riverside 2005)

By the mid-20th century, the increasing diversification of Riverside's economic livelihood saw the destruction of much of Riverside's once vast citrus acreage. As the dependence on agriculture lessened and population pressures increased, the groves and fields that dotted Riverside gave way to urban expansion, as elsewhere in southern California. And by the late 1940s-1950s, the post-WWII boom and the accompanying suburbanization movement in American history established the post-war neighborhoods scattered throughout the survey area. The demand for housing fueled by population increases in the post-war era filled the remaining vacant lots within all earlier subdivisions.

Residents of the Northside and traveling motorists supported localized commercial and industrial development along North Main Street, which was once populated with many single-family residences. There, businesses offered automotive repair, lumber, metal works, blacksmith and barber services, and groceries. Those on the Northside necessarily traveled outside the community for most commodities, services, or amenities such as clothing, physicians, and the arts. Riverside's downtown district served most needs, and some commercial interaction with communities to the north and east, like Highgrove and San Bernardino, existed. Frequent commerce with other areas of Riverside and beyond was limited until the latter 20<sup>th</sup> century (Mermilliod & Klure 2005a).

In recent years, the physical and economic revitalization of the Northside has ranked among the priorities in the City of Riverside's redevelopment efforts. The area is the

topic of the Northside Community Plan (adopted 1991), which provides more detailed policies and standards for private and public development. The entire survey area is split between two California Development Block Grant (CDBG) target areas; the northern portion, from SR-60 to Strong Street, is included in the North End CDBG Target Area and the southern portion, from SR-60 to First Street is within the Central City CDBG Target Area. In addition, a portion of the southern half of the survey area is within the Downtown Redevelopment Project Area, and Market Street within the survey area, as a northern gateway to the city, is currently undergoing a streetscape improvement project.

#### **AREAS OF DEVELOPMENT WITHIN THE NORTHSIDE**

Development within the survey area appears to have been concentrated rather than scattered throughout this large geographic area, lending today's landscape a collection of areas defined not only by use, but also by period of development (Figure 2). A table listing subdivisions for each Area of Development is found in Appendix III, and Appendix X lists street trees by street name throughout the survey area, provided by Ron Smith, City of Riverside Urban Forester.

#### **Fairmount Heights**

The Fairmount Heights area is in the southwest quadrant of the survey area and is bounded by First Street to the south, Randall Road to the west, and Market Street to the east. The northern limits of this area are defined partially by Market Street and by Banks Drive, which skirts Fairmount Park. Streets included within the Fairmount Heights area are Banks Drive, Brockton Avenue, Cedar Street, Chestnut Street, Crescent Avenue, Fairmount Boulevard, Fairmount Court, First Street, Houghton Avenue, Locust Street, Market Street, Park View Terrace, Pine Street, Randall Road, and Ridge Road (Figure 7). Market Street near Fairmount Park, which was once part of the old roadway alignment of the Crestmore/Riverside-Rialto Line of the Pacific Electric Railway Company (PE), which became known as the Crescent City Railway has been altered extensively in since the decade following WWII and is currently included in a Market Street improvement project.

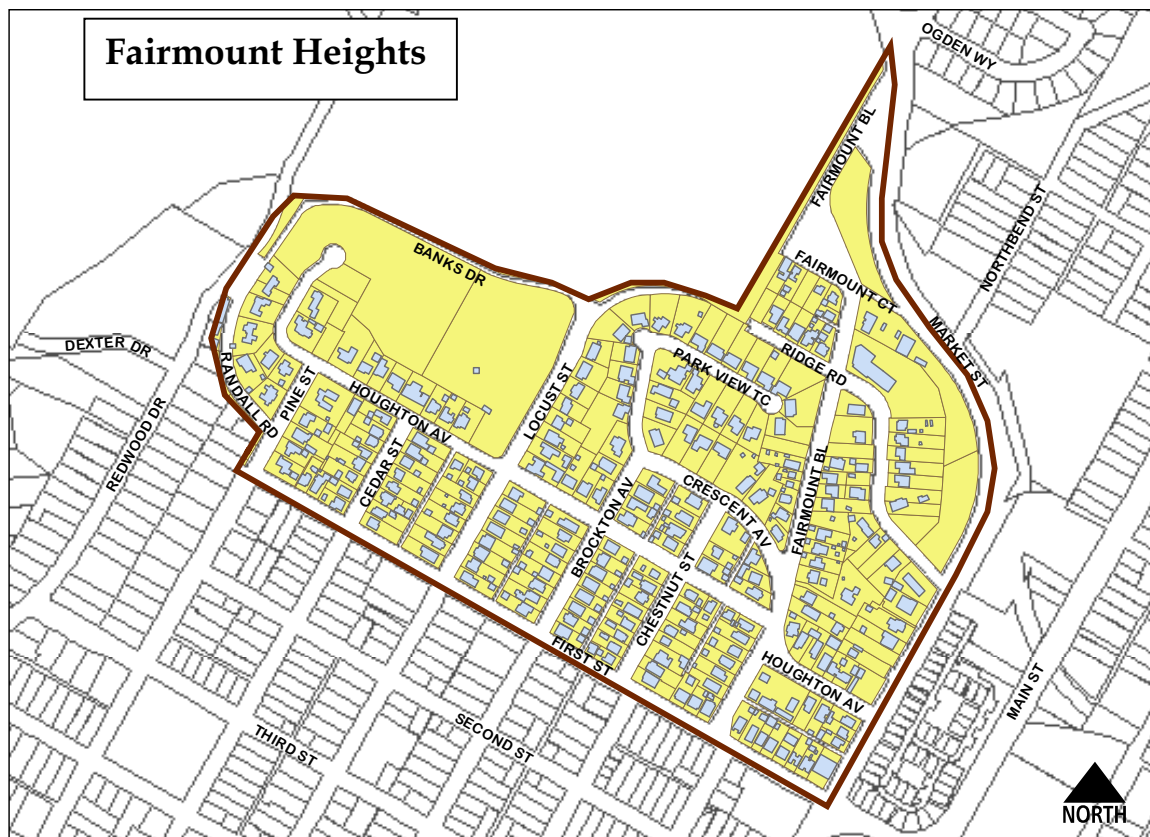


Figure 7. Fairmount Heights within the Northside Survey Area



**Concrete light standard on Fairmount Boulevard (c. 1917)**

Development in the Fairmount Heights area flows with the topography, which emerges nearly flat as a continuation of the evenly spaced streets of the Mile Square to the south and rises quickly to the north, where curving streets and elevated construction lend a different feeling to the streetscape. In some areas, streets have cut into the slopes so that properties rise high above, and many homes along Fairmount Boulevard have street level, detached garages in front of and below them. The rear yards of some properties along Houghton Avenue and Park View Terrace drop off sharply to the park below. Streetscape improvements are probably the most consistent here, particularly in the north-south oriented streets of Fairmount, Brockton, Chestnut, Cedar, Locust, and Pine than in any other area within the survey boundaries. Most streets feature wide, turfed parkways with mature street trees and common setbacks of 20-30 feet. Concrete light standards are original (c. 1917), but all of the original round globes with incandescent lamps have been replaced with metal, Town and Country style post top luminaries (since 1970). In addition, since the early 1970s, slim round

poles of steel or fiberglass with matching Town and Country luminaries have replaced irreparable original concrete standards in many areas (City of Riverside 1995:13, 17-18). Street trees throughout the area include palms, pepper, ash, and oak species, and sugar pine are found on Pine Street. The large, lighted granite street monuments and granite walls found along Fairmount

Boulevard are unique to the survey area, and were likely made from the granite extracted from nearby North Hill when the Overlook Ridge Tract (1903) was developed. While some streets lack improvements, as is the case in the western portion of this area where spatial limitations due to the hillside topography of Houghton and Randall Streets have prohibited streetscape improvements, others also lack cohesion. Ridge Road, Crescent Avenue, and Park View Terrace are notably disjointed with alternating sidewalk and parkway patterns, no street tree scheme, and a variety of setbacks and modern streetlights.



**Town and Country style light standard on Chestnut Street (c. 1970)**





**Granite street monument at the corner of Fairmount Boulevard and Houghton Avenue (c. 1903)**

The undeveloped, publicly owned crest of Fairmount Hill is within the Fairmount Park property but above the recreational area at the intersection of Houghton Avenue and Locust Street. Historically called North Hill or Quarry Hill, it was identified on a 1911 tract map as “Fairmount Hill and City Rock Quarry.” Almost all the Fairmount Heights area and File’s Island across Market Street was first platted in 1893 as the Fairmount Heights Tract by John G. North, a real estate and nursery man, for R.E. Houghton and C.E. Houghton under the parent company, Fairmount Park Land Company (1890). Named after Philadelphia’s world-renowned, 2,900-acre Fairmount Park, the area became known as Fairmount Heights and included Spring Brook meadow, bottomland now included in Fairmount Park (outside the survey boundary). The subdivision also included North Hill, which was purchased by the City in 1895 to provide the raw materials needed to implement its new street improvement program that included paving (Macadam) and granite curbs and gutters. Included in the City’s 35-acre purchase was the meadow through which Spring Brook flowed and a stipulation that the City develop the meadow into a park (dedicated 1897). The elevated properties on Randall Road and the west end of Houghton Avenue skirt the hill, and an unpaved portion of Houghton Avenue makes a rough circle through this public property to connect with the terminus of the developed portion to the west, and only a small concrete seismograph building (2901 Locust Street) is set back on the site (date unknown).

Development in the Fairmount Heights area is primarily turn of to early 20<sup>th</sup> century and is small in scale, with one-story bungalows predominating, though architectural styles represented range from the Victorian period to the modern period, and some lots are currently under construction. Limited 1920s and 1930s development is mainly large-scale and concentrated around Fairmount Hill on Randall Road, the north end of Pine Street, and the western end of Houghton Avenue, where many examples are architect designed. A few scattered post-WWII residences have filled in formerly vacant lots, and the northernmost portions of Brockton Avenue and Locust Street, the west half of Crescent Avenue, and the small cul-de-sac of Park View Terrace represents contiguous post-WWII development, which is almost entirely included in one development – Park Hill Estates (1955). One Victorian era residence (1890) has been moved to 3820 Ridge Road from its original location at 3641 6<sup>th</sup> Street in the Mile Square (see discussion under Residential Development within Early Development on the Northside, 1870-1900).

### File's Island

Isolated by topography and development, the residential area situated roughly between Market Street (south) and SR-60 (north) is bordered by Fairmount Boulevard to the west and the rear lot lines of the properties lining the west side of Main Street. Streets included within File's Island are Carthage Street, Market Street, Northbend Street, Ogden Way, Spruce Street, and Wilshire Street (Figure 8).

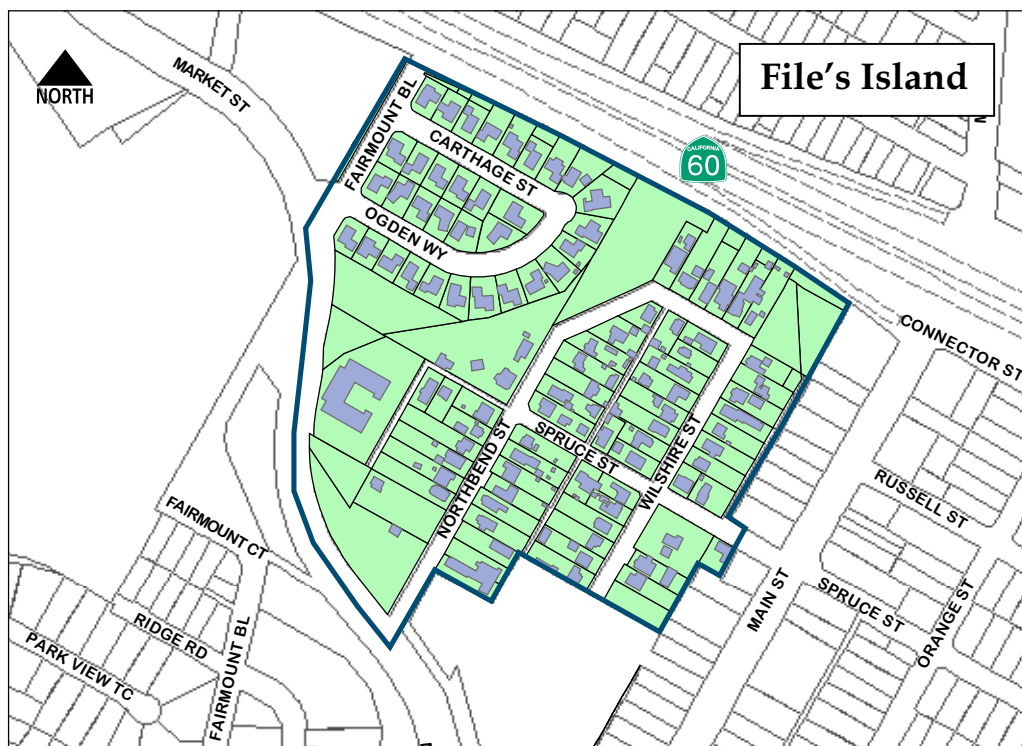


Figure 8. File's Island within the Northside Survey Area

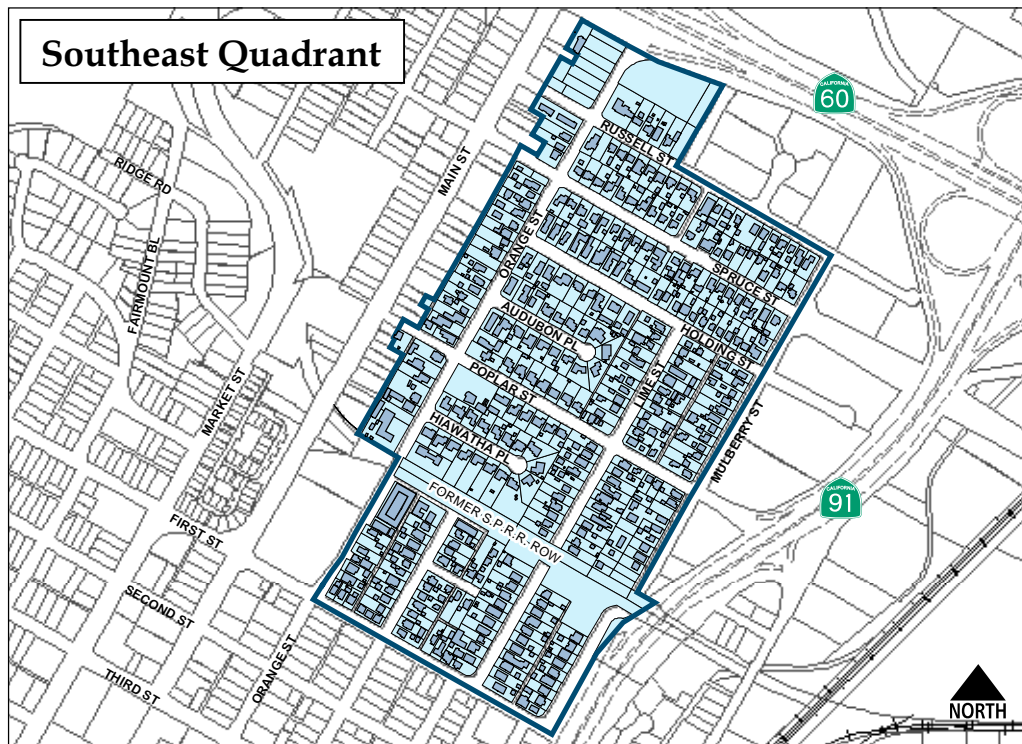
Most of the area is situated on the nearly flat ground of a high plateau that steeply grades to a small post-WWII neighborhood just below. The late 1950s neighborhood is made up of two streets that form a horseshoe – Carthage Street and Ogden Way, accessing 33 homes with common setbacks of approximately 20-25 feet. Streetscape improvements here include sidewalks and wide parkways with streetlights consisting of slim round steel poles with Town and Country style post top luminaries, which were installed in the early 1970s during a City streetlight improvement project (City of Riverside 1995:18). Obsolete mercury vapor lamps were some of the last in the city to be converted (2000) to efficient, high pressure sodium. It appears that a street tree scheme was included in the original development as several mature oak trees are extant in the parkway, particularly on Ogden Way.

The neighborhood on higher ground is about twice as large. It was first developed by George D. Carleton, “Riverside’s raisin man,” with a Gothic Revival style home amid a 20-acre Semi-Tropic Nursery (1870s) of 25,000 small orange and lemon trees of many varieties and later associated with the Hendry family (1882-1911), for whom Spruce Street was originally named. While its range of period of development is comparable with the Fairmount Heights area across Market Street with which it was subdivided as the Overlook Ridge Tract in 1903, most residences here were constructed between 1911 and 1959. The overall streetscape in this neighborhood is disjointed with absent or varied amenities. Lighting consists of few mast arm streetlights mounted on utility poles, and setbacks are fairly consistent at 20-30 feet, but there are a number of exceptions, particularly around the curve of Northbend Street, where limited space due to topographical constraints has shortened setbacks considerably. Wilshire Street is lined with mature palm trees, and sidewalks and a narrow parkway are extant on a portion of Spruce Street; the west end of Spruce Street lacks even curbs and gutters.

These two neighborhoods are separated by topography and period of development, but the whole seems cut-off from other residential development by land use as it is bordered by main arterials; commercial, industrial, and manufacturing property; parkland; and vacant land that is being developed for professional office use.

### **Southeast Quadrant**

The Southeast Quadrant is bounded by First Street to the south, the west side of Orange Street to the west, Mulberry Street/State Route 91 (SR-91) to the east, and SR-60 to the north. This area represents the largest geographic area within the survey area and includes Audubon Place, First Street, Hiawatha Place, Hewitt Street, Holding Street, Lemon Street, Lime Street, Mulberry Street, Orange Street, Poplar Street, Russell Street and Spruce Street (Figure 9).



**Figure 9. Southeast Quadrant within the Northside Survey Area**

The topography of this area is mainly flat, with a slight rise at the north end of Orange Street before SR-60. An east-west strip of former Southern Pacific Company railroad right-of-way and a natural ravine crosses Mulberry, Lime, and Orange Streets and functions as the northern terminus of Lemon Street. This linear element bisects the southern half of the area and historically cut off several residential blocks despite contemporary development to the north and south. This isolated area was not part of the original townsite (southwest of the survey area) and was not included within the boundaries of the Heritage Square Historic District, which is within the Mile Square. Similarly, the area was disconnected from improvement to the north, and in 1990, part of it was separately recognized as St. Andrews Terraces, a City Neighborhood Conservation Area (NCA) (Figure 10). The majority of the survey and designation information for this NCA once on file with the City has been lost.





**Figure 10. Location and current configuration of the St. Andrews Terraces NCA within the survey area.**

Many large orange groves once carpeted this area, and, like the Fairmount Heights area, the majority of development occurred just after the turn of the 20<sup>th</sup> century. Scattered examples of 1920s and 1930s construction as well as post-WWII infill are found within the area, and two short cul-de-sac streets as well as the west half of Holding Street constitute larger-scale, contiguous post-WWII development. This post-war neighborhood retains two late Victorian grove houses, one of which boasts two original orange trees.

While certain streets exhibit a uniform streetscape, the harmonious setting of some does not carry across streets to characterize the whole of this broad area. On most streets such as First, Hewitt, Holden, Lemon, Lime, Poplar, Russell and Spruce Streets, as well as Hiawatha Place and Audubon Place, setbacks are common at approximately 20-25 feet. The homes along the west side of Mulberry Street from First Street to the former railroad right-of-way are situated slightly deeper, and the setbacks along Orange Street vary greatly. Sidewalks, turfed parkways, and street trees are found throughout the area, but are most distinct on the streets closest to development within the Mile Square – First, Lemon, and Lime Streets and the west side of Mulberry Street – where parkways are widest and streets are lined with impressive palm species.



**Palm-lined Lime Street looking north from First Street**

Sidewalks and parkways are comparable but narrower on the smaller, palm-lined Hewitt Street, and parts of Orange Street still reflect the historic configuration of these streetscape elements though any original street tree scheme cannot be deciphered. Not even curbs and gutters improve Poplar Street from just west of Lime Street to SR-91, and sidewalks and parkways are absent or piecemeal in varying degrees along Holding, Russell, Poplar and Spruce Streets, where portions are adorned with rows of shady, mature trees. The post-WWII streets of Audubon Place and Hiawatha Place are lined with spreading, mature oaks, yet only Hiawatha Place offers turfed parkways.



**A cohesive, tree-lined portion of Holding Street**



**A line of oaks along Hiawatha Place, a Post-WWII cul-de-sac**



Streetlights in this area represent nearly every type known in Riverside (City of Riverside 1995), including the original concrete light standards (c. 1917) with replaced metal, Town and Country style post top luminaries (since 1970) on Lemon Street and the southern portion of Lime Street, slim round steel poles with matching Town and Country luminaries on Hewitt Street, and Hiawatha Place, freestanding, marbelite or utility pole-mounted mast arm lighting along Audubon Place, Holding, the northern portion of Lime, Mulberry, Orange, Poplar, Russell, and Spruce Streets, and newer, Corsican style concrete standards and post top luminaries along First Street. Obsolete mercury vapor lamps on Hiawatha Place and Hewitt Street were some of the last in the city to be converted (1998) to efficient, high pressure sodium.



**Examples of mast arm lighting on Orange Street  
and at the corner of Spruce and Mulberry Streets**



**Example of modern Corsican style lighting on First Street**

The former right-of-way is now being filled with new construction between Orange and Lemon Streets, and two historic homes, one from east of the SR-91 and one from the city of Chino (2926 and 2909 Lime Street, respectively), have been moved onto lots on the southern edge of the former railroad property on Lime Street, bridging the gap between the St. Andrews Terraces NCA and its neighbors to the north. Another single-family residence, the William Collier House (1892) was relocated from just south of the Mile Square into the St. Andrews Terraces NCA in April 1987 at the northeast corner of First and Lime Streets (3092 Lime Street). In addition, in July of 1952, a historic home was removed to the southwest corner of Orange and Poplar Streets (2709 Orange Street) when it was threatened by a plan to construct a parking lot on its former site at 3549 Orange Street in the Mile Square. This house along with its three neighbors to the south (2743, 2759, and 2791 Orange Street) is owned and managed by Whiteside Manor, an organization that provides residential substance abuse treatment centers (see also discussion under Residential Development within Early Development on the Northside, 1870-1900).

A few vacant parcels are extant – on the west side of Orange Street, north of Russell Street, on Mulberry Street, and scattered throughout the area. Though this property is not currently part of the freeway, it appears that the properties along Orange Street, which included an ice cream factory at the northwest corner of Orange and Russell Streets and six dwelling to the north, may have been displaced during construction of the SR-60 along with neighbors to the west on either side of Main Street (1941 Sanborn Map).

## Main Street Industrial Corridor

The Main Street Industrial Corridor runs north to south in the center of the survey area, south of SR-60 and extends, for the most part, one lot deep on either side of Main Street; the corridor includes two large lots that are accessible both from the west side of Main Street and Market Street, the largest being the former property of the Southern Sierras Power Company (later Calectric). The corridor is bounded by the freeway to the north and the former Southern Pacific Company railroad right-of-way to the south, where the railroad line crossed above Main Street on two bridges, which redirected the line north and south. North of First Street, Main Street still dips at the former railroad right-of-way property, and access to shops from this area to Poplar Street is made most convenient for traveling consumers with asphalted, angled parking stalls that flow directly from the roadway. Lot sizes, configurations, setbacks and streetscape amenities vary greatly, and street lighting consists of freestanding, marbelite or utility-pole-mounted mast arm lights. Due to its historic and current use, the property between First Street and the former railroad right-of-way has been excluded from the corridor (Figure 11).

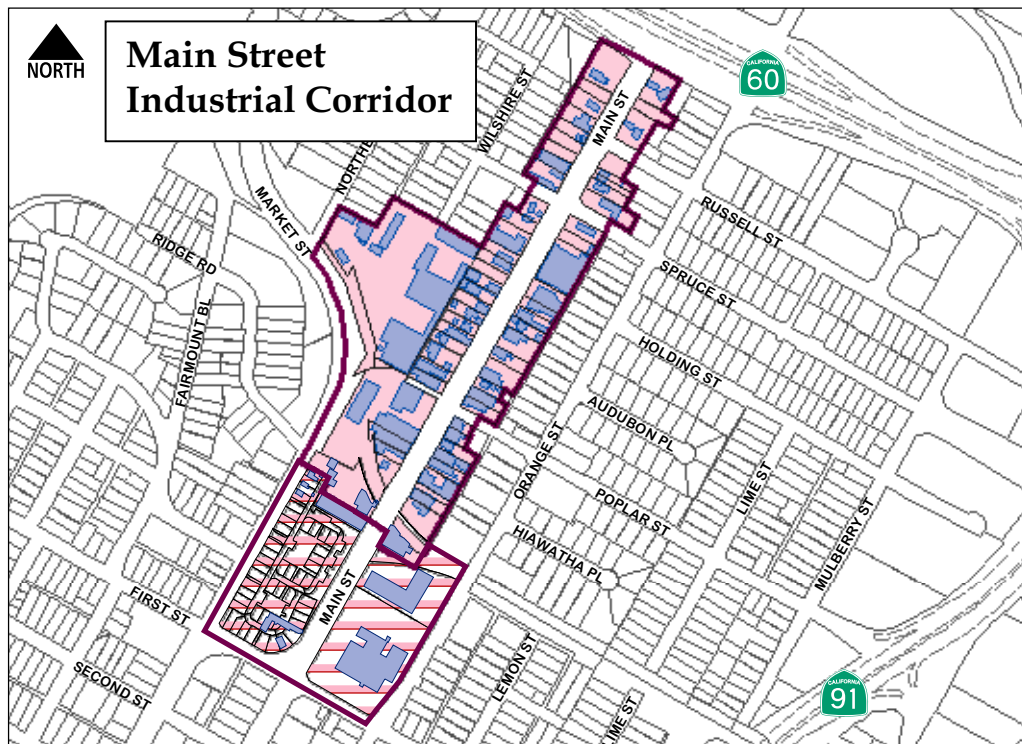


Figure 11. Main Street Industrial Corridor within the Northside survey area

This corridor, which historically included both sides of Main Street and the west side of Orange Street, was subdivided into four tracts within three short years, from 1906 to 1908. The corridor developed into three distinct areas – open, largely undeveloped land from First Street to the former railroad right-of-way,



commercial/industrial uses between the railroad right-of-way and Poplar Street, and single-family residential use north of Poplar Street, where lots were improved with a wide parkway strip and public sidewalk. Historically disassociated with the mixed commercial/industrial and residential property along the corridor, new construction has further eliminated the southern-most portion of the corridor between First Street and the railroad right-of-way with the addition of a Salvation Army complex (1991-93) and a housing tract (2002) to the east and west of Main Street, respectively. The northern portion of the Main Street Industrial Corridor has been bisected by SR-60 and what is now south of the freeway was converted completely to commercial/industrial use by the mid-20<sup>th</sup> century, and a fire station (1956) has been added to the west side of Main Street. Many dwellings were demolished within this area of the corridor, either during construction of the SR-60 from 1960-63 or during conversion of the thoroughfare from single-family residential use (1941 Sanborn Map), and two vacant residences have been allowed to fall into hazardous disrepair. Nearly all of the remaining properties have been converted or altered by degrees to accommodate commercial or mixed residential and commercial use. The middle portion of Main Street between the former railroad right-of-way and Poplar Street remains essentially intact, and adjacent parcels in the southern area of the corridor continue to be used for commercial/industrial enterprise.



**Portion of the Main Street Industrial Corridor, west side between Spruce and Poplar Streets**

The west side of Orange Street is now more associated with the residential blocks in the Southeast Quadrant, and Connector Road, which was once located between Main and Orange Streets (1941 Sanborn Map), south of SR-60 has been recently

incorporated into the eastbound freeway on ramp. The Main Street Industrial Corridor continues to be a major arterial between Riverside and points north with roadside buildings catering to the consumer needs of the traveling motorist, local Northside residents, and the community at large.

### Freeway Industrial Interchange

Sheltered by the SR-60/SR-91 Interchange to the north and east, respectively, the oversized lots that accommodate industrial, commercial, and manufacturing space extend along the northern side of Russell Street, stopping six lots short of Orange Street on the west and are wedged between Mulberry Street and SR-91 until the southwesterly curve of the freeway adjoins the former railroad right-of-way north of First Street. Streets included within the Freeway Industrial Interchange are Mulberry Street, Russell Street, and Spruce Street (Figure 12). The streetscape in this industrial area is characterized by its deep setback. Sidewalks and extensive, extra wide turfed parkways in some areas serve as buffers from the adjoining residential neighborhood and may be privately developed with a mix of tree species, including pine. In addition, palm species line Russell Street from Mulberry to Main Streets, and freestanding, marbelite or utility pole-mounted mast arm lighting is found throughout.

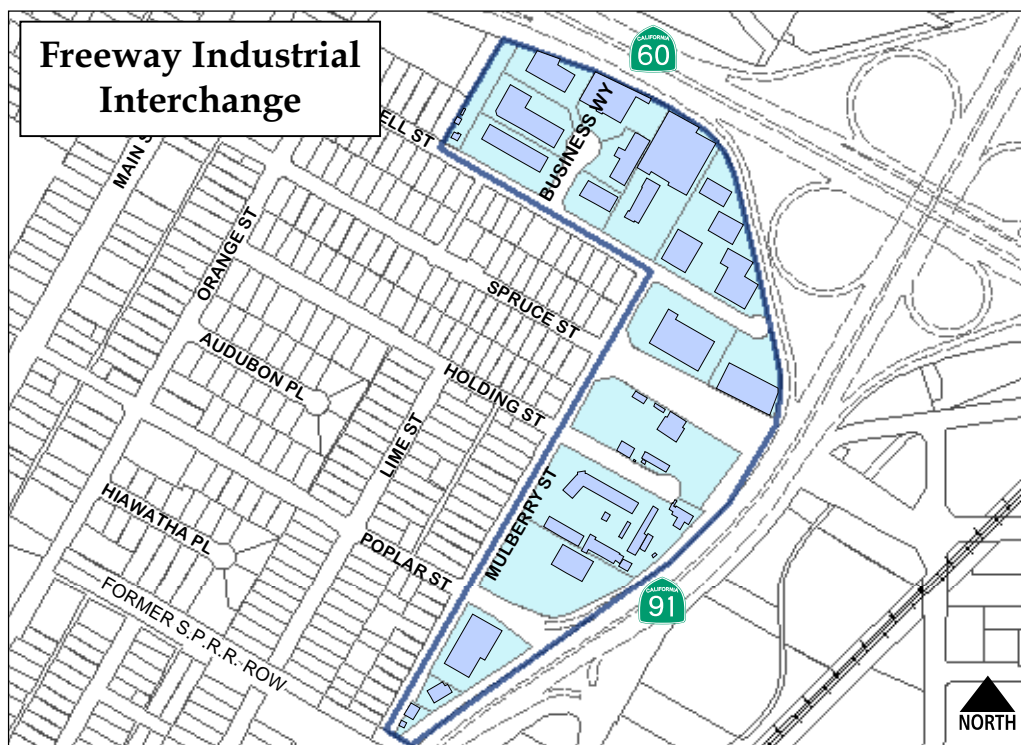


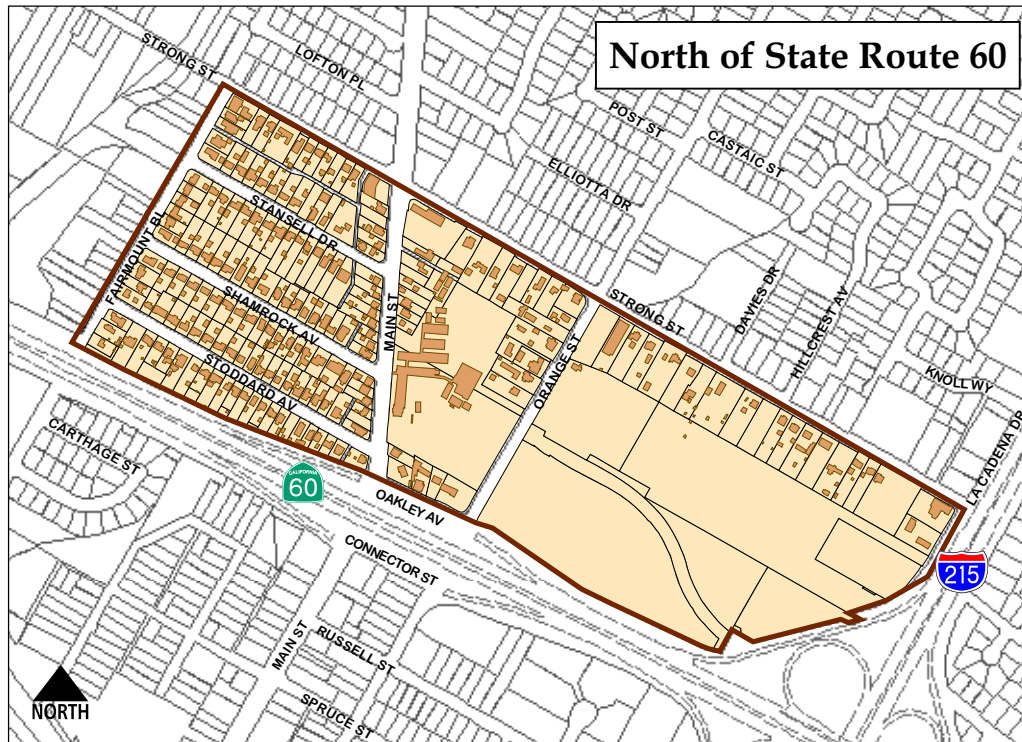
Figure 12. Freeway Industrial Interchange within the Northside survey area



The topography of this non-residential area is flat, rising slightly at SR-60, and dropping sharply to at its eastern boundary to SR-91, below. The noise of the freeway traffic and the current Federal Highway Administration (FHWA) and California Department of Transportation (Caltrans) Interstate Route 215 (I-215)/SR-91/SR-60 Improvement Project drowns out the sounds from businesses such as Burgess Moving and Storage, Genesis Boats, and Arpin Logistics that occupy the buildings and large yards within the area. This area was developed in the late 20<sup>th</sup> century and features vernacular buildings associated with various industrial, commercial, and manufacturing ventures. One public building, the California Department of Forestry Southern California Headquarters and Operation Center (1954; 2524 Mulberry Street), is found within the boundaries.

### **North of State Route 60**

The area of the survey area that is situated north of the SR-60 is bounded by the freeway to the south, Strong Street to the north, Fairmount Boulevard to the west and the SR-91 to the east. Streets included within the North of State Route 60 Area are Fairmount Boulevard, Main Street, Orange Street, Oakley Avenue, Stoddard Avenue, Shamrock Avenue, and Stansell Drive. The short Arroyo Vista Avenue, located northeast of the intersection of Orange Street and SR-60, now serves as a restricted access road and any properties associated with this avenue are no longer extant. West La Cadena Drive south of Strong Street (also identified as Charles Street) and associated commercial properties (1707 and 1769 W. La Cadena) are no longer extant due to current construction for the I-215/SR-91/SR-60 Improvement Project (Figure 13).



**Figure 13. North of State Route 60 within the Northside survey area**

Topography of the area is mostly low and flat, as the area is an extension of the eastern flood plains of the Santa Ana River. Flood control channels that flow both above and below ground bisect the area on an east-west axis and a natural hot spring, known most commonly as Elliotta Springs, is located just north of the survey boundaries at Strong and Orange Streets.

Once contiguous with the residential property to the south, this portion of the survey area has been severed by the construction of the SR-60 (1960-63). North of the SR-60, Main Street angles to the north/northwest and continues as a main thoroughfare to outlying areas of the Northside and farther communities such as Colton. Here, Main Street is mixed in its use and exhibits single-family residences, commercial and service establishments, one vacant property, and the rear property of a public school – Fremont Elementary. Setbacks and lot sizes vary widely, and this portion of Main Street is improved with sidewalks. Orange Street, the other arterial to continue north from downtown into the Northside is similarly varied, with the main entrance to Fremont Elementary fronting the street alongside residential property of mixed density and across from Riverside County Flood Control and Water Conservation District property, vacant land, and Calvary Baptist Church. While sidewalks, curbs and gutters enhance the east side of Orange Street, the west side of the street exhibits a portion of rolled asphalt curbing and an area that lacks all amenities. Two properties, a tire and wheel shop (3615 Oakley Avenue) and a single-family residence 1953; 3651 Oakley Avenue), are isolated on the short

Oakley Avenue that links Main and Orange Streets at the SR-60. Historically, Oakley Avenue continued to the west, and the 1941 Sanborn Map shows 35 dwellings along the avenue shortly before construction of SR-60 in the early 1960s, replaced these homes. This area is now the westbound Main Street off ramp of SR-60, which accesses both Orange and Main Streets. North of the off ramp, remains of several above-ground structures, which appear to have been retaining walls, are extant and were likely associated with properties along Orange Street or the short Arroyo Vista Avenue, which is now a restricted access road (Sanborn Maps do not cover this area). In addition, the property supporting 11 single-family residences along Main Street was incorporated into the freeway and overpass of Main Street, and possibly more were displaced during construction activity.

The remainder of this portion of the survey area is overwhelmingly single-family residential with only a handful constructed as or converted to multiple-family use. The residential area west of Main Street, which includes the east-west streets of Stansell Drive, Shamrock Avenue and Stoddard Avenue, is superficially cohesive in terms of lot size and setbacks of approximately 20-25 feet, but closer examination reveals that the eastern half of the streets were developed primarily in the 1920s and 1930s with some earlier and later examples, while the western half as well as this portion of Fairmount Boulevard were developed almost exclusively in the 1950s.



**A portion of Stoddard Avenue where three different streetscape patterns converge**

This is not only evident in the architectural styles represented, but the streetscape also reveals the area's rural past and shifts in, or a piecemeal approach to, municipal residential planning efforts as sidewalks, landscaped parkways, and street trees are shifted or absent along different areas of the same streets. Street lighting is sparse and consists of a mix of freestanding, marbelite and utility-pole-mounted mast arm lighting throughout the area. Similarly, the absence of streetscape improvements, even curbs and gutters in some areas, along Strong Street give it a pastoral feel, one that is enhanced to the east as lot sizes grow larger and use more rural past Main Street and even more so beyond Orange Street.

## **EARLY SETTLEMENT ON THE NORTHSIDE, 1870-1900**

Beginning in 1870, two settlements emerged in a portion of the San Bernardino Valley - the Southern California Colony on the former Jurupa Rancho land, which would soon be called "Riverside," and the New England Colony (named in 1874) in the former Hartshorn Tract, which would be dubbed the "Village of Arlington." North of the Southern California Colony were the established farming villages of La Placita and Agua Mansa and between the colonies lay the mile-wide strip of land owned by the federal government - the Government Tract. Although the two colonies and the Government Tract were initially independently owned, they were soon linked in their dependence on canal irrigation and rail transportation to support the driving economy of the times - agriculture, specifically, the growth of citrus - and consolidated under one municipality. Those who settled on the Northside within the former Jurupa Rancho lands favored dairy and general agricultural production.

## **HISTORY**

With the completion of the transcontinental railroad to San Francisco in 1869, tourists, boomers and boosters flowed into California at an estimated rate of 70,000 per year, a stream that was soon diffused into the southern region of the state. After an initial boom that soon waned, the region experienced a period of quiet but substantial growth, with improvements in water supply and agricultural production. The arrival of the Atchison, Topeka, and Santa Fe (ATSF) line into California in 1886 rejuvenated earlier expectations and marked the beginning of a real estate explosion. Competition between ATSF and the Southern Pacific Company facilitated unprecedented migration and settlement into the region from the East and Midwest.

The legendary boom of the eighties was more subdued in Riverside, differing in timing, extent, and impact. The northern connection of the transcontinental rail line to Riverside in 1876 and its connection to the east in 1883 contributed to an earlier,

local boom, which was less explosive than in other parts of the region. Locally, the land and building boom was tied to the production, sale, and shipment of agricultural products, namely citrus (Patterson 1996:155-156). The most important boost to Riverside's early prosperity came with successful, canal system irrigation and the introduction of the naval orange in the mid-1870s and was sustained by advancements in citrus processing in the 1880s. The nearly instant success of the navel orange in Riverside led to the spread of citrus cultivation throughout southern California, and propelled Riverside to the forefront of the citrus industry. The budding town of Riverside grew rapidly from its birth in 1870, with approximately 4,600 residents by 1890 (Census Bureau, Census 1890), and, while other parts of the region suffered after 1887, steady growth continued in the newly electrified town of Riverside largely until the national financial crisis of 1893 when residential and commercial construction stalled yet citrus acreage increased, and Riverside County was born.

### *Irrigation*

Before 1870, to gain water for irrigation, people of the ranchos and the residents of La Placita and Agua Mansa dug simple ditches to divert water from the Santa Ana River, but the rapidly growing citrus industry needed a dependable and continuous supply of water. Using techniques borrowed from hydraulic mining, civil engineers Goldsworthy and Higbie were contracted in 1870 by the Southern California Colony Association to construct an irrigation system, soon known as the Upper Canal, using the Santa Ana River as the water source. Chinese laborers who were familiar with mining techniques and possibly Cahuilla Indians (Lawton 1989:10) constructed much of the canal, which "marked the beginning of modern water distribution techniques in the region" (Phillips 1995:3).

The approximately 19-mile canal is comprised of the Upper Canal (1870), the Lower Canal (1875), and the Warm Creek Canal (1886) and runs from the secondary headworks, created in 1886 on the south side of the Santa Ana River in San Bernardino County to Home Gardens in the Temescal Wash in Riverside County. The 7 ¼-mile portion of the Upper Canal (completed to the Mile Square by 1871) was carved through the La Loma Hills above La Placita, and the Spanishtown Flume that spanned the Highgrove Arroyo was the longest of the original system (Patterson 1996:43-44). Ownership of the canal was divided among resident shareholders who received irrigation.

By 1875, the tax on the river supply was becoming insufficient for the growing community. In that year, Evans and Sayward began construction of another canal, known as the Lower Canal, which began diversion downriver from and ran parallel to the Upper Canal, in order to irrigate their newly purchased holdings in Arlington. La Placita donated right-of-way land for the construction of the second

canal, which utilized the settlement's original intake site and upgraded the La Placita Ditch into a lateral canal (Patterson 1996:68). The two colonies, the Southern California Colony Association and the New England Colony, soon merged and both canals became controlled by Evans and Sayward under the Riverside Land and Irrigation Company. By 1885, the Upper and Lower Canals were owned and controlled by the Citizen's Water Company, which represented most of the area's water users and became the City's main water supplier (Phillips 1995:6). The upper end of the canal system was reconstructed in 1886, which added the Warm Creek Canal to the head of the Upper Canal at a higher intake and necessitated the construction of the Highgrove Drop, now a City Landmark, which redirected water flow and supplied hydroelectric power to Colton and Riverside.

Constant increase in demand for water prompted the lining of the dirt ditch in concrete to avoid the loss of water through seepage, but by 1902, the water level of the Santa Ana River had diminished to the point that the canal was nearly unusable. In 1914, the original canal headgates were abandoned due to maintenance costs, and in 1938, the City of Riverside rebuilt much of the Upper Canal. Decrease in the dependency on citrus as the supporting economy finally curtailed the need for water supplied from the canal, which ceased altogether in 1959. The canal system was condemned in 1961, but today the Upper Canal is still operational and used partially for irrigation and storm water run-off.

The Upper Canal runs north along the east side of SR-91 adjacent to the survey area, and a portion of it (outside the survey area) has been designated as a City Landmark (2003). The abandoned lower canal enters the survey area from the north at Strong and Orange Street, then runs south on the east side of Orange Street; it later crosses west across the survey area to Market Street. The Lower Canal has not been in use since 1961 and has deteriorated; its ownership is tied to the privately owned parcels on which its segments are situated (RCPD May 2003).

No aboveground elements of the Upper and Lower Canals have been noted within the survey area, however, the University Wash Flood Control Channel operated and maintained by the Riverside County Flood Control and Water Conservation District (RCFCWCD) flows both above and below ground on an east-west axis north of the SR-60. The flood channel runs aboveground to the west from the SR-60/SR-91 interchange to the east side of Orange Street (constructed in 1980), where it drops below ground level across Orange Street, beneath Fremont Elementary School, across Main Street, and below the residential neighborhood to the west (constructed in 1977; Mermilliod 2005b).





**The RCFCWCD flood control channel as it emerges from belowground on the east side of Orange Street, north of SR-60 within the survey area.**



**The RCFCWCD flood control channel as it emerges from belowground on the west side of Fairmount Street, north of SR-60, outside the survey area.**

The flood channel emerges aboveground on the west side of Fairmount Boulevard where it intersects with the Spring Brook Lateral Channel running roughly north-south, which can be seen aboveground on the north side of Strong Street, just west of Fairmount Boulevard and outside the survey boundaries. As one, this channel runs south, under SR-60 and empties into Lake Evans in Fairmount Park (Mermilliod 2005b). Intensive-level study of the flood control channel is outside of the period of construction and survey limits of this reconnaissance-level survey and was not investigated for significance; further study is recommended to determine the channel's historic importance in terms of irrigation/agricultural history to the Northside and to Riverside.

### Alamo Water Company

Located north of the Riverside Fairgrounds, outside of the survey area, the Alamo Tract (1912) was carved from portions of the Riverside Land and Water Company after the construction of the Crestmore/Riverside-Rialto Line (1907) of the Crescent City Railway Company along the southern boundary of the tract (LSA 2005:10). The tract straddled the Santa Ana River, which provided irrigation and drinking water to each of the large, deep lots designed to support family farms. Parcel owners not only owned the land, but the water, too, as each property holder was also proportionate shareholder in the Alamo Water Company. The current president of

the water company is Northsider Sam Gregory, who still farms and irrigates his rural parcel west of the survey area. As Alamo Tract lands have changed hands and been reduced to smaller lot sizes throughout the 20<sup>th</sup> century, shareholders have dwindled, but the company remains the only privately-owned water company in the City. Several original above- and below-ground structures of the well-and-canal irrigation system are still extant outside the survey area, and the Alamo Water Company lands and any associated buildings, structures, or objects are recommended for further study in Phase II (Mermilliod & Klure 2005a).

### *Railroad*

Though often overshadowed by the pivotal role that canal irrigation played in the early prosperity and enduring stability of Riverside, the success of citriculture, local tourism, and settlement through the introduction of rail transportation into the region and the City cannot be understated. The railroad more than threaded the two original colony settlements and the Government Tract together; it offered a connection to the southern California region and far beyond. The arrival of the railroad at this time, and particularly the competition between rail companies, was critical, allowing Riverside to quickly lead the nation's citrus industry and participate in the real estate boom of the late 1880s that was felt throughout southern California.

Travelers, boomers and boosters began to flood California and the southern California region with the completion of the transcontinental railroad to San Francisco in 1869, and by the time Riverside incorporated as a city, the first rail line had just arrived in Riverside. In 1882-3, the California Southern (part of the ATSF system after 1884) completed its route through Box Springs, East Riverside/Highgrove, and points north. In 1885-86, with the assistance of local communities and citizens who donated right-of-way land, this line was expanded to the west with a branch line through Riverside and a station constructed on the eastern edge of the Mile Square, which replaced the original ATSF station at Point of Rocks, approximately 3 miles to the north at the foot of Sugarloaf Mountain (Patterson 1996:161). This new ATSF line through downtown was Riverside's first direct rail link to Los Angeles (via Corona) and was used by the Riverside, Santa Ana, and Los Angeles Railway Company, a subsidiary of ATSF that consolidated with others in 1887 as the California Central Railway Company. Soon, stations began to pop up all over Riverside – Pachappa Station at Arlington Avenue, Casa Blanca Station at Madison Street, Arlington Station at Van Buren Boulevard, and Alvord Station at the crossing of Magnolia Avenue (no longer extant; Hammond 1995:5 and Patterson 1996:161, 184).

In 1892, the competitive Southern Pacific Company extended a Colton branch line into Riverside, which came in from the northeast and branched in two different



directions – south to run parallel with the ATSF line along the citrus packinghouses on Pachappa Avenue, and west, along the railroad right-of-way in the Southeast Quadrant and across Main Street. Over Main Street, the line split again, with two bridges, heading north and south. According to the 1931 Sanborn Map, a concrete trestle over Main Street turned north as the Riverside, Rialto, and Pacific Railway and the wooden trestle over the same area of Main Street turned south, curving onto Market Street and was used by PE (1899; 1915), which traveled south of downtown along the prominent Magnolia Avenue, through the Government Tract, to Arlington, providing access and facilitating development and connectivity.

The development of transcontinental and local rail systems served to advance Riverside's agro-economy, particularly citrus production. Not only did the railway connection to the East improve shipping time and costs, it also improved the quality of the produce that arrived in the East. Almost immediately, those involved in citriculture improved upon the rail service with the invention of the ventilated car (1887) and refrigerated car (1889), while others made advancements in cultivation, pruning, irrigation, fertilization, harvesting, packing, and marketing. The ATSF Downtown and Arlington Stations served the packinghouses that congregated near them and the vast citrus acreage of the Mile Square and Arlington Heights. By 1892, Arlington oranges were sent by rail to the east and even further, by ship to London and Liverpool (Lawton 1989:11).

It was not simply the availability of rail transportation, but the competition between the two transcontinental giants - ATSF and Southern Pacific - that facilitated unprecedented migration from the East and Midwest. Both rail companies cut passenger rates sharply and repeatedly to win passengers, and the ticket price from Missouri Valley to southern California was soon reduced to \$1. More than 60 new towns were laid out in southern California between 1887 and 1889. Most of these towns were more populated by empty subdivided lots than by residents and vanished when the boom collapsed by 1889, but in general, the 1880s contributed a considerable increase in wealth and approximately 137,000 tourists-turned-residents to the region (McWilliams 1973: 113-122). By 1890, the 20-year-old town of Riverside had gained over 4,000 residents (Census Bureau, Census 1890).

Long-distance, interurban, and local rail-related transportation continued to develop into the early part of the 20<sup>th</sup> century. By 1900, the PE had reached North Hill (purchased by the City in 1895) at Locust and Houghton Streets, and likely facilitated the removal of granite from the North Hill Quarry the source of the granite curbs and gutters still extant downtown (Patterson 1996:192, 229). Enticed by a guarantee of property and rights-of-way, the San Pedro, Los Angeles, and Salt Lake Railroad (co-owned by Union Pacific after 1921), became the third major railroad line when Riverside joined the line's service from the coast to points east in 1904 (Klotz 1972:85-86). Within a decade, spurs were built off of the line near the

Jurupa area in the Government Tract to access quarry operations in the Jurupa Mountains and to the Portland Cement Company plant in Crestmore just north of West Riverside (Hammond 1995:5). In 1907, the Crestmore/Riverside-Rialto Line of the PE roadway along the southern boundary of the Alamo Tract began serving the product and employee transportation needs of the Riverside Portland Cement Company. The line quickly became known as the Crescent City Railway Company and was extended to Bloomington in 1911 (abandoned in 1940; LSA 2005:10). The roadway of the Crescent City Railway defined the northerly boundary of the park, essentially running along what is now the Market Street alignment near the park (currently under improvement; Hathaway & Associates 2002:49).

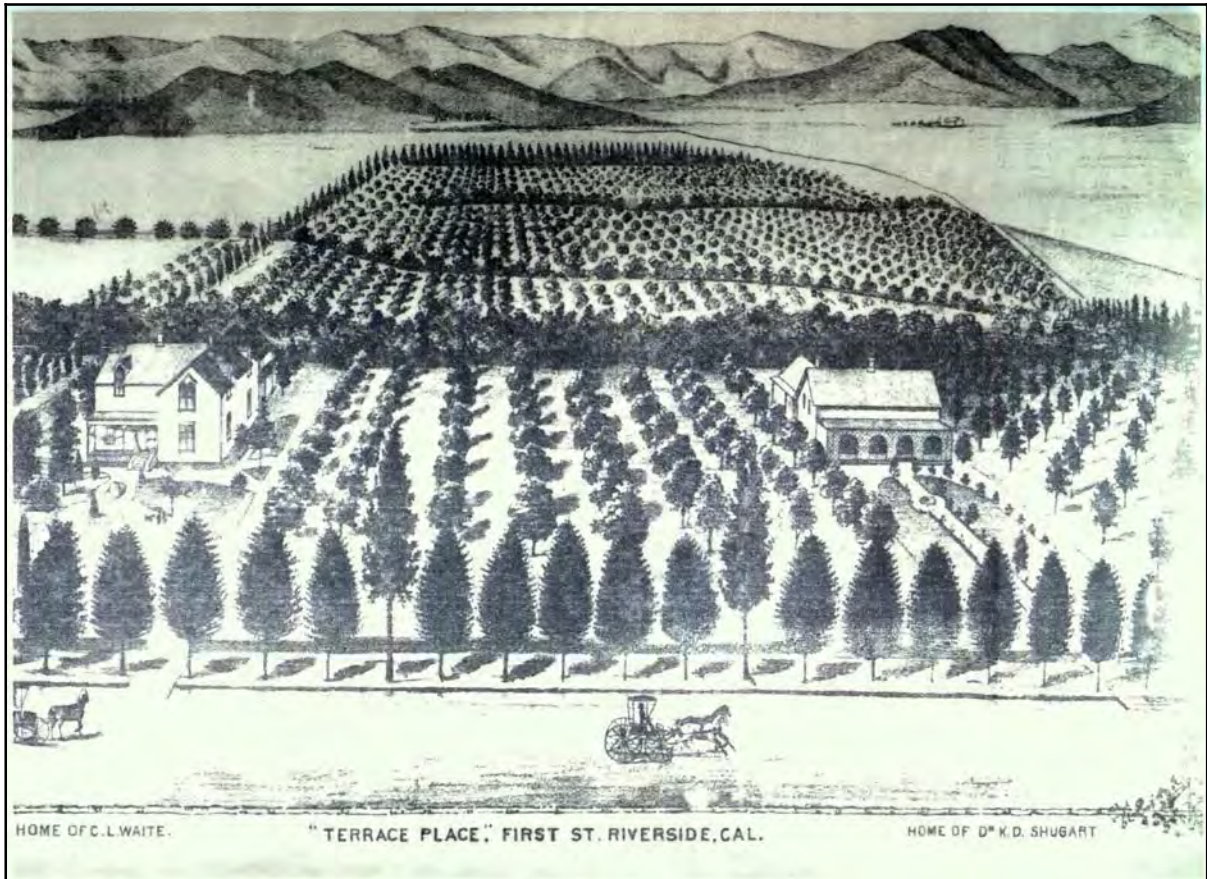
### *Settlement*

Early settlers of Riverside were drawn to the soil, which, once irrigated, successfully sustained an agricultural economy, including citrus. Agriculture soon became the supporting economy of young Riverside, which produced fruit, vegetables, melons, raisin grapes, berries, walnuts, honey, beans, grain, and hay. Livestock ranches and dairy farms were also found in Riverside, and an extensive deciduous fruit industry supported two large canneries in the area and provided employment for many.

While agriculture in general supported Riverside, no crop was as pursued or as successful as citrus. Few in southern California had been engaged in the production of citrus before the late 1870s when “Orange Fever” erupted due to the potential for large profits, and new communities from Pasadena to Redlands were founded on orange agriculture. Before 1862, there had been only about 25,000 orange trees in the state, but by 1882, there were approximately 500,000 orange trees in California – half of them growing in Riverside (Lawton 1989:9). The largest boom to the multi-million dollar citrus industry in Riverside and California came from the introduction of the Washington Navel orange circa 1873, which is credited to Riversider Eliza Tibbets who homesteaded with her husband Luther in the Government Tract. Before the turn of the century, great technological and organizational advancements in citrus agriculture were spurred by the completion of the AT&P and Southern Pacific transcontinental lines. The invention of the ventilated car (1887) and refrigerated car (1889) improved shipping while advancements in cultivation, pruning, irrigation, and fertilization were made. New harvesting, packing, and marketing methods were also developed, some by local growers, and soon cooperatives organized to decrease dependency on packers and commission men and to increase profits (Lynn 1989:39). Large-scale citrus packing and shipping occurred south and southeast of the survey area, as did most citrus growing.

While the Mile Square and other areas of Riverside such as Arlington were blanketed by citrus groves, only a handful of groves were found within the survey area and were concentrated south of SR-60. Prominent groves were located just

north of the Mile Square between what is now SR-91 and Orange Street and were associated with the Hewitt, Shugart, Waite, Atwood (later Wilson and Paxton), and Westbrook families. Although these groves gave way primarily to pre-WWI and post-WWII development, all of these grove houses remain extant within the survey area (see Residential Development).



Grove development in the Southeast Quadrant associated with the Waite and Shugart grove homes (ca. 1875).

Another large grove just east of Shugart's homestead and outside the survey area accommodated the construction of SR-91 (Sanborn Maps), and a late Gothic Revival style home (still extant) was associated with a 20-acre nursery at 3734 Spruce Street in File's Island. The 1893-4 City Directory lists Leland Randall as a fruit grower within the survey area on the west end of First Street, which now overlooks Fairmount Park. Randall's approximately 12-acre property is delineated in a 1905 map that verifies the boundary line between his holdings and those of the Riverside Land and Irrigating Company (M.B. 5/118), but no evidence of groves or grove house was identified within the survey boundaries. Additional groves may have existed further north along the path of SR-91 near Strong Street (no longer extant; Mermilliod & Klure 2005a). In general, however, the river bottomlands that make up most of the Northside were not as suited to citrus as other areas of the city.

Residents on the Northside operated successful farms, dairies, and ranches at various scales. Farmers on the Northside raised a variety of crops, including tomatoes, corn, peaches, walnuts, and berries. The 1893-4 City Directory acknowledges two farmers outside the survey area - Elio Rena, who was known for his "thrifty" farm of alfalfa and grapes, which was just inside the city limits on North Orange Street, and M.A. Teal, who was listed as a miner and prospector as well as a farmer and horticulturist on North First and Orange Streets. Also beyond the survey boundaries on Clark Street was a large, Asian-owned persimmon farm and the well-known Pellisser Dairy, far north of the survey area, near Center Street. A cornfield and farm that was once within the survey area was displaced by SR-60. The farm was owned by Mrs. Defoni, though the spelling of this Italian surname is uncertain and may be 'Difani,' of, or descendant of, Mills & Difani, which the 1892 City Directory lists as a blacksmith and carriage shop at Eighth and Orange Streets. None of the three dairies listed in the 1893-4 directory were located on the Northside, but many family dairies were known to exist on North Orange and North Main Streets, and the Arris Dairy, the last to succumb to post-WWII development, was located on Columbia Avenue, just north of the survey boundaries. Three large egg ranches were found on the Northside - Hardman's on Columbia Avenue and two others on Chase Street and on North Main Street, which are recalled by some Northsiders to have been owned by Asian residents. On a smaller scale, many residents throughout the Northside existed or supplemented their income through small "truck farms" - patches of land where people lived and farmed small crops that could be loaded onto trucks and sold throughout the community. In addition, many engaged in small-scale ranching by keeping small hen houses and chicken coops (Mermilliod & Klure 2005a).

Proximity and a common agricultural economy necessitated limited interaction between early Riversiders and the residents of La Placita and Agua Mansa. Riversiders hired members of the Spanish-speaking community for various jobs, some Anglos visited the area for Spanish holidays, and at least one Northsider is buried at the San Salvador Cemetery in Agua Mansa, the father of oral history participant Frances McArthur-Wright, but the extent and the reason for its use, whether cultural, religious, or practical, is unclear. For the most part, however, the relationship between the two communities was characterized by "cultural and economic conflict and no noticeable absorption" (Patterson 1996:118). In addition, old laws that served a grazing economy required a landowner to protect their fields with guarded fences, but in 1872, the state legislature passed a No-Fence Act, transferring the responsibility of controlling grazing limits to the animal owners. The law served to heighten the already strained interaction between the new Anglo settlers of Riverside and their Spanish-speaking neighbors (Patterson 1996:60-61).

Although nearly destroyed in 1862 by a devastating nighttime flood, it was not until Riverside County was formed from San Bernardino County in 1893 that Agua Mansa and the majority of the La Placita settlement were separated from Riverside, and by the early 20<sup>th</sup> century, La Placita had lost much of its farmland and distinct community character. Many residents or their descendants are reported to have moved to North Orange Street and other parts of Riverside, to Colton, or beyond (Patterson 1996:210, 357). The last remnant of the earliest community in what became Riverside County is the old Trujillo adobe home, which is maintained by Riverside County as a California Point of Historical Interest and County Landmark north of the survey area near the intersection of North Orange and Center Streets (Jennings et. al. 1993:9).

The presence of persons of Spanish, Mexican, or Indian descent in the Northside area, either from the time Riverside was founded or from when La Placita and Agua Mansa began to decline around the turn of the 20<sup>th</sup> century, has not been acknowledged in the limited historic accounts of the area's history. But proximity to these villages makes it likely that some Spanish-speakers from this community would have settled in the Northside, and several Spanish names are listed in the 1893-4 City Directory, showing that, whether originating from La Placita, Agua Mansa, or elsewhere, Spanish-speakers were living and working on the Northside early in Riverside's history. The directory includes many laborers on North Orange Street like L. Garcia, Antonio Martine, Fred Montijo, Alonzo Pennoceio, Rafael Romo, Jose Ronjeld, and Pas Vaca as well as D.C. Valdez, for whom no occupation is listed. In addition, Miguel Estudillo, Deputy County Clerk and Clerk of County Board of Supervisors, and Elio Pena, a well-known and prosperous farmer, lived and worked on North Orange Street. These residents lived and worked in the Northside along with C.G. Atwood, A.L. Bartlett (attorney and notary at 159 N. Main St). J.E. Bates (laborer), R.H. and Julia A. Benson (viticulturists), J. H. Fountain (J.H. Fountain & Co., real estate, and Deputy Assessor, Eaton Caldwell (no occupation listed), C.W. Castleman (mason), Cedro De Carlo (horticulturist), James Carlyle (nurseryman), Charles and William Elliot (horticulturists), L.B. Goodrich (farmer), Charles R. Gray (attorney), E.C. Love (note teller at Riverside Banking Company), M.L. Martin (farmer), John McLaren (Under Sheriff), C.A. Newcomb, Edmund B. Richardson (retired), S.L. Spencer (laborer), J.C. Stebbins (Glenwood Tailors, res. North Market), Fred W. Swope (Riverside County Sheriff).

As the historic record for the Northside is sparse, and evidence of historic populations of members of the Spanish, Mexican, Indian or other descent on the Northside is even more obscure, further research must be completed to fully develop an immigration and ethnic diversity theme within the historic context.

## COMMUNITY DEVELOPMENT

Early residents of the Northside enjoyed many neighborhood places and spaces of informal recreation, but three areas of organized recreation within the historic boundaries of the Northside offered facilities and attractions that also drew participants from downtown and, sometimes, beyond. Athletic Park was located within the survey boundaries while White Sulphur Springs and Fairmount Park border the survey area, but their significance to residents within the Northside warrants inclusion here. Only Fairmount Park is still in use as a public park, but is now drawn outside the City's newly perceived boundaries of the Northside, whose southern boundary is increasingly recognized as SR-60.

### *White Sulphur Springs*

Since 1876, thousands of Riversiders as well as local and eastern visitors have enjoyed the waters of a natural hot spring captured for use as a bathing and swimming plunge. White Sulphur Springs, a name that has changed many times, is located at 3723-25 Strong Street, near Main Street, just north of the survey area. Historic accounts indicate that the property was either more extensive or was considered to be located on North Orange Street.

First used by local Native Americans, likely Cahuillas and Gabrieliños, the natural hot springs and adjacent tulle bog were purchased by Dr. James P. Greves, a Founding Father and Riverside's first postmaster, in 1876 for their alleged medicinal and curative properties. It was in 1886 that William Elliott, a newcomer from Illinois, acquired the springs and capitalized on its healthful and recreational potential. By 1896, Elliott sank the first well on the property and began construction on a plunge to capture the natural mineral waters. The *Riverside Press and Horticulturist* (RP&H) reports that by September 1897, Elliott was still in the process of improving the property and indicates that the undertaking may have been in response to a public clamoring for specific recreation facilities:

Some months ago we alluded to the question of a public bath and picnic grounds, and the matter has been agitated considerably on the streets. And we believe we voice the sentiments of every man, woman, and child in Riverside when we say that the necessity of a good system of plunge and swimming baths is almost imperative (RP&H 1897:n.p.).

By May 1898, RP&H reports that the 40x60-foot natatorium, or swimming pool, was complete and that the construction of a glass-roofed building housing 60 dressing rooms, galleries, offices, and more was planned and funded by the sale of advanced tickets, indicating the popularity of and demand for such a facility.





Elliotta Plunge (c. 1900) at N. Orange Street

With the original purchase, Elliott had taken over and maintained Dr. Greeves' 25-acre vineyard, which contributed to Riverside's early raisin grape industry, but by 1894, had eliminated it in favor of orange agriculture. Elliott had also opened an area of his ranch that was shaded with pepper, cypress, cottonwood, and willow trees for a picnic area (Gunther 1984:177) and the whole became a popular social resort.

Early community demand for and support of the plunge may also have been due to limited domestic bathing. The construction of private bathrooms that featured a shower or bathtub was virtually unknown before the late 19<sup>th</sup> century and evolved from approximately 1880 to 1900. From foot-powered, hand-held shower nozzles, full immersion tubs with running water via a public water supply source emerged around 1885 and by the turn of the century, a number of models were offered by mail-order catalogue (Lienhard 1998:n.p.). The 1902 Edition of the Sears, Roebuck, and Co. Catalogue offered several hipbaths, an infant bathtub, an oval foot tub, and six full-sized bathtubs, which ranged from 4½ to 6 feet in length, cost from \$5.00 (unplumbed) to \$28.00, and are generally touted as "perfect in every respect." The Acme Folding Bath Tub with Instantaneous Heater Combined was marketed to all classes in the same sentence as "Just the thing for your summer home or where you have only a limited amount of space," and the description for the Stationary Bath Tub indicates that bathtubs were added to the homes of people of "moderate" means while also describing a private bathtub as a luxury. Undoubtedly, private tubs existed in the bathrooms of Riverside's late Victorian homes, but their



prevalence is unknown. Another description from the 1902 Sears Catalogue helps illuminate both the uncommonness of domestic bathtubs and the health-related desire for full immersion bathing:

A desirable necessity is to be found in Cline's Portable Shower Bath. No home is complete without a bath. As many homes are not provided with a tub, this little portable bath is constructed to fill the long felt want, for a small cost and no trouble. A full, invigorating, life giving bath, such as your physician prescribes; always ready.

Whatever the private bathing amenities of Victorian Riverside, the plunge was such a draw for local residents that a second well was dug to 370 feet in 1900, which secured a continuous flow of 50,000 gallons per day. A small motor later increased the flow to 200,000 gallons per day, which were emptied from the pool each night and flowed down Strong Street. By the early 1900s, the ultra-pure water of the mineral spring was being bottled onsite and sold for table water in great quantities as far as Los Angeles, and the clear waters were a draw for Hollywood film stars and makers alike such as Buster Keaton, Annette Kellerman, and The Great Houdini, who in 1919 dived to the bottom of the Elliotta Plunge to release a woman from a safe (Patterson 1964:82; Hall 1996:121-24).

Throughout the early 20<sup>th</sup> century, local Northsiders frequented the plunge, and visitors and downtown residents were bussed in from the Mission Inn for a dime (WSSP c. 1960s), but the depressed 1930s led to decreased activity at the resort. In 1937, Dr. N.C. Heron of Los Angeles purchased "Elliotta Plunge," which was as often called Elliotta Springs, and demolished it for the construction of a then-modern sanitarium and health resort, which centered on the production of Dr. Heron's specialty, medicinal eucalyptus oil. The plunge closed in the summer of 1937 for the planting of a Eucalyptus grove and the construction of the new facilities, which were completed in 1939 (Riverside Press c. 1937:n.p.). It appears that remnants of this Eucalyptus grove are still extant on the property.

Throughout the 1940s, Heron's Plunge continued to serve local residents as a spot of informal recreation and also as one for large parties and events. In 1946, the plunge was the site for the Calectric Women's Picnic and Swimming Party, and Northsiders remember it well as a place to go for special times like birthday celebrations (Mermilliod & Klure 2005b). In the late 1940s, the pool and buildings were entirely rebuilt by Frank Heron, son to Dr. Heron (WSSP c. 1960s).

In 1958, Ray and Virginia Morissette purchased "Heron's Plunge" and the associated buildings. As part of the improvements the Morissettes made, the mineral baths were separated from the main pool, and badminton and volleyball courts were added as well as a shuffleboard deck and water slide (Daily Press 1959:B-10). By

1959, the plunge was reopened as White Sulphur Springs. A 1960s brochure still touted the medicinal properties of the 78-100° hot spring as “unexcelled for relief of arthritis, rheumatism, etc., or just plain sore muscles,” and also listed the amenities of the facility, which, in addition to swimming and recreation, offered swimming lessons, concessions, towels, and suit rentals (WSSP c. 1960s).

The facility continued to operate as a pay-for-use public pool under the Morissette’s ownership and occupation until the late 1960s (Hanks 2005). Recreational facilities and several associated buildings are still extant today, but are no longer in operation, and the property has been severely neglected for some time. Among other public baths and plunges within the city, some believe that the plunge catered to a white middle- and upper-class clientele, and oral histories suggest that pressures to racially integrate the plunge led to its closure, which was no doubt as impacted by the rise in construction of private swimming pools in the later half of the 20<sup>th</sup> century.

The property was surveyed in 1979 and designated a City Structure of Merit in 1989. The site is currently being considered for a residential housing development. As the property is outside the survey boundaries, site-specific study and evaluation is recommended during Phase II.

### *Athletic Park*

Athletic Park (c. 1892 to 1902) is located at the base of North Hill, above Fairmount Park and northwest of the intersection of Houghton Avenue and Locust Street in the Fairmount Heights area. Historically called North Hill or Quarry Hill, it was identified on a 1911 tract map as “Fairmount Hill and City Rock Quarry” and was included in the Fairmount Heights Tract (1893), a subdivision by John G. North, a real estate and nursery man, for R.E. Houghton and C.E. Houghton under the parent company, Fairmount Park Land Company (1890). In 1895, the City purchased 35 acres of the tract, including the Spring Brook meadow, which became Fairmount Park (dedicated 1897), and North Hill, which was quarried to provide the raw materials needed to implement the City’s new street improvement vision of paved streets (Macadam) and granite curbs and gutters.

From 1892-1900, the Riverside Wheelmen’s Club held an annual event for club members and other enthusiasts from the Southern California region, and part of the course for the annual meets was located at Athletic Park. The Riverside Wheelman’s Club was organized in 1891 under the leadership of Harry W. Hawes of N.S. Hawes and Son, a music and art store located at 712 Main Street, which also sold sewing machines and was advertised as a “bicycle agency” in 1893-4. N.S. Hawes and Son was touted as being the “exclusive agents for the Columbia bicycles for this section” (Bynon & Son 1893-4:[63]). Many different models of the Columbia bicycle produced

by the Albert Pope Manufacturing Company of Massachusetts, the first American bicycle manufacturer and largest maker in the world (Columbia Manufacturing, Inc.:2005:n.p.), might have been sold at N.S. Hawes and Son in those years. As six bicycle shops, four sewing machine dealers, three art stores, and two musical instrument suppliers are listed in that year's directory, it appears that bicycling, whether for transportation or recreation, was comparatively popular. The increase in interest for the sport was fueled by modifications in bicycle design from the high-wheeler to the safety bicycle in the 1890s, and in 1893, the bicycle club boasted 80 members, or about 1.3% of the young City's population compared to about .001% of today's citizens (RBC n.d.; City of Riverside 2001). The wheelman's club is also advertised in the directory, but by that time is listed as the "Riverside Bicycle Club" with rooms in the Y.M.C.A. building (Bynon & Sons 1893-4:[58], [181], [231-43]; RBC n.d.).

In 1895, a new one-third mile track was completed at Athletic Park to accommodate sprints, distance races, novice classes, two- and three-rider bicycles, and group competitions sponsored by the bicycle club (RBC n.d.; Patterson 1996:227-9).



The bicycle track at Athletic Park, North Hill c. 1895 (Patterson 1996:228)

A newspaper account of the 1895 event reports that on the day before the meet, cyclists and spectators from greater distances came on regularly scheduled and a special event train from Los Angeles and those from nearby and within the county came on their wheels; all eventually congregated in the lobbies of the Glenwood (now Mission Inn) and the Rowell Hotels. It appears that the Riverside social and cultural scene made the most of the festival atmosphere created by the annual events, as much was also made in *The Press* of the presence of the famous Helena Modjeska at the races, who enacted *Lady MacBeth* that evening in 1895 at the Loring Opera House (1889-90; destroyed by fire in 1990) (Patterson 1996:229).

Well known Riversider cyclist Carson Shoemaker, who was also celebrated in the east, as well as internationally known track and field coach Dean Cromwell were regular competitors. By 1900, the electric streetcar had been completed to Locust and Houghton Streets at the edge of Athletic Park, and the largest and last meet took place in that year. The decision to cancel the meets may have been influenced by the proximity of the track to North Hill, a very active quarry in the last years of the 19<sup>th</sup> century, but by then, enthusiasm for bicycling around the region had waned. Tracks also closed in Ontario, Pasadena, Los Angeles, and other cities, and by early 1902, the bicycle club gave up their lease on the land and sold the grandstand and fence, which were moved to Chemawa Park (Patterson 1996:229), a 23-acre community park in the Arlington area (8830 Magnolia Avenue) that had opened in the late 1890s and offered a zoo, aviary, and roller skating rink, and provided traditional open space for leisurely pastimes, such as picnicking, fairs and athletic recreation (Tang et al. 2003:28).

Sources differ on the continuity of the Riverside Wheelman's Club to the present club, the Riverside Bicycle Club. A 2001 Riverside Proclamation suggests that a bicycle club was operational from 1891 to today with the name changed from Riverside Wheelman's Club to the Riverside Bicycle Club in 1960. Information on file in the current club's library indicates that from 1936-WWII, another bicycle club that emphasized road races and recreational riding was formed and the current club was organized in the early 1960s. Interestingly, the club is listed as the "Riverside Bicycle Club" in the 1893-4 City Directory. The precise history of the club has not been fully developed, but it is clear that the Riverside Wheelmen's Club is at least an ancestor to today's Riverside Bicycle Club, which is a thriving organization formally recognized and applauded by the City for its commitment to fitness, safety, and charity.

### *Fairmount Park*

Sprawled between the former Crescent City Railway roadway (now the current alignment of Market Street) to the north, the Santa Ana River to the west, Little Mount Rubidoux to the south, and the Fairmount Heights residential development to the east, the approximately 200-acre Fairmount Park is a historically, aesthetically, and culturally significant area located just outside the Northside survey boundaries.

As the largest park in Riverside, Fairmount Park boasts three separate lakes – Fairmount Lake (formerly Dexter Lake, circa 1904), Lake Evans (circa 1924), and Brown Lake (circa 1924) – and various other amenities among an open space setting of turf, shrubs, curvilinear roadways, and a huge variety of mature trees, many of which were gifted and planted before 1922 by Riversiders on a designated arbor day (Brown & Boyd 1922). In addition to boating and fishing on the lake, the park offers

a bandshell constructed in 1920 to commemorate the 20<sup>th</sup> anniversary of the founding of Riverside's military band (reconstructed in 1995); a golf course and driving range (1930); an adult recreation center (1955), an award-winning rose garden of over 1,300 bushes (1956); lawn bowling clubhouse and greens (rebuilt/alterd in 1960); a covered picnic area and tennis courts (1988); children's playground (early 1990s); restrooms (1911; 1955 and later); meeting and banquet facilities; and more. The park grounds also serve as a display case for Union Pacific Locomotive Engine No. 6051 (1907), which was placed in the park in 1954 to commemorate the 50<sup>th</sup> anniversary of the arrival of the Union Pacific in Riverside, and a WWII-era amphibious landing vehicle known as the Water Buffalo, which was manufactured in Riverside and is dedicated as a war memorial to the civilian wartime workers of Riverside (Hathaway & Associates 2002; Tang 2002:8-17).



**Union Pacific Locomotive Engine No. 6051 (1907) on permanent display at Fairmount Park, alongside Market Street.**

The Fairmount Park area was once part of Spring Rancheria, one of three rancherias in the area that was occupied by Cahuilla Indians until about 1900. The park has been a favorite recreation spot since the founding of Riverside, when picnickers arrived on foot or by carriage to spend afternoons swimming and fishing along the shores of Spring Brook, a spring-fed stream that flowed into the Santa Ana River at the base of Little Mount Rubidoux (Patterson 1996:112, 138). The Fairmount Heights Tract, located east, south, and west of the brook, was subdivided in 1893 by John G. North, a real estate and nursery man, for R.E. Houghton and C.E. Houghton under the parent company, Fairmount Park Land Company (1890). North began improving the bottomland immediately, starting with a 70x200' swimming pool. The Spring Brook Swimming Pool is advertised in the 1893-4 City Directory by Albert Hermes for \$0.25 and is reported to be set amid "fixed up" grounds in a quiet, secluded spot (Bynon & Son 1893-4:[78]).

Named after Philadelphia's world-renowned, 2,900-acre Fairmount Park, the area became known as Fairmount Heights. The subdivision included North Hill, which was purchased by the City in 1895 to provide the raw materials needed to implement its new street improvement program that included paving (Macadam)

and granite curbs and gutters. Included in the 35-acre purchase was the meadow through which Spring Brook flowed and a stipulation that the City develop the meadow into a park. The original 35-acre Fairmount Park was officially dedicated by City Ordinance #241 in October 1897 and opened on Arbor Day in April 1898. Between the purchase agreement and the official dedication, the City allowed Captain Charles M. Dexter, a Union Veteran of the Civil War, and a committee of the Grand Army of the Republic to improve the unofficial public playground and picnic spot and to plant Mexico-native Montezuma Bald Cypress trees (*Taxodium mucronatum*). Captain Dexter, who arrived in Riverside in 1890 and died in 1918, became superintendent of the park and is considered the “father” of Fairmount Park (Brown & Boyd:1922). In 1903, Samuel Cary Evans, Sr. donated 70 acres to the park, and Fairmount Lake (first Dexter Lake) was created by damming the waters of Spring Brook. In 1910, private donations by Mayor Samuel C. Evans, Jr. and his brother Pliny Evans added to the park, and a trip to Asia influenced Riversider George N. Reynolds to donate additional land and encourage Japanese-inspired alterations to the lake (Black 1995). That same year, a \$30,000 bond issue was approved to improve the park by adding a plunge and a wading pool (RCPD 1985). The plunge was opened in 1912, and in 1920, unofficial racial restrictions that allowed African American citizens to use the plunge only on Thursdays prompted litigation against the City. Though the incident was settled out of court in 1922 opening the plunge to all, by 1925, the completion of the plunge at Lincoln School on the Eastside essentially reestablished segregation when most African Americans chose to use the new plunge nearest their own neighborhoods and visited the Fairmount Park plunge only for an annual church picnic (Patterson 299-301).



**Circa 1910 photo of Lake Evans and the original boathouse at Fairmount Park (rebuilt in 1995) from the Avery Field Archive, Special Collections Library University of California, Riverside**

In 1911, the City commissioned the Olmsted Brothers, pioneers in landscape design, to develop a comprehensive plan for the park, which called for an open space setting, a philosophy that remains central to today's urban environment. Their plan incorporated much of the improvements already in place and included the planting of many trees, but park development ceased during the years of WWI. RCPD 1976:70-3). When the Olmsted plan was rediscovered in 1923, Mayor Evans donated over 40 additional acres to complete the proposed lake expansion. Sources differ on the extent of implementation of the Olmsted design, and today, it has been accepted that much was never fully realized (Catron 1991). Alterations and improvements continued throughout the 20<sup>th</sup> century and since 1979 have been guided by the Fairmount Park Citizens Committee, which has contributed money and labor toward park refurbishment (Black 1995).





Circa 1930 photo of the lawn bowling green and play at Fairmount Park from the Avery Field Archive, Special Collections Library University of California, Riverside

Fairmount Park has been extensively studied and is designated a City Landmark (#69; 1985) along with two remaining individual features within its boundaries, the Bandshell (#10) and the Montezuma Bald Cypress Trees (#61). In 1997, the park was formerly evaluated and determined eligible for listing in the NRHP under Criteria A (Hartig & McCoy 1997), however, subsequent study (Hathaway & Associates 2002 and Tang 2002) has concluded that the resource does not meet the threshold for integrity to qualify for NRHP designation but is eligible for listing in the CRHR at the local level of significance under Criteria 2 for its association with several individuals significant to the history of the City of Riverside.

Though the popularity of the park has ebbed and flowed over the decades, it has regularly accommodated thousands of visitors on any typical, summertime Sunday (RCPD 19766:80-81). Many Northsiders fondly recall picnicking in the park and holiday celebrations, particularly for Easter. Fairmount Park was the main recreational draw for Northside children and adults, and oral history participants, Bessie Brooks, Frances McArthur-Wright, and Jane Margison, whose family owned

the little store, recall the haven the Fairmount Grocery, where the tennis courts are located now, offered many days while playing at the park (Mermilliod & Klure 2005b). Historic amenities in Fairmount Park that have been altered and improved over the decades and features that have been lost, including the Riverside Municipal Auto Camp (1914-1927), zoo and historic tennis courts (1933-1935), an aviary (circa 1910-unknown), the plunge and a sulphur spring, and an amusement park with carousel (1947-1978) (Tang 2002:15-16). It was the C.W. Parker carousel (1912), which was designated in 1978 as City Landmark Object No. 27, that two Northsiders – Frances McArthur Wright and Bessie Brooks – remember best as each of them accepted marriage proposals there.

## RESIDENTIAL DEVELOPMENT

The boom of the 1880s coincided with the completion of the California Southern and ATSF rail lines and the construction of the Gage Canal, which brought water to Riverside’s eastern plain and opened lands on the Eastside for large-scale subdivision. Thus, substantial residential tract development first expanded beyond the Mile Square to the east or separately in the Arlington community to the south, beyond the Government Tract. Some early residents of the Northside purchased land directly from the Southern California Colony Association and found the rural landscape of the Northside ideal for agricultural production and grove house construction, while others built homes designed for urban living. In Riverside, the boom time continued beyond the regional depression around 1887, with Victorian era homes constructed mainly in the Mile Square, but also scattered throughout the accessible areas of the City. While the national financial crisis of 1893 did slow residential construction, five tracts were delineated in the survey area between 1893 and 1895, all in Fairmount Heights (Figure 14). Examples from throughout the late 19<sup>th</sup> century are found here and throughout the survey boundaries on individually developed parcels, and nearly 200 residential properties constructed or estimated as constructed in the 1890s are recorded in the City’s Historic Resources Inventory Database (City of Riverside 2005).

Area of Development	Tracts	Date	Map Book/Page
Fairmount Heights	Fairmount Heights Tract	1893	unknown
	Fairmount Heights Tract No. 2	1893	1/3
	Wright’s Subdivision	1894	1/14
	Fairmount Heights Tract No. 3	1895	1/29
	Fairmount Heights Tract No. 4	1895	1/46-47

Figure 14. Table showing tract development from 1870-1900

Many Victorian Era single-family residences are extant in the survey area, but are concentrated south of SR-60. Some of these homes were built on parcels suited for

large-scale agricultural production and were grove houses primarily associated with citriculture. Others were constructed as urban dwellings, and some have been moved into the survey area. Most of those living on the rural Northside in this earliest period of residential development are listed in city directories as residing on “North Orange Street between First and Russell” or simply “North Orange Street.” Living among the early residents associated with the extant homes described here are J.E. Bates (laborer), Eaton Caldwell (no occupation listed), James Carlyle (nurseryman), C.W. Castleman (mason), J. H. Fountain (J.H. Fountain & Co., real estate, and Deputy Assessor), Miguel Estudillo (Deputy County Clerk and Clerk of County Board of Supervisors), Charles R. Gray (attorney), E.C. Love (note teller at Riverside Banking Company), M.L. Martin (farmer), Edmund B. Richardson (retired), and S.L. Spencer (laborer), C.A. Newcomb, J.C. Stebbins (tailor, res. North Market), A.L. Bartlett (attorney and notary at 159 N. Main St).

The residence at 3050 Orange Street (1885; City Landmark #93 and City Structure of Merit #181) was designed in the Eastlake Victorian style for John and Martha Hewitt of Illinois on their large, 20-acre parcel – Lot 24 of the Southern California Colony Association lands – on the northwest corner of First and Orange Streets. Hewitt and his family arrived in the early 1880s, and by 1885, Hewitt became a founding director of Riverside’s First National Bank and served as its president in 1894.



**The Hewitt House (1885) at 3050 Orange Street**

Hewitt was also a pioneer in Riverside's early citrus horticulture and greatly contributed to the success of the navel orange industry by demonstrating that mature seedling trees could be grafted onto old trees (RCPD 2005). Although early Sanborn Maps do not cover this area, his land was put to grove production, like parcels to the north, by 1885. Hewitt also helped establish the Southern California Fruit Growers Exchange (1893), a group of seven cooperative citrus associations that by 1900 had expanded to represent the entire state (Patterson 1996:176). The Hewitt residence was originally set back from First Street among the new grove and was improved in 1890 with the installation of the Eclipse Automatic Gas Machine, a gas lighting and fuel system. After John Hewitt's death in 1900, his holdings were subdivided into 43 lots as Hewitt Place (1909), and the grove house was turned to a common, town-lot setback from Orange Street, incorporating the existing single-family residence into a new urban setting. Since the 1920s, the residence endured a number of owners, vacancies, alterations and uses, including its use as a fraternity house in the 1970s and a men's halfway house in the 1980s, before its renovation in the 1990s (Klotz & Hall 2005:35-37).



**The C.G. Atwood House (1893) at 2750 Orange Street**

The Victorian Era residence located at 2750 Orange Street first dominated a 10-acre parcel of grove land, Lot 29 of the Southern California Colony Association Lands purchased by C.G. Atwood by 1892. Debate over the date of construction for this transitional example has continued, although most believed the home's dominant Foursquare massing set the date just after the turn of the century when W.H. Wilson

was believed to have constructed the residence after his arrival in Riverside in 1902. Although the Colonial Revival style, of which the Classic Box, or Foursquare, is a subtype, is commonly seen in Riverside in the first years of the 20<sup>th</sup> century, McAlester sets the period for the style from 1880-1955 (McAlester 2000:321). Though rare in Riverside, the earliest examples would have undoubtedly been influenced by neighboring Victorian Era predecessors as the form of late examples throughout the City are shaped by the sprawling, post-WWII Ranch style.

Assessor's Records support this evaluation of the blend of architectural styles found in this early Foursquare as well as the current owners' (Scott and Joanne Simpson) discovery of 1893 newspaper shreds found in the attic as insulation. C.G. Atwood is listed as the owner of the property in 1892, and no figures are listed for building improvements or trees. The following year, an improvement is assessed at \$1200 with the notation, "House + S," and \$1,180 is listed for trees, which are noted to be a mixture of buds and seeds (Assessor's Records 1892-1895:Bk. 2, Pg. 3). Clearly, the home and grove were established by 1893, and the residence is an example of an early Classic Box, or Foursquare, one of the nine principal subtypes of the Colonial Revival style built during Riverside's grove-inspired Victorian Era as it moved into the Eclectic Period.

The C.G. Atwood House has been associated with several families of long-term occupancy. Historical accounts suggest that William H. and Mary Wilson, long-believed to be the home's first owners and occupants, had arrived in Riverside in 1902, and Assessor's records indicate that he either acquired the reduced property of 4.5 acres by 1905 (Assessor's Records 1899-1907:Bk. 2, Pg. 3; Hall 2003:41). The Wilsons established a small dairy on the property, maintained a citrus grove, and raised livestock. Arthur D. Paxton, employed with the Southern California Gas Company, purchased the home in 1920, and the property's use shifted more toward dairy production than citrus. Though the exterior staircase on the veranda was extant and rooms in the home were already being rented out when the Paxtons moved in, according to the Paxton daughters, Harriet and Mary Helen, many alterations and additions were made to the home during the Paxton period such as the addition of the kitchen and enclosed sleeping porches and alterations and additions to the rear of the home. The Paxtons continued to rent out the entire second floor of the residence until they sold the property in 1956 to the Bumsteads (Mermilliod 2005a). By this time, the area around it had been subdivided as part of the Oak Manor No. 3 Tract (1954), one of three subdivisions in the early 1950s that added the Audubon Place and Hiawatha Place cul-de-sacs to the Southeast Quadrant and the original parcel had been reduced to .84 acres (M.B. 27/33). The Bumsteads (1956-1978) and later the Osborns (1978-1997) are credited with preserving and restoring much of the old house and converting the interior of the home back into a single-family residence (Hall 2003:43). The Simpsons are



continuing to restore the home and grounds, and the C.G. Atwood House, formerly known as the W.H. Wilson House, is now named for its first and longest owners.

Two orange trees remain on the property that may date from the 1930s and six pecan trees dating from approximately 1910 are extant, mostly in the turfed front lawn (Mermilliod 2005a), but the context of the grove house has been compromised by the reduction of the property from 10 acres to less than 1 acre in the first half of the 20<sup>th</sup> century and the post-WWII development of the surrounding neighborhood. Although the various alterations and additions to the residence were completed in the historic period, they have diminished the overall design integrity of the transitional grove home. The C.G. Atwood House has been designated a City Structure of Merit (#190).



**The H.A. Westbrook House (1876) at 2682 Orange Street**

The Folk Victorian farmhouse at 2682 Orange Street at the northeast corner of Orange and Poplar Streets predates the construction of the C.G. Atwood House and may have originally included that property to the south. Though construction was started by Robert McDowell who had purchased two 10-acre parcels in June 1874 from local blacksmith Frank Petchner, it is known as the Westbrook House for its association with Henry Arthur Westbrook, an experienced carpenter who likely finished the second story and fenestration. Like many already in Riverside, including James Roe, E.G. Brown, Ables, Hart, Lymn C. Waite, as well as the Shugarts and Twogoods, the McDowells and Westbrooks were from Belle Plaine, Iowa, and in April 1876, Westbrook joined his wife's father Robert and brother



William in Riverside to find relief and a cure for his tuberculosis. At that time, the house was not quite finished, and Robert and William McDowell died in 1877, soon after Westbrook arrived, leaving the property to Westbrook and his wife Jane who came to Riverside with their daughter Ada later that year. McDowell may also have deeded additional acreage to the north to P.S. Russell (McDowell-Westbrook 1877).

Westbrook inherited a cow, over 100 chickens, and 20 acres planted mostly in young orange trees (Seedlings, St. Michaels, Blood and Valencia oranges), alfalfa, peaches, apricots, almonds, figs, prunes, strawberries, and raisin grapes. A domestic water cistern on the property was supplied with canal water (Patterson 1980:n.p.). Eventually, a two-story tank house and well were added behind a later adobe building (1882) constructed for cool storage, and a separate servants' quarter for laborers was located to the north (Patterson 1980:n.p.). Originally, only one bedroom filled the second floor, but Westbrook added two bedrooms and made the original bedroom into a bathroom in 1882 and added two more bedrooms in 1920. Reportedly, a downstairs bathroom boasted a sink and a bathtub (likely not original as private, full immersion bathing began to evolve around 1885), but the toilet was on the back porch (McDowell-Westbrook n.d.).

Though a skilled carpenter by trade, and fast becoming a leading horticulturist via inheritance, Westbrook kept his own house modest while crafting beautiful homes, shops, and office buildings for friends and neighbors. After his initial convalescence, Westbrook built a drug store for James Roe, the Lyman C. Waite Residence (1884/1890) at 3121 Mulberry Street, the Daniels House (1891) at 5809 Brockton Avenue, the Ames-Westbrook House (1888) at 4811 Brockton Avenue, the Streeter House (1888) at 5211 Central Avenue, a three-story home for S.C. Evans on Magnolia Avenue (1890), the Frank B. Devine house (1888) at 4475 12<sup>th</sup> Street, the Y.M.C.A. Building (1888-9) on Main Street, the William S. Sweatt House (1891) at 4587 Mulberry Street, and the downtown Evans Building (1892). Westbrook also was a member grower and served on the Board of the Riverside Exchange of the California Fruit Growers Exchange, now Sunkist Growers, Inc., and he was recognized as a true horticulturist. Westbrook also helped start the National Bank of Riverside in 1906 and served on its board and as Vice President (Hall 2005:3; City of Riverside 2005).

Westbrook died in January 1922 after he had become a prominent local building contractor and citrus grower, and his two daughters, Ada and Lova, inherited the house (Patterson 1980:n.p.). In 1933, Ada traded the Westbrook House for grower, John S. Gage's home on Magnolia Avenue. In late 1940s, the property was reduced to 10 acres and sold to Jack and Laura Parks and it later became rental property for a time. It was in severe disrepair by 1997, when Mark and Lucille Chacon purchased the property and began ongoing restoration work. Several additional

modifications to the original floor plan and design details are apparent, including one-story additions to each side and the rear elevations that obscure the original L-shaped form (1908 Sanborn Map, updated 1941), the application of shingles to the rear elevation and the gable end on the façade, the addition of brick wainscoting to the façade, and the replacement of the wood porch and the concrete (front) and railroad tie (side) porch steps with brick. If a portion of the porch has been enclosed, as it appears, the alteration was completed before 1901 when a photograph depicts the façade in its current configuration (Patterson 1980:n.p.), however, it details appear to be missing or have been added since 1980 such as the Victorian style stickwork and the missing railing above the porch. Like its neighbor, the C.G. Atwood House, the context of the grove house has been compromised by the reduction of the property from 20 acres to less than ½ acre and the post-WWII development of the surrounding neighborhood. Although many alterations and additions to the residence were completed in the historic period, as many appear to be recently finished, and the sum has diminished the overall design integrity of the simple Folk Victorian farmhouse. The property has been designated a City Structure of Merit (#191).



**The Carleton-Labadie House (1880) at 3734 Spruce Street**

Once in the center of a 30-acre citrus nursery, the late Gothic Revival grove home (1880) in the Centered Gable subtype at 3734 Spruce Street was constructed within File's Island for George D. Carleton after his first home was destroyed by fire. This red brick and adobe home was built for "Riverside's raisin man," amid his 4-year-old, Semi-Tropic Nursery of 25,000 small orange and lemon trees of many varieties

and is oriented to the east, facing Main Street, although it is now has a Spruce Street address. The home and 20 acres was owned by the Hendry family from 1882-1911, for whom Spruce Street was originally named. As Main Street was not laid north of First Street by this time, the 1893-4 City Directory shows Kenneth (farmer) and Mrs. M. Hendry residing on North Orange between First and Russell Streets (Assessor's Map 1895-1899). Fred M. Labadie, a Riverside Telephone Lineman, purchased the home that year, and it remained in the family until 1975. Son, Fred A. Labadie, worked for the Stauffer Chemical Company and the Food Machinery Corporation, which was located on the eastern edge of the Northside (Klotz & Hall 2005:26-27). Only two other single-family residences in the Gothic style, or influenced by the Gothic style, are listed in the City's Historic Resources Database, and this example features a prominent centered gable and paired gabled dormers, symmetrical façade, drip mold atop most of its original, characteristic 2-over-2 sash double-hung windows, and decorative vergeboards and gable end finials. The residence is designated as a City Structure of Merit (#112), but unfortunately, it has been compromised by the removal of a simple, dropped shed roof porch, the addition of stucco, and the shift in the development of this portion of the Main Street Corridor, from residential to commercial. The former grove now faces the rear of the parcel at the southwest corner of Main and Spruce Streets, an auto repair shop; its rear elevation fronts onto Wilshire Street, and its side elevation parallels Spruce Street.



3668 Poplar Street (ca. 1890)

One simple Folk Victorian cottage remains on the border between the Southeast Quadrant and the Main Street Industrial Corridor at 3668 Poplar Street, in the

ambiguous strip between Orange and Main Streets. While first amid the grove property around it, its modest size compared to other Victorian grove homes of the area indicates it was likely not associated with large-scale agriculture. As Main Street (north of First Street) and Poplar Street were not improved streets by this time, numerous farmers and Northsiders otherwise employed that are listed in the 1893-4 City Directory could have been associated with a smaller-scale home site such as this one. After the Main Street Industrial Corridor was subdivided in the early part of the 20<sup>th</sup> century, this little house would have looked at home among the residential portion of Main Street it bordered, however, the conversion of this portion of Main Street to industrial/commercial use through the post-WWII period has isolated it once more. Further research might conclusively associate this Folk Victorian cottage with a particular early Northsider, however, its architectural distinction has qualified it for local designation as a City Structure of Merit (see Survey Findings and Resource Evaluation).



**1849 Orange Street (ca. 1890)**

One Victorian Era home in the North of SR-60 area at 1849 Orange Street was considered for designation. Though unsubstantiated by building permits, previous surveys (1979 and 1993) have documented a large Craftsman addition to the façade, which was deemed to have significantly compromised the design integrity of the residence. Field study and site-specific research on the supposed addition was inconclusive. Another residence (2791 Orange Street) in the Southeast Quadrant is believed to date from the 1890s (County of Riverside 2003); however, two building permits (1908 and 1911) are on file for this property. In addition, building permits indicates a number of alterations, though the one most apparent in the field is the enclosed entry, which appears to have been altered very early. In consultation with City staff, JMRC determined both 1849 and 2791 Orange Streets required further study to better define the construction history of the properties and determine historic association (see Resource Evaluation; Appendix VII).



**2791 Orange Street (ca. 1890)**

Several very altered Victorian Era homes are extant within the survey area. The residence located at 2743 Orange Street (ca. 1890) is set far back two lots from the southwest corner of Orange and Poplar Streets within the Southeast Quadrant. Further research is needed to establish its likely association with the citrus/agricultural history and landscape of the Northside. However, many alterations throughout the 20<sup>th</sup> century, including the addition of several rooms and



an exterior staircase on the facade, the conversion of the residence to multi-family use, the replacement of original windows, and the addition of rooms to the garage for living space, preclude a higher distinction than its current designation as a City Structure of Merit (#191). Also in the Southeast Quadrant, the Victorian grove home at 3063-65 Lime Street was once the home of L.C Waite and, along with the neighboring home (east) of Dr. K.D. Shugart (moved to 2973 Mulberry Street), was identified as part of "Terrace Place" before the later subdivision of the area as St. Andrews Terraces (1910), with which it was included (see Residential Development 1901-1919). The residence has been severely altered with both Craftsman and Tudor Revival inspired alterations, and a new main entry was created to face its new orientation onto St. Andrews Boulevard (now Lime Street) as the original entrance faced First Street. The residence is a contributor to the St. Andrews Terraces NCA; its alteration and the elimination of its original context precludes it from further distinction. A small Victorian cottage is located on a town lot at 3735 Spruce Street (ca. 1890) whose era of construction is nearly indistinguishable due to many alterations, and a once grand home at 1791 Orange Street (ca. 1890), which was determined eligible for listing in the NR as an excellent example of a Victorian Center Gable Cottage, has been severely altered by the alteration of roof form, eaves, siding, and windows. This residence was designated prior to its alteration as a City Structure of Merit (#194). Another Gothic Revival residence in the Centered Gable subtype is found on the east side of Main Street north of Poplar Street, predating the corridor's subdivision (1907-1909). This formerly grand residence (2574 Main Street) is all but eclipsed behind a commercial lobby addition and two other commercial buildings constructed on the lot to front Main Street. Lastly, a Late Victorian Cottage located at 2909 Market Street has been compromised by the addition of stucco, the replacement of windows and alteration of window openings, the conversion to multiple family use, and the recent lot reduction, resulting in a much shallower setback on Market Street, during the in-progress Market Street improvement project.

In addition to those grove or town residences of the Victorian era originally constructed within the survey area, six houses of the Victorian period have been relocated there, all south of SR-60 – 2452-56 Wilshire Street; 3820 Ridge Road; 3092, 2909 and 2926 Lime Street; and 2709 Orange Street. The residence and former carriage house located at 2452 Wilshire Street (ca. 1890) in File's Island was relocated there in 1987. The residence appears to be in the Folk Victorian style, but has been almost entirely altered with the replacement of windows and siding (2002) as well as the addition of a 300-square-foot room (2001) and a large carport. The carriage house has been similarly altered with the replacement of siding (now partly stucco) and windows as well as the addition of a second story loft with dormers for storage (2000). The M.D. White House, another Folk Victorian style residence, was moved in the 1940s to 3820 Ridge Road in the Fairmount Heights area from its original location at 3641 6<sup>th</sup> Street (formerly 15, then 641 6<sup>th</sup> Street) on the north side of 6<sup>th</sup> Street between Orange and Main Streets in the Mile Square. The residence was constructed between March 1891 and February 1895, as shown on Sanborn Maps, and the 1893-4 City Directory lists Mrs. M.D. White, who is employed at the Glenwood Hotel (now Mission Inn) as the resident. This residence is a contributor to the proposed Folk Victorian Thematic District as well as eligible for individual designation as a City Structure of Merit.

The Southeast Quadrant is home to four of the six transplanted homes of this period. The William Collier House (1892), a grand Queen Anne Style town home built for San Diego lawyer William Collier, was relocated from just south of the Mile Square on Prospect Place (its second location) into the St. Andrews Terraces NCA in April 1987 at the northeast corner of First and Lime Streets (3092 Lime Street). William Collier was an Iowa lawyer who arrived in Riverside after settling first in San Diego. Collier was a distinguished attorney in Riverside for 22 years before moving to Wildomar, a town he plotted after purchasing the track in 1885. Collier swapped houses with the Polkinghorn family, who lived in the home from 1916-1926. In 1927, Dr. James Barrett, a plant pathologist at the University of California Citrus Experimentation Station,



2743 Orange St. (ca. 1890)



3063-65 Lime St. (ca. 1890)



3735 Spruce St. (ca. 1890)



1791 Orange St. (ca. 1890)



2574 Main St. (ca. 1880)



2909 Market St. (ca. 1895)



had the home turned 90 degrees to face Prospect Avenue, and later the residence was used for apartments. In 1986, James and Tracy Youden proposed to move the residence (moved April 1987) to facilitate proposed development and have carefully restored it (Hall 2003:17-20).



2452-56 Wilshire Street (ca. 1890)



3820 Ridge Road (1891-5)



Chino House (ca. 1890), 2909 Lime



Guffin House (1899), 2926 Lime St.

Two homes have been moved into the Southeast Quadrant onto lots on the southern edge of the former railroad property on Lime Street – 2909 and 2926 Lime Street - bridging the gap between the St. Andrews Terraces NCA and its neighbors to the north. The Queen Anne style grove house (ca. 1890) now located at 2909 Lime Street was moved to Riverside in 2005 from its second location at 11756 Central Avenue in city of Chino when threatened by a strip mall development. Little is known or available about this property, and further research and field study will be required to determine if it is eligible for local designation after restoration work is completed. The Guffin House (ca. 1899), an early example of the Classical Revival style, was recently acquired by Caltrans through imminent domain to facilitate an I-215/SR-60/SR-91 improvement project. The residence was constructed sometime between 1899 and 1901, when city directories first show Lewis H. Guffin and his wife Ruth residing in the house; before this time, L.H. Guffin is simply listed on Orange Street between First and Russell Streets. Moved from its original location at 3197 1<sup>st</sup> Street in 2004, it has not yet been placed upon the foundation at its new home site at 2926 Lime Street. Though it was determined ineligible for listing in the National Register in 2000 (Bricker 2000), evaluation for the California Register was not completed; the residence is designated as a City Structure of Merit (#95).



**William Collier House (1892) at 3092 Lime Street**



**An early Classical Revival style residence at 2709 Orange Street**

Lastly, in July 1952, Classical Revival residence was removed to the southwest corner of Orange and Poplar Streets (2709 Orange Street) in the Southeast Quadrant when it was threatened by a plan to construct a parking lot on its former site at 3549

Orange Street (formerly 9, then 549 Orange Street) on the west side of Orange Street between 5<sup>th</sup> and 6<sup>th</sup> Streets in the Mile Square (1908 Sanborn Map). According to Sanborn Maps, this residence was constructed sometime between February 1895 and 1908, and the original wrap around porch (no longer extant) shown on the 1908 Sanborn indicates that the residence may have been constructed before the turn of the century when Colonial Revival and Classical examples seem less influenced by their Victorian neighbors. Unfortunately, along with the modification to the porch, the rear has been altered and the original wood siding has been replaced with vinyl. This house is designated a City Structure of Merit (#192) and, along with its three neighbors to the south (2743, 2759, and 2791 Orange Street), is owned and managed by Whiteside Manor, an organization that provides residential substance abuse treatment centers.

### *Property Types*

Property types most closely associated with early settlement on the Northside include agriculture/citrus-related buildings and features such as the single-family farm or grove house, though urban examples likely not associated with large-scale agricultural production are also extant in the survey area. Many extant examples concentrated south of SR-60 represent the architectural expression that both ushered in the Victorian Era and also transitioned from it with late Gothic Revival, Queen Anne, Shingle, and Folk Victorian, and early Colonial Revival and Classical Revival styles. Wood barns and stables, groves, fields, packinghouses, and canneries associated with agricultural production are not believed to be extant in the survey area. Two orange trees are extant on the property located at 2750 Orange Street and appear to be mature, but not old enough to be associated with grove development before the first half of the 20<sup>th</sup> century.

Although the former railroad right-of-way of the Southern Pacific Company is located within the survey area, and numerous railroad-related buildings, structures, and object were once extant, no stations, buildings, structures, tracks, spurs, signs, or other related objects or features have been identified within the survey area.

The Lower Canal once crossed Strong, Orange, Main, and Market Streets within the survey area. Canal-related resources would include flumes, ditches, concrete-lined canals, pump houses, wells, weir boxes, and bridges, but no canal-related resources of this period were identified within areas of public access in the survey area. A portion of University Wash, an above and belowground concrete lined flood control channel of the Riverside County Flood Control and Water Conservation District, is extant in the survey area, north of SR-60, but was constructed in 1977 and 1980. Though outside of the scope of this survey, further study may prove this resource significant for its association with Riverside's and/or the Northside's history of water access and control or with post-WWII community planning and development.

Numerous property types might be related community development within this period, but would be concentrated outside the survey area. Only the remains of Athletic Park (ca. 1892-1902) are extant within the survey boundaries and the area around North Hill has been developed since the 1920s. Field inspection did not reveal the presence of historic buildings, structures, features or objects related to community development here or anywhere within the survey boundaries.

### *Architectural Styles*

During the earliest period of development, Riverside's Victorian Era examples are seen within two contexts – conforming to the constraints of small urban lots and commanding the large acreage of agricultural fields and groves. Most of the rural Northside was beyond the influence of the growing urban center that was the heart of the Mile Square, and the manifestation of architectural trends within the survey area responded to the landscape, which was mostly dedicated to agricultural crops such as alfalfa, citrus, grapes, and orchard fruits or given to dairy and ranch production. Though concentrated south of SR-60, examples exist throughout the Northside survey area from this earliest period of residential development in Riverside in the late Gothic Revival, Queen Anne, Shingle, and Folk Victorian, and early Colonial Revival and Classical Revival styles. Examples from this period of development represent approximately 2% of the survey area.

### *Gothic Revival*

From the Romantic Period in England, the Gothic style arrived in America in the late 18<sup>th</sup> century and features romantic and picturesque pointed towers, archways, and finials. The Gothic Revival style comes at the end of the Romantic Period, when interest in the Gothic style is “revived” in the post-Civil War era and influenced by the Victorian period. In Riverside it is a firm foundation for the Victorian styles that quickly take over the urban and rural residential form. Several examples of the Gothic Revival style are found in the Northside. In fact, it seems the Gothic design is concentrated there, south of the SR-60 perhaps because its full height and grand design but also because Riverside was founded by north- and mid-easterners who likely constructed their grove homes in the styles to which they had viewed at home, though the Gothic Revival style was more adapted to public architecture than private (Poppeliers et al. 1983:40-41).

The style features several subtypes, of which the Centered Gable is extant in the Northside survey area with the Carleton-Labadie House, and the Waite House (now altered) on Lime Street is done in the Paired Gable subtype. The Gothic style is known for steeply-pitched roofs, paired gabled dormers, symmetrical façade, drip molding around windows and door, characteristic 2-over-2 sash double-hung

windows, decorative vergeboards, and gable end finials, all of which are found in the Carleton-Labadie House (McAlester 2000:196-8). In addition, a very altered residence on Main Street in the Gothic style is constructed of brick and polychromed about the tall, double-hung windows.

### *Queen Anne*

The Victorian Era, roughly from 1860 to 1900, was witness to many changes that affected residential design and building technique. In America, the rise of industrialization and the spread of the railroad facilitated the design of irregular floor plans and the availability of mass-produced fenestration and detailing. Named and popularized by late-19<sup>th</sup> century British architects, the Queen Anne (circa 1880-1910) style borrowed heavily from Elizabethan and Jacobean eras, but spindlework and free classic subtypes of the style are an American interpretation (McAlester 2000:239, 268).

Of the styles identified in the Victorian Era, the Queen Anne style likely benefited the most from a mature, industrialized nation united by rail. Character-defining features of the style include an overall vertical orientation with a steeply pitched roof of complex form. Walls are clad in clapboard or shingle, and windows are double-hung and can be presented in bays; shingles applied in patterns, cutaway bays, and overhanging eaves or walls are some devices used to avoid a flat wall surface. Partial, full, or wrap-around porches can be present in combination, and decorative details may include turned spindles and balustrade or corner bracket detailing. The William Collier House is the finest example of the Queen Anne style in the survey area and boasts the mixed materials and elaborate details that characterize the style like banded, patterned wall shingles and clapboard siding, sloping roof pitch, and slim, turned spindles porch supports and balustrade members,

### *Shingle*

An American style, the Victorian Shingle style is appropriately represented here on the rise of the Arts and Crafts Movement before the takeover of the Craftsman style, which dominates the survey area. The Petro House illustrates the perfect blend of Shingle and Craftsman philosophies in its blend of concrete, wood, and striking clinker brick with an overall horizontal massing during a time of architectural transition. The Shingle style hails from New England, but is popularized in the west by architect Willis Polk. As the style evolves from the Queen Anne, many examples typically show Queen Anne elements, but these are absent on the Petro House, where the use of natural materials, dominating, overhanging shingled front gable and flaring eaves, a preview of Asian-influenced Craftsman elements to come (Poppeliers et al. 1983:60).

### *Folk Victorian*

The Folk Victorian is considered as the presence of Victorian decorative detailing on simple folk forms (McAlester 2000:309). Several examples exist within the survey area and display the simple porches with turned spindles, vergeboards, and decorative vents. The M.D. White House boasts the common, dual-axis, paired gable ends most noted with the style

### *Colonial Revival*

The Colonial Revival style was dominant across the country during the early 20<sup>th</sup> century and represents a renewal of interest in early English and Dutch styles of the Atlantic seaboard and typically combines details from the Georgian and Adam styles or Postmedieval English and Dutch examples (McAlester 2000:324). Architect interpretations of European designs, namely the Adam and Georgian styles as well as the English and Dutch Colonial styles, were generally pure, yet the movement toward European period styles was eclectic by nature. The early reign of the Eclectic Movement was curtailed by the rise of the Prairie and Craftsman styles, but World War I renewed interest in period revival architecture, and vernacular examples are most prevalent during the 1920s and 1930s.

The Colonial Revival style manifests itself in single- or two-story examples with symmetrical facades and hipped or gabled roofs. Dormers are common to this style as are accentuated entries, bell-cast eaves, and the use of classical columns. Fenestration contributes to façade symmetry and is found in double-hung sash with a range of pane configurations. In Riverside, the style gained popularity after the turn of the century. Local, vernacular examples were influenced by Queen Anne, Turn of the Century and American Foursquare elements as is seen in the transitional Colonial Revival style house at 2750 Orange Street with its wrap around porch and other Victorian elements. Various subtypes of the Colonial Revival style dominated American architecture during the first half of the 20<sup>th</sup> century and are represented on the Northside.

### *Classical Revival*

Interest in classical designs was prompted by the 1893 World's Columbian Exposition, which was held in Chicago and featured a classical theme fashioned by well-known architects. Popularized by exposition reports and photographs, the Neoclassical style, like the closely related Colonial Revival style, was fashionable in the first half of the 20<sup>th</sup> century, but was suppressed by other Eclectic styles. Character-defining features of the style include a full height porch roof supported by classical columns, which can be square in later examples, double-hung sashes of six



or nine panes, and decorative entry door surrounds (McAlester 2000:343-46).

A well-done two-story example among many one-story Classical cottages exists within the survey area at 2709 Orange Street. With Classical porch support columns, and matching second-floor balcony posts, pyramidal hip roof and dormers, and an overall vertical massing, this residence appears to epitomize the style. Moved from its original location at 3549 Orange Street in the Mile Square, the porch once wrapped around the north elevation indicating, like its neighbor at 2750 Orange Street, the influence of Victorian Era designs at the turn of the century.

## **EARLY DEVELOPMENT, 1901-1918**

### **HISTORY**

Out of the boom of the 1880s, southern California moved into another period of quiet growth that lasted through the first decades of the 20<sup>th</sup> century. Water, electrical power, interurban transportation, and urban infrastructure and subdivision were developed or enhanced in Riverside as and in many areas in anticipation of the next period of booming growth (McWilliams 1973:128-134).

Locally, this era was witness to many changes. Among general agricultural production, the citrus industry continued to dominate the Riverside landscape and the economy with the development of mechanized equipment by Riverside inventors like Fred Stebler, George Parker, and Hale Paxton. At the same time, a municipal identity was being created and political associations were being forged largely through the efforts of booster Frank Miller. Presidents Theodore Roosevelt and William Taft visited Riverside in 1903 and 1909, respectively, and a new city charter was adopted in 1907. The city limits were reduced, municipal ownership and delivery of public utilities were restructured, and civic buildings such as Carnegie libraries in the Mile Square (1902; no longer extant) and in the Arlington area (1909) and a post office (1911) were constructed. The City officially took over the previously private tradition of street tree planting and care in 1906, and by 1910, the Indian raincross, introduced to Riverside by Miller, was incorporated into the city streetscape. Two major institutions were also established in Riverside during this period – the University of California Citrus Experimentation Center (1906) and the Army's Alessandro Flying Field (1918; eventually March Air Force Base). By 1918, the powerful Southern Sierras Power Company (later Calelectric) had adopted Riverside as its corporate headquarters, facilitating local hydroelectrical service to Southern California's Inland Counties, a key factor to development of the area (Klure 2005b:31), and in 1916, the city became one of three in the state to establish a planning commission (Patterson 1996:242-93; 351). All the while, Riverside's population was steadily increasing, and by the end of WWI, it had more than

doubled, with the largest jump occurring between 1900 and 1910 when the number of residents soared from 7,973 to 15,212 (Census Bureau, Census 1900-1920).

Perhaps more than the simple addition of Riverside natives over these years, this local population growth may be fueled by an influx of people from regional or national locales who sought to reverse their finances in a town, which by now must have established an even-keeled reputation for riding out both the boom times and the down times as experienced in the last decades of the 19<sup>th</sup> century, perhaps to try their hand at citriculture. While the Cityscape grew increasingly larger through the efforts of Miller and other boosters and the addition of fine public, civic, and research facilities on a grand scale, the sheer numbers of people looking to settle made the face of Riverside's neighborhoods like those of the Northside largely into compact, modest-scaled streets.

## COMMUNITY DEVELOPMENT

Residents of the Northside continued to enjoy the neighborhood places and spaces of informal recreation established in the earliest period of development like Fairmount Park and White Sulphur Springs, and during this period, an established Riverside attraction was relocated to the Northside – the Riverside County/Southern California Fair – and became associated with Fairmount Park. The historic Riverside Fairgrounds border the survey area, but as with other early areas of recreation, their significance to residents within the Northside warrants inclusion here. In addition, the Northside gained an elementary school during this period – Fremont Elementary – that is located just north of SR-60.

### *Riverside Fairgrounds*

The former Riverside Fairgrounds is located within the Northside, just northwest of the survey boundaries. The fairgrounds located in the area roughly bounded by Strong Street to the north, Fairmount Boulevard to the east, the Crestmore/Riverside-Rialto Line of the PE (later Crescent City Railway) roadway (now the Market Street alignment) to the south and the Santa Ana River to the west, near the northern edge of Fairmount Park. While in operation, the fairgrounds were commonly associated with the parkland by area residents but the connection was severed by the construction of SR-60 through the area in 1960-63. Fairgrounds Street is still extant alongside the freeway to the north.

Before the area was developed for use as a fairground, a county fair was held for a number of years at Chemawa Park (8830 Magnolia Avenue), a 23-acre community space owned and maintained by the Pacific Electric Railway. Chemawa Park opened in the late 1890s and provided open space for leisurely pastimes, such as picnicking, fairs and athletic recreation. According to long-time resident Theresa Gordon, the

park also offered a roller skating rink (Gordon 1994:6). The Riverside Polo Club (circa 1890) drew a wealthy membership and played on the well-known polo field at Chemawa Park, which was considered the meeting place of the “elite among British leaders of Arlington and Riverside society (Patterson 1964:103). The Riverside Driving Association (1890s) also used the track at Chemawa Park for harness racing from about 1913-1915 (Patterson 1996:227). Although such parks were considered a “standard device of street railways at the time, to build business,” (Patterson 1964:103), the Pacific Electric also offered a unique entertainment to its passengers, an amusement park and small zoo, which housed brown bears, monkeys, an aviary, and more.

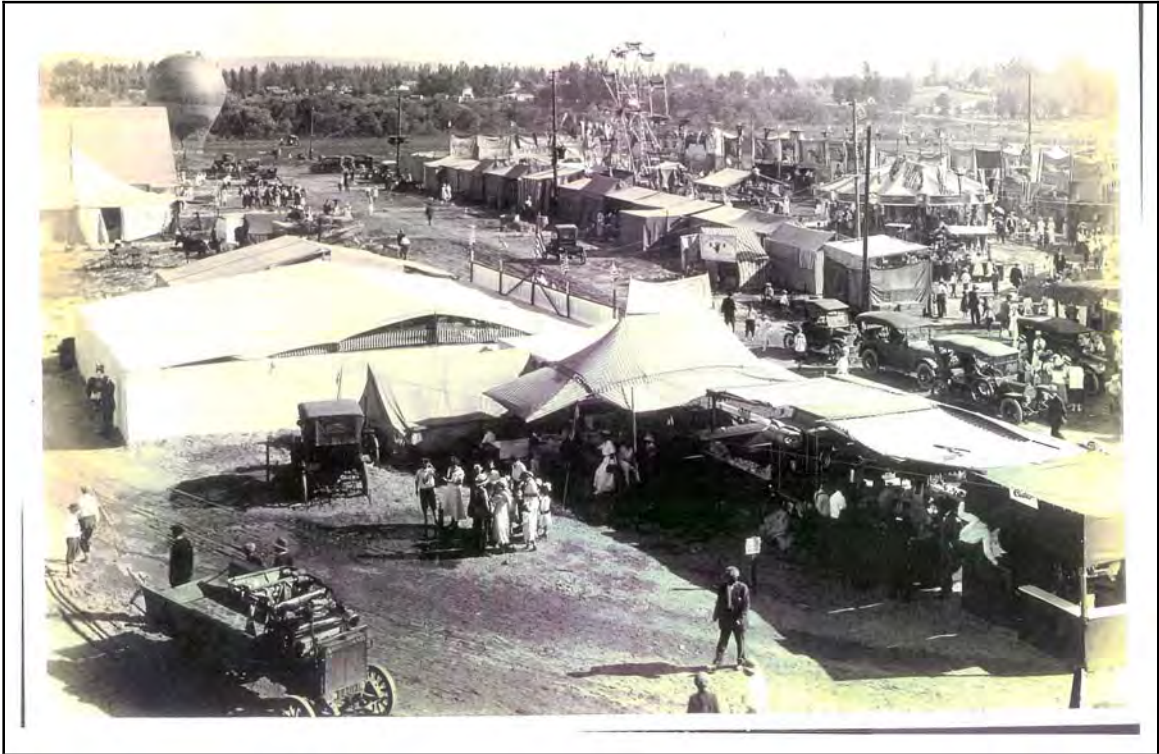
By 1913, the Riverside County Fair had become a formally sponsored event and, though already hosted for several years at Chemawa, the “First Fair of Riverside County” was officially held that year in the park. In 1915 the annual event was moved to the former Riverside Fairgrounds site north of Fairmount Park. The annual fair became the Southern California Fair in 1918 after the abolishment of the Riverside County Fair Board, and became governed by a countywide Board of Directors. The 1926 Southern California Fair was the last under the local regulation of the county as shortly afterward, heavy financial burden caused the State of California to take over the governing and funding of the annual fair. The following year, the state created the 46<sup>th</sup> District Agricultural Association, a state agency, to manage the fair. The last Southern California Fair was held at the fairgrounds site north of Fairmount Park in 1930 after which the directors of the Southern California Fair and the Los Angeles County Fair signed an agreement to combine the two fairs. With the newly opened and more centrally located Pomona Fairgrounds (1922), the state forwarded the funding intended for the 46<sup>th</sup> District Agricultural Association to the 9<sup>th</sup> District Agricultural Association, which administered the LA County Fair. The Riverside Fairgrounds acreage was given to the City of Riverside by Quitclaim Deed, and, though in 1931 and 1932 the LA County Fair was held jointly with the Southern California Fair in Pomona (Fairplex 2005:n.p.), the 46<sup>th</sup> District Agricultural Association lay dormant for a few years before opening the Hemet Turkey and Utility Show in Hemet and later moved to Perris (Diederich 2005).

While at Riverside, the Southern California Fair offered many traditional attractions such as livestock exhibits, a jumping frog contest, art shows and a junior fair along with some unexpected activities. A grandstand and racetrack facilitated horse racing by the Riverside Driving Association, and later automobile and motorcycle races. Races, and aeronautical exhibits and flyovers are remembered by many Northside residents (LSA 2005:10). The fairgrounds also featured aeronautical exhibits and flyovers, and hosted well-known performers such as Roman Warren, the Cowboy Aviator who staged horse stunts and a daring flyunder the bridge.



**Photo showing Will Rogers filming or performing at the Riverside Fairgrounds circa 1930, Kathleen Shigley Collection (2003)**

Like other areas in Riverside such as the plunge at White Sulphur Springs, the fairgrounds were also used as a movie set. A circa 1930s photo shows Will Rogers either filming or performing at the fairgrounds, and Riversider Kathleen Shigley recalled that local adults and children were paid to serve as filler for the movie-set “crowds” (Klure 2005a). Other Northsiders recall looking events and attractions at the fairgrounds, including horseracing, though the most popular recreation area seemed to be Fairmount Park (Mermilliod & Klure 2005b).



Riverside Fairgrounds (c. 1922) from the Riverside Chamber of Commerce Collection

The Southern California Fair, as photographed circa 1922, featured a Ferris wheel, carousel, hot air balloon, and a palm reader, and many other attractions hidden beneath large oblong tents with high multiple peaks and smaller tents, which lined the wide-open, level field. One tent advertises the "Riverside Poultry Show," and American flags wave from many elevated posts, among cars, trucks, and a few horse-drawn wagons.





Riverside Fairgrounds Race Track (c. 1922) from the Riverside Chamber of Commerce Collection

The grounds are dotted with many utility poles, and the track is lined with mast arms and glass globe lights, indicating that racing may have gone into the evening hours. A car race was held that year, and the track, which appears to have been bordered by a low, stone wall with piers, was also used for a parade that drew deep rows of spectators.

#### *Fremont Elementary School*

In 1917, Fremont Elementary School (1925 Orange Street) was established for the children of the Northside, set back far on a large lot between Orange and Main Streets, just north of Oakley Avenue, or now, SR-60. One of the original buildings, a two-wing classroom and auditorium, is reported to be the only survivor of a 1949 fire but was demolished in December 1967. Another building was added to the school complex in 1936. Designed by architect G. Stanley Wilson in fireproof, reinforced concrete construction, the four-classroom building is extant along Main Street, and in 1969, the east and west concrete walls were opened, the wood floors were replaced with concrete, and a masonry wall was added for its conversion into a storm drain spillway to redirect floodwater from a devastating flood in the winter of 1968, which damaged several classrooms and temporarily relocated students to nearby Calvary Temple Church on the southeast corner of Strong and Orange



Streets (outside the survey boundaries; Department of Schoolhouse Planning 1978:n.p).



**Fremont Elementary School (constructed from 1917-1970), Main Street frontage**

From the late 1940s to the early 1970s, several additions and alterations were made to the elementary school campus. In 1949, architect E. Heitschmidt designed an administration building and six classrooms, which were completed by contractors Hill and Hunt in August 1950. Part of the project included upgrades to an existing concrete pipe storm drain beneath the new classrooms. The architectural firm Ruhnau, Evans, and Brown (later Ruhnau, Evans, and Steinmann) designed three additions to the growing school complex in the 1950s and 1960s. Two classroom buildings were completed by contractor M. Wilkerson in December 1955, and in July 1966, the Hoefer Construction Company added a three-classroom wing, a kitchen, and lunch shelter, and enlarged the parking lot on Main Street. This addition accommodated displaced schoolchildren from the abandoned Lincoln Elementary School (formerly Sixth Street School) and allowed hot lunches to begin being served on campus. In March 1969, the architectural team designed an air-conditioned administration, IMC, and three-classroom complex and also created plans to convert the 1950 administration building into a special education classroom, which was completed by contractor Lloyd Lambeth in July 1970 (Department of Schoolhouse Planning 1978:n.p).



**Fremont Elementary School (constructed from 1917-1970), Orange Street frontage**

The 1960s altered school campuses throughout the City as many historic school buildings were investigated for structural soundness in compliance with the 1933 Field Act (updated), which, on the heels of a series of devastating earthquakes, mandated school building construction, remodeling, and relocation for earthquake safety. This local effort preempted a more widespread move in 1976 to phase out or retrofit pre-Field Act buildings and ushered in the portable classroom era in Riverside. Many historic school buildings were demolished during this time or shortly after. For each wave of portable classroom construction and distribution to district schools, Fremont Elementary School received a couple beginning in 1966 when contractor B.M. Wilkerson constructed 27 portable classrooms throughout the district. In 1968, the district gained 33 additional portables constructed by contractor Foresberg & Gregory, and in 1969, 19 portable classrooms added to the district by Avalon Construction Company. In August 1970, the district purchased five larger, air-conditioned units. As is indicated in the name, portable classroom facilitated campus growth and alteration by their transferable nature, and, beginning in 1970, the newly acquired portable classrooms were moved, relocated, demolished, or upgraded to suit the growing needs of Fremont Elementary (Department of Schoolhouse Planning 1978:n.p).

The parcel configuration of the school campus has expanded to the north over time from a basically rectangular lot to an odd-shaped parcel that runs behind the rear lots of residential development to the north along Orange, Main and Strong Streets (1908 Sanborn Map, updated 1941). The addition of the northwest corner of the campus was acquired in 1969, and an approximately 50x 150' strip off Orange Street was deeded to the district by Riverside County Flood Control after completion of a

1977 project, which installed an 8x8' underground storm channel through the school property (Mermilliod 2005b). This project also allowed for the improvement and widening of Orange Street and the school parking lot (Department of Schoolhouse Planning 1978:n.p).

Most Northsiders have fond memories of their own school days or of sending their own children to Fremont Elementary School, which appears to have been a stabilizing force in the Northside community. As was common in Riverside, Fremont's earliest school principals were women and included: Clara Payette (1917-1918), Bertha Parker (1918-1923), Amy C. Stevenson (1923-1925), and Mattie Singletary (1925-1950). However, exclusive female, scholarly leadership in the first half of the century is extraordinary and may be characteristic of the propensity by Northside women to take the lead in the community, like Ruth Lewis, Frances McArthur Wright, Jane Margison, Bessie Brooks, and Stacey Malaney, who have been influential in many aspects of the development of the Northside including the development of Reid Park and the perpetuation of the Northside Improvement Association, the longest-run community organization of its kind in the City, and some of whom have served on City Boards and Commissions.

## **RESIDENTIAL DEVELOPMENT**

Aside from developments on the Eastside in the late 1880s, most early residential development in Riverside necessarily surrounded the commercial core within the Mile Square. Prompted by the sharp rise in population in the early 20<sup>th</sup> century, both the commercial district and the surrounding residential neighborhoods grew in density, triggering the construction of many single-family residences, and some multi-family residences represented as duplexes, flats accommodating three families or more, and apartments between 1895 and 1908. In addition, some residences were converted to accommodate multiple-family living and city lots were subdivided for higher density occupation, both residential and commercial. From 1895 to 1908, the number of multi-family residences grew approximately 67% and had spread from the central arterials to the edges of the Mile Square (Sanborn Maps 1895. 1908).

Population increases and the need for housing in proximity to the center of the city continued into the 20<sup>th</sup> century. While many early land speculators in Riverside had failed to realize the sizeable profits from the quick turnover of subdivided lots achieved elsewhere in the region, the need for residential development soon became acute. The Tequesquite Arroyo, the largest of the arroyo system to cross the Riverside plain, hampered residential expansion southwest of the original townsite, although some tracts were developed further south in the Government Tract. Scattered subdivisions in the Government Tract included the Tibbets' Tract (1903), the Salt Lake Depot Tract (1908) and Jurupa Addition Tract No. 1 (1908) (plat maps

1903-1915), though most of the lands in the Government Tract were not improved during this period, and the area retained its rural landscape.

With the irrigated land to the east already carved up and the groves and fields to the south severed from the Mile Square by the Tequesquite Arroyo, speculation naturally turned north to the bottomlands already within the City boundaries. During this early period of settlement, the Northside's landscape at least within the survey area was severely altered with the addition or resubdivision of 28 tracts, while lands to the north retained their rural, open appeal (Figure 15). The preparation of this former grove land to residential occupancy occurred largely between 1903 and 1911, with only two of the 28 tracts divided after that – Virginia Tract (north of SR-60), and an amended 1911 subdivision of Indian Hill Tract (Fairmount Heights).

Area of Development	Tracts	Date	Map Book/ Page
Fairmount Heights	Overlook Ridge Tract	1903	4/94
	Crescent Avenue Subdivision	1903	4/99
	Lewis Villa Tract	1905	5/122
	Montecito Tract	1906	5/159
	Merryfield Addition	1906	5/165
	Moore's Subdivision	1908	6/68
	Elliot Subdivision	1909	6/82
	Lett's Resubdivision	1910	7/13
	Indian Hill Tract	1911	8/11
	Indian Hill Tract (amended)	1916	10/13
File's Island	File's Subdivision	1905	5/129
	File's Subdivision No. 2	1905	5/137
	Fairmnt Hts. Tr. No. 3 (resub)	1906	5/177
Main St. Industrial Corridor	E.N. Smith's Subdivision	1907	5/179
	File's Subdivision No. 3	1907	6/3
	North Main St. Tract	1907	6/30
	Wauregan Tract	1908	6/52
North of SR-60	Oakley's Subdivision	1906	5/160
	File's Subdivision No. 4	1909	6/50
	Valley View Tract	1911	8/8
	Glendora Tract	1911	8/25
	Virginia Tract	1913	9/6
Southeast Quadrant	Hewitt Place	1909	7/3
	McMullen Subdivision	1910	7/11
	Shugart Homestead	1910	7/40
	St. Andrews Terraces	1910	7/49

Area of Development	Tracts	Date	Map Book/ Page
	Noland Place	1911	8/54
	Elliot's Subdivision	1912	8/66

**Figure 15. Table showing tract development from 1901-1918**

Many examples throughout the survey area exist from this period of development, which encompasses the turn of the century through the end of WWI, and a number of architectural styles are represent. Though more impressive examples in one to two-stories do exist, most are simple dwellings in overwhelmingly modest-scale neighborhoods of one- or one-and-a-half story, single-family residences. As the majority of lots were developed soon after subdivision and sale to individual buyers, it is clear that residential development in this period was characterized by immediate population pressure for additional housing stock rather than future growth speculation.

One of the earliest homes constructed during this period highlights the influence of the Arts and Crafts Movement on the Victorian Era before the takeover of the Craftsman style, which dominates the survey area. This Shingle style home (3837 Ridge Road) in Fairmount Heights was never associated with agricultural production. This residence shows evident of the Arts and Crafts Movement and was constructed of concrete, wood, and striking clinker brick during a time of architectural transition.



**The Petro House (c. 1902-04) at 3837 Ridge Road**



The residence was constructed for Emmet O. Petro, a foreman of the Claude P. Hancock Brick Yard, a prominent local supplier of construction materials that was located at First and Almond Street (now Fairmount Blvd.) just outside the survey area. With others, Hancock invested in land around the newly dedicated Fairmount Park (October 1897) and subdivided it in 1903 as the Overlook Ridge Tract. Petro purchased four lots from his employer and constructed the first house in the tract in 1904, using inexpensive, imperfectly fired clinker bricks. The Hancock Brick Yard was relocated to the corner of Ridge and Market near the residence from 1904 to 1927. From 1922 until the 1960s, the house was owned and occupied by Lillian and Horace Kimball, who worked for the Southern California Fertilizer Company (Hall 2005:76). The property appears eligible for local designation as a City Landmark under Criteria C and G as an outstanding example of an Arts and Crafts Period Shingle Style residence with dramatic and expert use of clinker brick. In addition, the property appears eligible for the National and California Registers under Criteria C and 3, respectively.



**3676 Strong Street (1903)**

Two single-family residences from this period convey the rural feel of the Northside at the turn of the century. The large, one-and-a-half story Craftsman style residence located at 3676 Strong Street in the North of SR-60 area is set far back on a large lot that is planted with various trees, including citrus and other fruit varieties. Though no original building permit is extant for the property, Assessor's records estimate that the residence was constructed in 1903, which appears accurate. The residence has been

determined eligible through this survey for designation as a City Structure of Merit. Another large home at 2379-65 Northbend Street in File's Island has been altered for multiple-family use on a scaled down parcel, but once commanded a large lot overlooking Fairmount Park. Little is known about this first owners or occupants of this turn-of-the-century Classic Box or the two others in the Spanish Colonial Revival style likely constructed on the property in the 1920s. The entire property is recommended for further study.



**2379-65 Northbend Street (ca.1900)**



Most one- and one-and-a-half story examples are more modest and, though constructed throughout the survey area, the earliest examples are concentrated in Fairmount Heights and the Southeast Quadrant.



2988 Fairmount Bl. (1900)



2841 Fairmount Bl. (ca. 1909)



2996 Fairmount Bl. (1914)



3021 Lime Street (1915) within Southeast Quadrant

Many single-family residences were constructed during this period along the residential parts of Main Street, both above and below what is now SR-60, and eight were added to File's Island. In addition, the streets that bordered the Main Street arterial north of SR-60 and south of Strong Street included many examples, though all the residences along Oakley Avenue were demolished with the construction of the freeway in 1960-63. Main Street north of SR-60 still evidences its residential past among the neighborhood school - Fremont Elementary (1917) - with some modern commercial/automotive buildings mixed in. Among later examples, two Craftsman/California Bungalow examples (1735 and 1816 Main Street) are still extant in this portion of Main Street, which is still primarily single-family residential in nature and use.



3787 Shamrock Avenue (ca. 1915) North of SR-60



1735 Main Street (1916)



1816 Main Street (1912)

Similarly, early examples in the Main Street Industrial Corridor were demolished or altered during the area's complete conversion to commercial industrial use or during the construction of SR-60 such as Solorio Automotive (2360 Main Street), which was originally a 1909 home for the Solorio family, a Hispanic family with roots from Mexico and social ties to the earlier La Placita and Agua Mansa communities. The Freeway Industrial Interchange was not developed in this period.



**Solorio House (1909), now an automotive shop at 2360 Main Street in the Main Street Industrial Corridor**

Scattered, original two-story examples exist, as do larger mixed-height single-family residences within the survey area. Original duplexes or multi-family residences from this period have not been identified within the survey area, but a number of single-family residences and garages have been altered over the decades or additional buildings have been added to the rear of some parcels accommodate additional space and multiple family use. In addition, at least two homes constructed during this period were moved into the survey area - 3787 Shamrock Avenue (ca. 1915; moved 1917) and 2543-45 Lime (ca. 1910; moved 1922).



**3051-59 Lemon St (1927) in Southeast Quadrant**



**2543-45 Lime St ( 1910; moved 1922) in Southeast Quadrant**



**3787 Shamrock Ave, North of SR-60 (ca. 1915; moved 1917)**



**3864 Ridge Road (1906) in Fairmount Heights**





**3008-3068 Locust Street (1906-1913)  
in the proposed expanded Mile  
Square Northwest Historic District**

Not only scattered examples give witness to this period of development, as is the case during the former, pre-1900 period of development. Large-scale subdivision and development from 1900 to 1918, which was concentrated in Fairmount Heights and the Southeast Quadrant, is also represented by geographically contiguous concentrations of residential development. The majority of Fairmount Heights was developed during this period and appears eligible as an extension of and for inclusion in the previously identified CRHR eligible Mile Square Northwest District, a cohesive group of early 20<sup>th</sup> century single-family residences located in the northwest quadrant of the original Mile Square (1871). The district is currently bounded roughly by the south side of First Street to the north, the south side of Sixth Street to the south, the west side of Market Street to the east, and Redwood Drive to the west and would be expanded to the north. This strip of photos show adjacent residences (1906-1913) at 3008-3068 Locust Street within the proposed expanded portion of the Mile Square Northwest (see Survey Findings and Resource Evaluation; Appendix V).

In the Southeast Quadrant, this period of development is represented best in the St. Andrews Terraces Craftsman District, a proposed expansion and elevation of the St. Andrews Terraces NCA. The expanded, eligible district now represents the southern half of the St. Andrews Terraces tract (1910), the Hewitt Place tract (1909), and the western half of the Shugart Homestead (1910), and it includes 51 properties (39 contributors and 12 non-contributors) on Hewitt, Lemon, Lime, and Mulberry Streets. The district is bounded by the limits of the Heritage Square Historic District to the south, the former Southern Pacific Company railroad right-of-way to the north, Mulberry Street to the east, and the west side of Lemon Street to the west. The expanded district is distinguished as a geographically cohesive group of residences that embody distinctive characteristics of the Arts and Crafts Movement as the majority of properties were constructed in the Craftsman style (see Survey Findings and Resource Evaluation; Appendix V).



**2974-3036 (1910-1924) Lime Street within the proposed St. Andrews Terraces Craftsman District**

Lastly, two Victorian Era grove homes have been modified and incorporated into early 20<sup>th</sup> century tract development – the Shugart House (2973 Mulberry Street) and The Waite House (3063-65 Lime Street). In 1910, the Waite and Shugart grove property, which stretched between the two grove homes, were subdivided for development. The Waite House was altered so that its main entrance is now on Lime Street, its former side elevation. The Gothic Revival style home was been severely altered through the decades with Tudor and Craftsman inspired alterations and additions. The Shugart Home may have retained its original location until the arrival of SR-91 through the area in 1958. The home has been turned from its original orientation toward First Street and is now positioned on Mulberry Street, just south of the former Southern Pacific Company roadway, with it's back to the Waite House and the surrounding development. It, too, has undergone a Craftsman facelift and is a contributing property to the proposed St. Andrews Terraces Craftsman District.

With the nearest lands north of the Mile Square carved up, attention seems to have shifted to the next logical place to develop, and discussions about the feasibility of filling in the Tequesquite Arroyo began. By the eve of America's involvement in World War I, Riverside's largest arroyo in a system of many had been filled (1913), allowing the growing population to spill into the areas southwest of the Mile Square, including the former Government Tract, which were covered by citrus groves and, to a lesser degree, vineyards and walnut orchards. In this area, 18 subdivisions were recorded from 1910 to 1915 in what is now known as the National Register eligible Wood Streets Historic District. Despite the residential congestion in the Mile Square, these lots distant from the downtown center of Riverside filled in at a moderate pace.

World War I served to curtail residential development in many cities, but in Riverside, as in some other southern California cities, land speculation and development were more immediately influenced by local events, particularly those that affected the citrus industry. A major, four-night freeze in the winter of early 1913 devastated groves and citrus production. The county citrus crop fell from 2.2 million boxes in 1911 to 334,800 in 1913, a loss of 85% (Patterson 1996:331-2). Though homes were constructed in Riverside after 1913 and before the end of World War I, large-scale residential development was effectively stalled.

## COMMERCIAL/INDUSTRIAL DEVELOPMENT

Though citrus continued to dominate the local economy until about 1930, the 1913 freeze and the effects of World War I caused Riversiders to reevaluate and diversify their commercial interests. Residential development occurred in a portion of the Main Street Industrial Corridor, but its conversion throughout the 20<sup>th</sup> century to nearly exclusively commercial/industrial use was a sign of the decreased dependence on citrus and other agriculture and has prompted its identification as an industrial corridor unique from other areas of Riverside.

Subdivided between 1906 and 1908 into four tracts south of the present SR-60 – E.N. Smith Subdivision (1906), North Main Street Tract (1907), File's Subdivision No. 3 (1907), and Wauregan's Tract (1908) – the corridor quickly developed into three distinct areas and became connected to First Street with the extension of Main Street south. At one time, the Southern Pacific Company railroad line (1892) crossed over Main Street between First and Poplar Streets from the east/northeast where it entered the city along Massachusetts Avenue. At that point, it branched into two different directions – south to run parallel with the ATSF railroad along the citrus packinghouses on Pachappa Avenue, and west, along the railroad right-of-way in the Southeast Quadrant and across Main Street. At Main Street, the line split again, with two bridges over one area of Main Street, heading north and south. According to Sanborn Maps (1931), the concrete trestle over Main Street turned north as the Riverside, Rialto, and Pacific Railway, and the wooden trestle over Main Street turned south, curving onto Market Street, to be used by PE for the local electric streetcar line. North of First Street, Main Street still dips steeply at the former railroad right-of-way property, and access to shops from this area to Poplar Street is made most convenient for traveling consumers with asphalted, angled parking stalls that flow directly from the roadway. A WPA project in 1940 added concrete stops to this portion of Main Street.

From the former Southern Pacific Company railroad right-of-way south to First Street, the land remained largely open. On the west side of Main Street, the PE housed a substation, and, later, Boyd & Lovesee Lumber Company occupied the area. A railroad freight house, bunkhouses, and the John Suverkrup Lumber Company were located on the east. New construction has eliminated this portion of the corridor; in 1991-93, three buildings associated with the Salvation Army were constructed on the site of the Suverkrup lumberyard between Main and Orange Streets and in 2002, a low-income housing tract replaced the Boyd & Lovesee lumberyard and three historic single-family residences between Main and Market Streets.



Between the former railroad right-of-way and Poplar Street, the corridor was developed with light industrial, commercial, and storage buildings. Some of the extant buildings, or portions of buildings, appear to closely resemble other industrial/commercial buildings extant in the Mile Square and on the Eastside before or around the turn of the century, and the Main Street Industrial Corridor was formally subdivided by 1907. However, no evidence has been found in the historic record for improvement of the large lots before 1923. The 1908 Sanborn Map does not include this area, and the updated 1931 Sanborn Map shows 19 commercial/industrial buildings, many of them vacant, already in place. Building permit records, which are sparse, place the earliest date of construction between 2700 and 2900 Main Street at 1923 (see Suburban Development 1919-1941). More in depth site-specific research that is beyond the scope and funding of the current study must be completed to gain a comprehensive understanding of the construction history along the corridor.

To the north from Poplar to Spruce Streets (then Hendry Street), homes filled the lots, which were improved with a wide parkway strip and sidewalk; some parkways have been filled in with asphalt. Earlier Sanborn Maps are not available, but the 1931 map shows only two businesses, a storage building, and a vacant warehouse on the west side of Main Street between Poplar and Spruce Streets among 21 single-family residences; only a handful of residence remain today along this portion of Main Street, many of which have been severely altered, and all but one have been converted to commercial use. The area farther north along Main Street between Spruce and SR-60 is also not represented by Sanborn Maps until 1952. This map and oral accounts indicate that single-family residences populated these lots as well. Conversely, Main Street north of SR-60 still evidences its residential past among the neighborhood school (see above).

As the geographic extent of historic maps and other materials are limited, only two commercial enterprises outside of this core commercial/industrial area was identified from this period within the survey boundaries – 3339 and 4014 First Street.

### *Property Types*

The residential property types related to this period of development are single-family and converted, multi-family residences. Most residential examples are one or one-and-a-half stories in height, though several two-story examples are also extant, and most are accompanied by one- or two-car, detached garages. It was during this period that most of the survey area was subdivided and developed and single-family examples constructed from 1903-1918 dominate nearly every street, but are highly concentrated in Fairmount Heights and the Southeast Quadrant.

Subdivided from 1907 through 1909, no historic commercial/industrial examples, or remaining portions or elements, could be identified within the corridor, but could not be absolutely identified prior to 1923. Should further study during Phase II of the Northside Survey include the Main Street Industrial Corridor, it is possible that vernacular, single-story, commercial, industrial, or manufacturing buildings, or portions of extant buildings and related features and objects such as signs and ancillary structures, might date from this period. Other associated property types include railroad-related elements that facilitated commercial/industrial production and distribution in this corridor and may include extant tracks, spurs, bridges, and signs along the historic route of the Southern Pacific Company, although no such railroad-related resources have been noted within the Southeast Quadrant or Main Street Industrial Corridor from the public right-of-way.

Property types related to community development within this period and associated with the historic Riverside fairgrounds, if extant, are located outside the survey area. Property types associated with Fremont Elementary School include classroom and administrative buildings, as well as any extant campus features such as flagpoles, signs, or permanent recreational equipment or landscapes. Further research is needed to determine the existence and integrity of remaining buildings and features of the elementary school campus, and as the campus was developed and improved throughout the 20<sup>th</sup> century, it is recommended that the campus be evaluated as a potential district during Phase II of the Northside Survey.

### *Architectural Styles*

During this period of development, turn of- and early-20<sup>th</sup> century residential examples exist within the survey area in mostly modest size and form and particularly concentrated in Fairmount Heights and the Southeast Quadrant. In this period, residential representations of the period reflect a growing population and need for more housing stock in limited spaces. In addition, dependency on citrus and agriculture is less of an influence on residential lot size and design, lending Riverside's residential landscapes during this period a concentrated, homogenous character rather than the open and distinct feel of the rural spaces of the earlier era. Many examples exist throughout the Northside survey area from this earliest period of residential development in Riverside in the Craftsman, Colonial Revival, Classical Revival, and Prairie styles.

### *Craftsman*

Influenced by the English Arts and Crafts movement, simplicity of design and use of natural materials distinguished the Craftsman style from residences of the Victorian era. Primarily the creation of two California brothers, Charles Sumner Greene and

Henry Mather Greene, the style emerged around 1903 and quickly spread throughout the nation via popular magazines and pattern books, which offered stock plans for one- or one-and-a-half story Craftsman Bungalows. Some pattern books offered special plans, materials lists, and even pre-cut lumber and guidelines. Inherent in the style is a horizontal orientation, which is achieved in part through the use of a low-pitched roof with overhanging eaves and exposed roof rafter tails. Decorative wooden beams are often added in mock support of wide, overhanging gable ends, and wall cladding is typically wood clapboard or shingle, although stone, brick, and stucco are also seen on some examples. Casement or double-hung windows often boast decorative, multiple top panes or sash and are found in pairs or grouped in bands of three or more that are trimmed with continuous, wide flat boards. Wide, full or partial façade porches with distinctive and varied roof supports are a hallmark of the style. Generally square, tapered columns rise from ground to roof or rest on massive piers or a solid porch balustrade that extends above the porch floor. Columns can be paired, and various cladding materials are often combined and include stone, brick, stucco, clapboard, shingle, or concrete block (McAlester 2000; 452-463).

Soon after the introduction of the style, the term “California Bungalow” was popularized. Originally, the term may have been a regional interpretation or one applied interchangeably in reference to the origin of the style, but has come to distinguish those examples that are less stylistically defined and offer a more modest interpretation of the style’s character-defining features.

As the heyday of the Craftsman style in Riverside, which is generally 1910 to 1920, is expanded on the Northside with several examples predating 1910 and stretching far into the 1920s, supplanting the popular Period Revival styles in this area. Most are constructed as bungalows in modest, one- to one-and-a-half story urban dwellings.

### *Colonial Revival*

The Colonial Revival style represents a renewal of interest in early English and Dutch styles of the Atlantic seaboard and typically combines details from the Georgian and Adam styles or Postmedieval English and Dutch examples (McAlester 2000:324).

The Colonial Revival style manifests itself in single- or two-story examples with symmetrical facades and hipped or gabled roofs. Dormers are common to this style as are accentuated entries, bell-cast eaves, and the use of classical columns. Fenestration contributes to façade symmetry and is found in double-hung sash with a range of pane configurations. Various subtypes of the Colonial Revival style dominated American architecture during the first half of the 20<sup>th</sup> century and are represented on the Northside, during this period, mainly in Classical cottage form

(see also Residential Development 1870-1900).

### *Classical Revival*

Interest in classical designs was prompted by the 1893 World's Columbian Exposition, which was held in Chicago and featured a classical theme fashioned by well-known architects. Popularized by exposition reports and photographs, the Neoclassical style, like the closely related Colonial Revival style, was fashionable in the first half of the 20<sup>th</sup> century, but was suppressed by other Eclectic styles. Character-defining features of the style include a full height porch roof supported by classical columns, which can be square in later examples, double-hung sashes of six or nine panes, and decorative entry door surrounds (McAlester 2000:343-46; see also Residential Development 1870-1900). Most examples in the survey area for this period are one-story Classical cottages.

### *Prairie*

A distinctly American style, like the Craftsman, the Prairie style emerges from Chicago and is popularized by Frank Lloyd Wright. A rejection of period styles, the Prairie style was plain in detail, massive and horizontal in scope, with the interior plans influenced by Victorian models and exterior details Asian-inspired (Poppeliers (1983:80). A few Prairie styles are extant in the survey area, which is dominated by the closely related Craftsman style, the best designed by well-known architect Albert Shliem at 2996 Fairmount Boulevard.

## **SUBURBAN DEVELOPMENT, 1919-1941**

Mostly subdivided in the previous period, and with community facilities and amenities such as Fairmount Park and Fremont Elementary School already established, development in the Northside between world wars focused on filling in vacant residential and commercial properties and adapting others to changing needs. Having laid the groundwork in the last decades, newly delineated urban lots in the Northside were ready for the coming population explosion.

## HISTORY

As WWI came to a close, America's collective focus narrowed once more, and the quiet growth during the first decades of the 20<sup>th</sup> century was called upon to support an unprecedented boost in regional population. The effects of the increase in oil production during and after WWI, the rising popularity of motion pictures, and the booming tourist trade all served to bring settlers and dollars into southern California and prompted the real estate boom of the 1920s and the development of southern California's first suburbs. Approximately 1,440,000 new residents settled in southern California during the 1920s, an impact that was felt locally (McWilliams 1976:135-137).

Though Riverside's agricultural landscape slowly began to transform and shift interest to other agricultural products and industries, citrus remained the economic and cultural identity of the city. A shift, though, in the City's dependence on agriculture and citrus can be seen in both residential and commercial/industrial development with the establishment of small- to large-scale family farms, mainly in portions of the Northside and in the Arlington area, and commercial/industrial interests are both diversified in terms of products and services and consolidated geographically. During this period, countywide citrus production and acreage was maintained or increased with the inclusion of new citrus production in Corona, Hemet-San Jacinto and Elsinore areas, even though local acreage was decreased in favor of other crops or urbanization (Patterson 1996:380-81). In addition, a shift in local labor groups from Japanese to Mexican workers reflected both America's alliance with Japan during WWI and the effects of the end of the Mexican Revolution, which prompted large-scale immigration from the south.

Though many Mexican immigrants must surely have settled in areas where residents of Mexican-American heritage were already established such as Casa Blanca and Arlington, some undoubtedly settled on the Northside as today, over half of Northside residents are Hispanic. Some residents and descendents of La Placita and Agua Mansa are believed to have settled in the Northside after the Spanish settlement declined. Despite the lack of evidence of Northside Hispanics in the historic record, other Spanish-speakers working as laborers and professionals are listed in early city directories whose names match those known to be associated with the Spanish settlement like Garcia, Romo, and Pena (Bynon 1893-4:n.p.; Patterson 1996:132).

Though not on the Northside, public building continued elsewhere in the City with the construction of three junior high schools in the 1920s and the Municipal Auditorium (1928-29). Chain stores like JC Penney and Sears Roebuck & Company arrived in Riverside, and a motion picture studio was constructed about 1920. The 1920s and 1930s saw the development of the fine arts in Riverside with the



formation of the Riverside Community Players (1925), the Riverside Art Association (1931), and the Riverside Opera Association (1932) (Patterson 1996:383,402). In the depressed 1930s, local public projects benefited from national relief programs like the Works Progress Administration (WPA), which assisted in the construction of public improvements, such as the concrete parking stops installed along North Main Street shops, and also contributed to arts and education projects like the construction of a new building for the Chemawa Junior High School (1928) in 1939-40 (demolished 1973).

According to Riverside census records, from 1910 to 1940 the City's population more than doubled from 15,212 to 34,696, with the largest increase of 10,355 new residents between 1920 and 1930. It is unclear how these figures represent the population growth within the Northside, specifically, but the onset of large-scale residential development there during this period evidences the relative increase to the boost in the larger Riverside population.

#### RESIDENTIAL DEVELOPMENT

In response to dramatic increases in population, residential development in Riverside increased again in the peacetime climate between WWI and WWII, which was typical throughout southern California. In Riverside, previously undeveloped land was subdivided as new residential tracts were developed. Extensive grove and agricultural properties were carved up, and new, smaller homes were built near large grove houses or filled in vacant residential lots (RCPD February 2003:16). On the Northside, however, much of the land within the survey area had already been readied for development, and within this period, only two tracts were developed in the Fairmount Heights area of the Northside – the Redwood Tract (1924), which resubdivided the 1916 Amended Indian Hill Tract, and City Park Tract (1926). In the Southeast Quadrant, Russell Tract Nos. 1 & 2 (1936, 1937) and the Rusora Tract (1937) were developed, and developers began to consider the area in the northeast area of the Southeast Quadrant, now the Freeway Industrial Interchange, and the C.C. Pond Subdivision (1941) was laid out there (Figure 16). Speculation in this area may have waited too long. WWII slowed development, and by the time the war came to a close, the area appeared suitable for large-scale industrial and manufacturing.

Area of Development	Tracts	Date	Map Book/Page
Fairmount Heights	Redwood Tract	1924	11/77
	City Park Tract	1926	13/82
Freeway Industrial Interchange	C.C. Pond Subdivision	1941	20/7

Area of Development	Tracts	Date	Map Book/Page
Southeast Quadrant	Russell Tract	1936	18/94
	Russell Tract No. 2	1937	19/26
	Rusora Tract	1937	19/27

**Figure 16. Table showing tract development from 1919-1941**

Like the previous period, residential development in this era was generally modest in scale with one- and one-and-a-half story examples filling vacant parcels in previously and newly subdivided tracts throughout the survey area. Residences are mainly Craftsman Bungalow, or California Bungalow with very few period styles among them (see Architectural Styles, below). One exemplary, modest dwelling of exposed clinker brick construction is located at 3720 Stoddard. The residence is currently designated a City Structure of Merit (189) and has previously been determined eligible for listing in the NR (Hammond 1995). However, eligibility for listing in the NR could not be confirmed as the limited comparative study of hollow tile construction employed for the 1995 survey should be broadened to a citywide context rather than the geographic extent of historic Sanborn Maps. However, due to its unique, and now rare, exposed hollow tile construction, the residence has been determined eligible for distinction as a City Landmark under this survey.



**Clinker Brick House at 3720 Stoddard Avenue (1923)**

Population increases, however, allowed for the spread of multiple-family housing beyond the Mile Square and into the Northside neighborhoods during this time. Several examples of original multiple-family housing exist within the survey in duplex or multiple unit forms, including 2809-21 Fairmount Boulevard (1920s), 3028 Fairmount Blvd, 3503-17 First Street, 2650-54, Lime Street (1925), and 2869 Market Street (1923).



**Randall Road toward Fairmount Park and streetlights**

One potential historic district, the North Hill Historic District, was identified during the survey process and represents the cohesive development of a small, exclusive area overlooking Fairmount Park with a concentration of large-scale, high style single-family residences in a mix of period revival style architecture of the eclectic 1920s and 1930s: Tudor Revival, Spanish Colonial Revival, Monterey Revival, French Eclectic, Pueblo Revival, and Minimal Traditional styles. Most residences are architect-designed, and unique, contributing light standards extant on Randall Street, the west end of Houghton Avenue, and Pine Street, were likely specifically selected for this development as they appear no where else in the survey area or in the City. As mostly small-scaled, turn-of and early-century residences boast style popular before period revival styles took over the face of 1920s and 1930s subdivisions in Riverside, the presence of large, high-style examples is made more striking (see Survey Findings).

Residents who settled on the Northside during this time may have been new arrivals or may have sought relief from population pressures in the Mile Square. Although the City's population roughly doubled, construction within the survey area during this time more than tripled with over 330 new homes constructed (County of Riverside 2003), indicating that many chose to settle on the Northside. According to city directories, Northside residents in the 1920s and 1930s were a mix of blue- and white-collar workers, including laborers, painters, teachers, clerks, carpenters, engineers, electricians, contractors, farmers, mechanics, and janitors.

As elsewhere, residential development stalled during the depressed early 1930s, and, though building picked up in the survey area in 1936, a paralyzing freeze in 1937, which decreased citrus production 37% (Patterson 1996:379-80), kept construction in a general slump. Though three tracts are divided in the 1930s (see table below), of the 21 years within this period of development, about 75% of construction was completed by 1930. With the onset of another world war, strong residential development would take years to rebound.

#### **COMMERCIAL/INDUSTRIAL DEVELOPMENT**

During this period, decreased dependence on agriculture and citrus both contributed to and was influenced by the diversification of commercial/industrial interests. Population increases, particularly in the 1920s, necessitated diversification as much as the depression and devastating nighttime freeze that followed did in the 1930s. While economic interests became broader, geographically, commercial and industrial enterprise seemed to consolidate as some areas became increasingly associated with these uses. Neighborhood stores and shops like Dodge's Grocery (1923 to ca. mid-1960s), a City Structure of Merit (#541) and contributor to the Heritage Square Historic District at 3339 First Street and another at 4041 First Street

(later converted to a single-family residence) coexisted with these emerging strips of concentrated commercial zones, such as Magnolia Center to the south, University Avenue on the Eastside, the Magnolia Avenue/Van Buren Business District, and the expanding Main Street Industrial Corridor, and were eventually overshadowed by them. This geographic concentration of commercial enterprise in Riverside was linear as it was associated with major arterials or highways and generally focused on the automobile and the needs of the passing motorist with auto courts, motels, service stations, and roadside eateries.

Commercial development in Magnolia Center along the three intersecting arterials of Magnolia, Central, and Brockton Avenues increased after 1924 when the avenue was paved and designated a state highway, connecting US Highways 60 and 66. In that year, the first motel in the city was built at the Brockton-Central-Magnolia Avenue intersection - Stewart's Auto Court (1924-1971). By 1941, scattered businesses along the avenue from Jurupa Avenue to Palm School and on the immediate arterials included numerous gas stations, a creamery and milk delivery center, and a Safeway grocery store (Mermilliod 2004:41). The Eastside's main arterial, University Avenue (formerly Eighth Street), also served as a transportation corridor for Riverside and beyond. Locally, Eighth Street connected the Eastside with the downtown Mile Square core and served as the access route to the University of California's Citrus Experiment Station. But by 1933, the thoroughfare was also identified as a segment of State Route 60, and by the early 1950s, it functioned as a major arterial for regional traffic. By that time, commercial buildings, particularly motels, which catered to the needs of travelers, had begun to line the roadsides along Eighth Street, and a few are still extant (Mermilliod 2003:19-20). The Magnolia Avenue/Van Buren Business District, which was established very early, was first associated with another type of traveling consumer - those passing by carriage or streetcar. With this early development, a pattern of commercial construction began to emerge, and soon, businesses mostly contained within common-walled buildings with continuous storefronts extended east and west along Magnolia Avenue from that intersection.

These commercial zones share commonalities yet are each distinct. As with these other emerging commercial zones, the Main Street Industrial Corridor was supported not only by the traveling motorist upon which it focused, but also by the residents of the surrounding neighborhood, and Northsiders who were physically distant from other public and commercial services of the City may have been even more dependent on this neighborhood center. In addition, industrial enterprise commingled with strictly commercial uses, making this corridor unique then and now.

Though subdivided by 1907, evidence, or lack of evidence, in the historic record indicates that the improvement of the large lots before 1923 between the former



railroad right-of-way and Poplar Street. Building permit records, which are sparse, place the earliest date of construction between 2700 and 2900 Main Street at 1923, and by 1931, Sanborn maps show that 19 commercial/industrial buildings, many of them vacant, had been erected; one lot held a single-family residence and a two-story flat.



**2878-96 Main Street (by 1931), note adjoining construction, multiple occupancy, and parking. This building is situated in the former railroad right-of-way.**

Many of the large buildings pictured on the 1931 Sanborn Map appear to share a wall with buildings on the adjoining parcels, a feature still evident in this portion of the corridor today where many shops are now contained within one building. Although many buildings have been altered, the mass and frontage of some appear relatively intact, as does the commercial/industrial use of the buildings, lending a unique feel to this portion of the corridor.



**Aerial view (to east) of Southern Sierras Power Company (later Calectric) in the Main Street Industrial Corridor (Klure 2005:35)**

One new industrial giant that clearly arrived on the corridor during this period was the Southern Sierras Power Company (later Calectric), which was an engineering-based company that, with Southern California Edison, provided the majority of electrical service to Southern California. With its corporate headquarters already established at Eighth and Market Streets (1918), the company constructed an Industrial Center (1929) on North Main Street on the very large parcel accessible from the west side of Main Street and from the S-curve portion of Market Street. This industrial headquarters housed a general storeroom and several departments, including the Transportation, Assembly, Transformer, Construction, and Meter Departments. In that same year, the company's annual report stated that it owned approximately 2,000 high-voltage transmission line miles and about the same number of miles of distribution lines and served a variety of industries in 33 cities and towns, including Riverside (Klure 2005b:35-36). The 1931 (updated) Sanborn Map indicates that the extensive complex space was split roughly equally between the large reinforced concrete buildings and an area of exposed pole storage and the whole traversed by a spur track of the Riverside-Rialto & Pacific Railroad Main Line after it crossed over Main Street. Calectric fostered a now-rare corporate culture that focused on employees as family. Skilled Riverside employees (including many Northsiders) enjoyed advanced training programs, a stock purchase plan, life insurance, credit union, and a pension plan along with employee suggestion awards, company vacation cabin use, Christmas parties, annual picnics often at Fairmount Park, and many other events held around the City (Klure 2005b:131-167). Calectric relocated to Rialto in 1958 after losing and embittered bid to buy the City of

Riverside's electric distribution system (Klure 2005b:79). The buildings of the old Callectric complex is occupied by several companies today, including Automotive Jobber Supply Incorporated and FPC Graphics.

North of Poplar Street, only two businesses, a storage building, and a vacant warehouse were extant on the west side of Main Street, south of Spruce Street, and one service station is found on the east (1804 Main Street) among the single-family residences that stretched along the corridor to the northern boundary of the survey area (Sanborn Maps, updated 1931, 1941). North of Spruce Street, Main Street was crossed by Oakley Avenue where at least 35 dwelling stretching to the west were replaced by SR-60 (1960-63), which bisected the former residential row. With this, approximately 15 dwellings along Main Street to the north, and what is now south of the freeway was converted completely to commercial/industrial use by the mid-20<sup>th</sup> century. At least 22 dwellings have been demolished within this area of the corridor, either during construction of the freeway or conversion of the thoroughfare from single-family residential use (1941 Sanborn Map), and two vacant residences have been allowed to fall into hazardous disrepair. Nearly all of the remaining properties, most of which were constructed during this period of development, have been converted or altered to accommodate commercial or mixed residential and commercial use, including 2305-09 (use unclear), 2360 (Solorio Automotive), 2435 (Mr. Tacos), 2545 (Video Metro), 2574 (Jay's Auto Air), 2581-89 (Anna's Hair Salon), 2609 (Judy's Income Tax Service), 2629 Main Street (auto repair shop), 2645-47 (multi-family residence/apartments), and 2665 (Electronics Warehouse). It appears that only one building in this area of Main Street, a California Bungalow at 2664 Main Street (ca. 1920), remains intact and in use solely as a single-family residence.



**2664 Main Street (ca. 1920), the only remaining residence south of SR-60 in the Main Street Industrial Corridor**

Northsiders as well as Riversiders in general patronize many of the shops on Main Street, which before the arrival of the SR-91, acted as a highway of sorts to local Riversiders and travelers. Most well remembered stores include Vic's Grocery between Poplar and Spruce Street, Save-a-Minute and the Fish Market on the east side of Main Street, and Bader Motors. The Main Street Industrial Corridor continues to be a major arterial between Riverside and points north with roadside buildings catering to the consumer needs of the traveling motorist, local Northside residents, and the community at large.

### *Property Types*

The property types related to this period of residential development are single- and multi-family residences that, while less associated to agriculture than in the previous period, may be associated with smaller rural lots, particularly to north of SR-60. Some two-story examples are extant, and many more duplexes were constructed during this period, but both are far outnumbered by the more common, one- and one-and-a-half-story single-family dwellings on scaled down urban parcels.

Though scattered commercial enterprise existed within a residential context, commercial property types must be associated with the development of the Main Street Industrial Corridor and include both vernacular and stylized single-story, commercial, industrial, or manufacturing buildings, or portions of extant buildings. Related features and objects such as historic commercial signs, street architecture, and ancillary structures may be extant from this period, but could not be identified in the field or through the limited historic maps and other materials currently available. Other associated property types include railroad-related elements that facilitated commercial/industrial production and distribution in this corridor and may include extant tracks, spurs, bridges, and signs along the historic route of the Southern Pacific Company, although no such railroad-related resources have been noted within the Southeast Quadrant or Main Street Industrial Corridor from the public right-of-way. Further research is recommended to decipher the construction and alteration history along the Corridor as historic materials are inconclusive (see Resources Evaluation).

### *Architectural Styles*

The extant dwellings of this period rather than those constructed for commercial/industrial use elucidate the architectural trends that shaped their design, though some stylistic commercial/industrial examples mimicked some of the residential designs of the period such as Spanish Colonial Revival as well as Contemporary Folk, Western False Front, and Saw tooth Commercial examples are extant. Exploration of these styles used on commercial construction will be explored

during Phase II.

This era is part of the Eclectic Period (circa 1880-1940) during which American architects drew on the broad collection of architectural tradition for stylistic inspiration, producing revivals of American, English, French, and Mediterranean period homes. Architectural interpretations of European designs were generally pure, yet the movement toward European period styles was diverse by nature. Generally, the early reign of the Eclectic Movement was curtailed by the rise of the Prairie and Craftsman styles yet revived by World War I, causing period revival architecture to be most prevalent in the 1920s and 1930s (McAlester 2000:319). Similarly, previous study in Riverside has characterized this period of development as a time when interest in diversification in response to the catastrophic 1913 freeze and the effects of World War I prompted Riverside's residential, civic, and commercial architecture to become less locally distinct and more closely mirror the styles found across the country.

Residential design within the Northside, however, did not seem to conform to this accepted view of architectural design trends in the 1920s and 1930s. Though strongly represented in the previous period, Craftsman examples persist into the 1920s, dominating the residential landscape of the survey area despite the popularity of period revival designs seen one after another in other Riverside neighborhoods like Palm Heights to the south. Spanish Colonial Revival, Tudor Revival, Pueblo Revival, Colonial Revival, and Classical Revival designs are represented here, though in surprisingly small numbers perhaps revealing the influence of preceding, neighboring designs on new construction.

Making up for the deficit in period revival styles in the survey area, however, are the high-styled, large homes that make up the North Hill Historic District in Fairmount Heights. Here the Northside boasts 12 grand, mostly architect-designed homes in the Spanish Colonial Revival, Tudor Revival, Monterey Revival, Pueblo Revival, and French Eclectic styles, and one in the Minimal Traditional style, the earliest modern style to emerge from the Eclectic Period. Also, pre-WWII vernacular examples exist throughout the survey area.

### *Craftsman*

See Residential Architecture 1870-1900 and 1901-1918.

### *Spanish Colonial Revival*

Initially spawned by the popularity of the Mission style, following the 1915 Panama-California Exposition, held in San Diego, California, the Spanish Colonial Revival style was redefined by the entire history of Spanish architecture. Buildings in the



style were constructed from 1915 to 1940, but in Riverside, most examples are typically from the 1920s and 1930s, a time when period revival architecture dominated construction styles. The Spanish Colonial Revival style was mastered by such well-known local architects as Robert H. Spurgeon, Jr., Henry L.A. Jekel, and G. Stanley Wilson, although most examples were constructed by local builders. Character-defining features of the style include square or rectangular plans, a low-pitched roof topped with red tiles, and close eaves. Arches are common above doors and prominent windows, and walls are sheathed in smooth stucco. Round or square towers are sometimes present, and decorative details include patterned tiles, scalloped parapets, and the use of wrought iron grille work (McAlester 2000:417-18).

### *Tudor Revival*

Loosely based on late medieval examples, the Tudor Revival style rose in popularity after World War I and dominated early 20<sup>th</sup> century suburban landscapes. Most popular in the 1920s and early 1930s, this style features steeply pitched, typically cross-gabled roofs and groups of tall, narrow windows. Decorative elements often include half-timbering, arches, massive chimneys, and sometimes quoins. Walls can be clad in a variety of materials, including brick, wood, stucco, or stone. Popularity of the style faded in the late 1930s with the rise of the modern period (McAlester 2000: 355-56).

### *Pueblo Revival*

A blend of Native American designs and the Spanish Colonial Revival style, the Pueblo Revival is most common in the southwest region of the United States. Although most popular in the 1920s and 1930s, the Pueblo Revival style is not a common one of the Eclectic period, and surviving examples remain scattered. A flat roof with stepped or rounded parapet walls, the use of stucco, and the presence of vigas, or wooden roof beams, characterize the style.

### *Monterey Revival*

Unique to the survey area and rare to Riverside, one example (4428 Houghton Avenue) designed by Henry L.A. Jekel in the Monterey Revival style is found in the proposed North Hill Historic District. Given the style's free interpretation of the Spanish Colonial Revival style and the architect's bias for the Spanish style, it is not surprising to see many Spanish details on this residence. Character-defining features of the Monterey are hard to classify, but one clear feature is the second-floor balcony covered by the main roof form, which is present in this example. Other features include paired windows and the use of faux shutters, and while the residence displays paired fenestration, the arched, tripartite window assemblage on the right façade mimics the image of a large window flanked with shutters. Unlike the

common wrought iron used in Spanish Revival examples, the balcony posts and balustrade are crafted in heavy wood.

#### *Colonial Revival*

See Residential Architecture 1870-1900 and 1901-1918.

#### *Classical Revival*

See Residential Architecture 1870-1900 and 1901-1918.

#### *Minimal Traditional*

The Minimal Traditional style rose in popularity in the years before WWII, dominating large tract-housing development and appearing in significant infill numbers in established tracts immediately pre- and post-war. The style is loosely borrowed from the front-gabled, Tudor style sans elaborate detailing and steep pitch. Features generally include single story plans, close eaves, large chimneys, and various wall-claddings, including wood, brick, stucco, or stone (McAlester 2000:477). The trend toward simplicity in the depressed 1930s is apparent in the style, of which examples are scattered throughout the Northside, but one fine example designed by architect Herman O. Ruhnau is extant in the proposed North Hill Historic District at 4465 Randall Road. These simple, unembellished dwellings returned to rival post-WWII vernacular architecture.

#### *Pre-WWII Vernacular*

Emerging from the popular Minimal Traditional style, which loosely borrowed its design from the Tudor style, vernacular designs were a rather sharp departure from the traditional form of the Eclectic period. The features and details of this single-story home resist classification into established architectural styles, but are typically square or rectangular in form with a hipped roof, stuccoed walls, close eaves and minimal detailing. Pre-WWII Vernacular examples differ little from wartime and post-war vernacular trends, but are distinct in their dates of construction. As America entered the war in December 1941, vernacular dwellings constructed in the latter years of the 1930s through 1941 are acknowledged as pre-WWII examples, which are found in the survey area.

## **POST-WWII DEVELOPMENT, 1946-late 1950s**

### **HISTORY**

The close of WWII marked the beginning of lasting change on many levels. Wartime increases in manufacturing industries prompted a complete shift in California's economy, from agricultural to industrial, with southern California leading the state's production. In 1946, California contributed over 13% of the national value of manufactured goods, a trend that increased in the post-war decades. In addition, another wave of migration headed west in the post-war era with the most gains recorded in southern California (McWilliams 1973:371-2). And changes in land use and planning coupled with the rising importance of the automobile forever altered the urban landscape.

In Riverside, the economic shift and population growth reflected regional trends. The City's agricultural economy slowly gave way to the rising force of industry as well-known industrial giants, such as Rohr Corporation, Bourns Incorporated, and the Lily-Tulip Cup Corporation arrived in Riverside, and the increasing diversification of Riverside's economic livelihood saw the destruction of much of Riverside's once vast citrus and agricultural acreage. Riverside's population gained steadily during the 1940s with the addition of approximately 12,000 residents but skyrocketed in the 1950s and 60s. Riverside's 1950 population of 46,764 residents jumped to approximately 84,000 in 1960 and over 140,000 in 1970 (Census Bureau, Census 1940-1970). In response to population-driven demands for housing, subdivision reached record heights as did traffic congestion, prompting the building of the Riverside Freeway (1958), the Pomona Freeway (1960s), and the professionalization of city planning (Patterson 1996:430-35; 454).

### **COMMUNITY DEVELOPMENT**

Community development came alive again after WWII when, led by the nation, Americans turned their energies inward once more. The wide, undeveloped areas of the Northside not only drew the attention of large industrial giants, but also provided the space needed for the large-scale infrastructure projects sweeping the nation and the City.

## *Highways*

The highways that border and intersect the survey area are part of both the national and state highway systems. The Riverside Freeway (State Route (SR)-91) crosses the City on a northeast-southeast axis and forms the eastern boundary of the survey area and continued north as Interstate Route 215 (I-215), while the Pomona Freeway (State Route (SR)-60) enters Riverside from the northwest and bisects the survey area. While facilitating the national highway network and local transportation among a growing population, these freeways also served to bisect the Northside and redefine its boundaries.

The concept of a national interstate highway system was conceived in 1923, first mandated by the Federal-Aid Highway Act of 1944, and completed in the 1970s. After WWII, which had delayed the project and diverted federal tax money, interest in the development of an express, interstate highway system to cross each state and facilitate cross-country traffic on north-south and east-west axes was renewed. In 1956, and largely under the influence of President Eisenhower, the federal government promised to fund 90% of the construction, right-of-way, and planning of the 41,000-mile interstate system, which would serve 90% of cities with populations over 50,000. It was the later 1968 Federal Highway Act that in part funded the construction of Riverside's I-15 in the southern portion of Riverside. Although named as an interstate, the I-215, which partially bounds the survey area at the SR-91/I-215/SR-60 Interchange, this highway is not part of the federally funded national system but a State highway signed as such to provide continuity and connectivity for motorists.

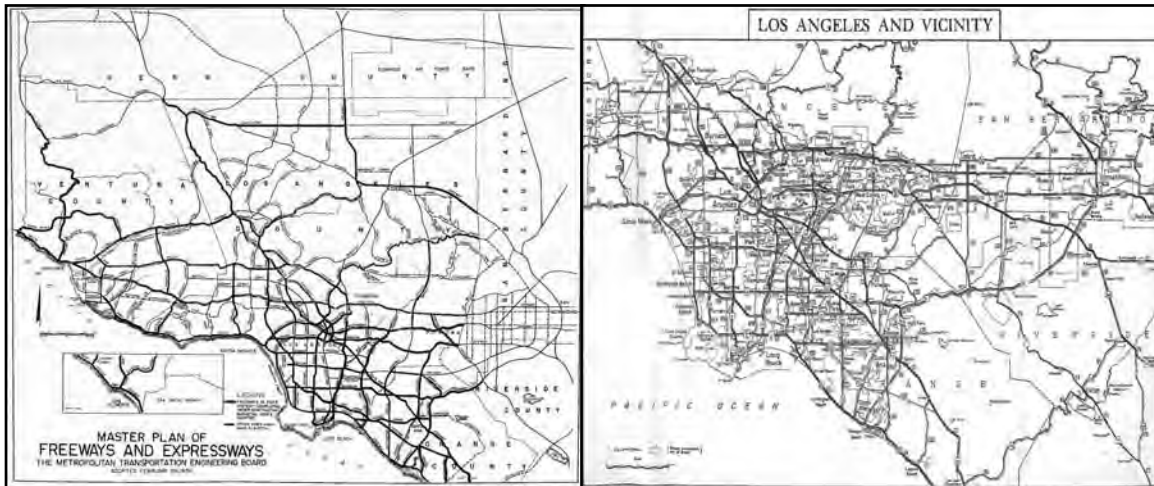
The State highway system was born in 1895 when the State Legislature authorized the formation of the Bureau of Highways. At that time, Riversider J.L. Maude, a civil engineer of San Bernardino and early resident of the Eastside, was appointed one of three officials to conduct the first comprehensive state roads survey and recommended to the Governor a system of state highways. Maude's recommendation was a system that consisted of 28 routes, which connected all county seats (Bynon 1893-4:194). The California highway system was formally organized in 1902 when the state constitution was amended to give the Legislature the authorization to institute a statewide highway system. The first Bond Act in 1909 established the system and authorized the construction of over 3,000 miles of highways. Legislative Route Number (LRN) 19, also known as SR-60, was defined largely under the 1931 Bond Act (State of California 2005). According to a 1933 map, the route was already passing along Eighth Street (now University Avenue) by that time (Mermilliod 2003:8).

At that time, SR-60 ran from Los Angeles to Beaumont as SR-60/70/99. An important highway, U.S. 70 was considered "the principal southeastern gateway to

California from Arizona” and U.S. 99 served as the “central artery of the California State Highway system” as it threaded its way through the interior of the state from the Oregon and Mexico borders (Wilbur, Smith, and Associates 1959b:9; California Highways and Public Works 1950:103, respectively). In Pomona, State Route 60 split from the main route and continued past Ontario and over Riverside streets. The path along the city streets ran from Mission Boulevard, east over the Santa Ana River, around Mount Rubidoux, and through downtown and the Eastside along Eighth Street. Beyond the Eastside community, it joined the southbound Escondido Freeway (U.S. 395), and a branch continued as SR-60 to Beaumont, where it rejoined with SR-60/70, which had passed through Ontario, Bloomington, Colton, Redlands, and west of Yucaipa (Wilbur, Smith, and Associates 1959a:13-18; Mermilliod 2003:8).

The current SR-91, which includes historic West La Cadena Drive and the former PE right-of-way was designated a portion of LRN 43 (defined in 1917), known as SR-18 (defined in 1931), and became a U.S. Highway (US 91) in 1933. It once ran from Long Beach to nearly Barstow, and by the late 1940s, the west side of historic La Cadena Drive between Strong and Chase Road, just north of the survey area, was a primary arterial street lined with residences and roadside commercial architecture. In June 1950, the State of California, Division of Highways constructed a 2.6-mile improvement to the route, adding a 4-lane divided highway from Russell Street to just north of the county line and initiating an effort to bypass Riverside’s surface streets with a modern freeway system. By the early 1950s, it was also signed as US 91 and US 395. The remainder of SR-91 south of Russell through Riverside was completed in the late 1950s, followed by the completion of the shared SR-60/I-215 in the early 1960s (Bricker 1998:7-9; Figure 17).





**Figure 17. Comparison of 1958 Metropolitan Transportation Engineering Board (Left) and 1963 State Highway Map showing Los Angeles and Vicinity Plan of Freeways and Expressways (Right)**

Thus, as a link in the state transportation network, Riverside's surface streets functioned not only as an important connection between the nearby communities of Los Angeles, the beach cities, Pomona, Beaumont, Perris, and San Jacinto, but also as part of the larger State highway system (Mermilliod 2003:8). Construction of the highways that border and intersect the survey area both responded and contributed to general development in the area, and no doubt is associated with residential and commercial/industrial development on the Northside. The freeways also served to divide the Northside and redefine its boundaries. Originally, the Northside began at First Street and was even reflected in the postal numbering with the prefix "North" before the north-south streets, and the eastern boundary was placed at the railroad tracks now just east of SR-91. While the eastern boundary was more easily shifted in the minds of Northsiders, the southern boundary of the Northside for some remains First Street. Others, however, particularly the younger generation who have never known the Northside landscape without a freeway running through it, naturally consider SR-60 to demarcate the line between the Northside and downtown Riverside.

#### *Fire Station No. 6*

It was not until this period that the Northside, a relatively small portion of Riverside, began being served by its own fire station. Fire Station No. 6 was constructed in 1956 at 2293 Main Street, across from the western terminus of Russell Street, just south of what is now SR-60.

Once a strictly volunteer group begun in the early 1880s, the Riverside Fire Department was formally organized in 1887 with the support of businessmen W.A. Hayt and Frank Miller. The department first operated from a shed on the northeast

corner of Eighth (now University) and Main Streets in the Mile Square. Fire Station No. 1 was staffed with a Fire Chief, two assistants, a clerk, and approximately fifty volunteers with a bucket wagon, a horse cart, a hose reel, and a hook and ladder, all operated by man power. It was at this same time that the young City began development of its water main system, soon installing hydrants in the downtown area. The first horse-drawn apparatus was acquired in 1890 and the station moved to the Findley & Knight Livery stable on Main Street between Seventh (now Mission Inn Avenue) and Eight Streets. The following year, Fire Station No. 2 was opened in a small shed at Sixth and Pachappa Streets but was soon relocated to Arlington, a distant yet incorporated community. In 1909, the Riverside Fire Department became motorized with a Seagrave combination hose wagon and chemical engine, and by 1938, Riverside boasted 33 firefighters and five engine companies housed in four stations (Fire Station No. 3 in Magnolia Center and Fire Station No. 4 on the Eastside; City of Riverside 2005:n.p.).

Like other types of development in the City and around the country, the onset of WWII stymied the development of local infrastructure and City services, however, the early 1940s saw improvements in the fire department's services with the creation of the block program, the establishment of emergency medical assistance, and the invention by Riverside Firefighter Ed Strickland of the preconnected 1 ½" hose, which was quickly adopted across the nation (City of Riverside 2005:n.p.).



Figure 18. Map showing current locations of the City's fire stations (City of Riverside 2005)

The development of Fire Station No. 6 in the post-WWII period illuminates the growing need for fire services in this portion of the City when other areas were, at

that time, much farther from a fire station than Northside residents or businesses (Figure 18). The construction of the Northside Station was likely influenced by the post-WWII increase in residential development and settlement on the Northside, as well as the relocation of large industrial corporations there during this period, which naturally increased concern over the availability and proximity of City fire services.



**The Northside Station (Fire Station No. 6; 1956) at 2293 Main Street**

Like other fire stations in the City that were constructed in the historic period, Fire Station No. 6 is designed in the Ranch style with a very low-pitched gable roof and overhanging eaves that emphasize the horizontal form and nearly eclipse the height needed to incorporate the tall fire engine bays on the façade. Though Fire Station No. 6 may merit distinction for its exhibition of the Ranch style applied to a small-scale public building, consideration for eligibility that excludes an examination of its association with residential and industrial development on the Northside would be premature and recommended as the focus of further study.

### *Spring Brook Golf Course*

Along with the golf course at Fairmount Park on the fringe of the Northside, during this period, a new course firmly within the Northside community was developed on Columbia Street between Main and Orange Streets (page 68). Spring Brook Golf and Country Club, a 127-acre property leased from the City of Riverside, is open to Northsiders and to the general public from morning to dusk. Originally, the club offered a 9-hole golf course when it was opened in 1953 and over the last half of the 20<sup>th</sup> century, has broadened its amenities considerably. Today, the club offers an 18-

hole course and driving range, golf carts and lessons, a clubhouse and Pro-shop, a coffee shop, and a banquet room for approximately 65 people.

Though organized late in the period of this study for the Northside Survey, the development of the Spring Brook Golf Course was likely influenced by the increase in residential development and settlement on the Northside, and future study should include an examination of its association with residential and industrial development and its significance as a recreational and event locale for Northsiders.

### *Reid Park*

Unlike Fairmount Park, a citywide park, Reid Park is listed as a community park on the City's General Plan but administered by the Department of Parks and Recreation. Reid Park is situated on approximately 16 acres at Orange Street and Chase Road and was organized in 1964 by a group of Northside residents led by Ruth Lewis, who was instrumental in gaining the City grant of parkland and for the addition of a swimming pool after the plunge at Fairmount Park was removed. The local Little League team may have been a catalyst to the development of the community park as a ball field was the first component constructed to serve the Northside and Highgrove youth.

In 1964, the City granted the use of the land but no assistance in developing it. It was local Northsiders who raised money for equipment and supplies through bake sales, rummage sales, and other fundraisers, and the Lions Club, along with various contractors and businessmen, helped to construct the ball field, bleachers, and a concession stand. Through the decades, however, the City did contribute to improvements in a piecemeal fashion as funding allowed. Reid Park has been improved by transplanted field lighting from the Fremont Elementary School playground (late 1960s); the development of two additional fields (date unknown); the addition of picnic tables, turf, playground equipment, and asphalted parking (1969-70); permanent restroom facilities (1971); the grading and extension of parking and the addition of foot paths, trees, and playground equipment (1975); and a HUD-funded Community Center with a kitchen, patio, meeting and classrooms, basketball court, and swimming pool (1980s; RCPD 1976:83-85).

Though organized outside the period of this study for the Northside Survey, oral histories has identified the development of Reid Park as a significant event in Northside history and an important community place for Northside youth and adults alike. The Community Center is still home to the Northside Improvement Association, the oldest, still functioning community organization in Riverside. As with the Spring Brook Golf Course, the development of Reid Park was influenced by the increase in residential development and settlement on the Northside, but was also influenced by changes to Fairmount Park and the slowly shifting perceptions of



the boundaries of the Northside after the construction of SR-60 (1960-63). Future study should include an examination of its association with residential, industrial, and community development and its significance as a recreational and event locale for Northsiders of all ages.

#### **RESIDENTIAL DEVELOPMENT**

The last and final period of development to shape the urban landscape of Riverside occurred during the suburbanization movement of the post-WWII era, which was seen across the nation. As the dependence on agriculture lessened and population pressures increased, the groves and fields that dotted Riverside gave way to urban expansion, as elsewhere in southern California. By the late 1950s, the post-WWII boom and the accompanying suburbanization movement in American history had redefined the residential landscape throughout Riverside. Most of the remaining vacant lots throughout the survey area, many of which were concentrated on Holding and Spruce Streets and on Main Street above SR-60, were filled and several new tracts were developed on much of the remaining vacant residential (Figure 19); some individual parcels were developed independently.



**3498 Holding Street (1951) - post-WWII infill construction in the Southeast Quadrant**

The suburb of the post-WWII era has recently been a topic of increased study as these neighborhoods are coming into historic maturity. Unlike the piecemeal sale of vacant lots seen in earlier decades, post-WWII development was characterized by the appearance of uniformly constructed tract homes along curving streets and cul-de-sacs and was supported by unprecedented population growth. According to the

most recent definition from the National Park Service, the location of such tracts is pivotal in understanding the presence of the suburb within the context of 20<sup>th</sup> century residential development and land use (NPS 2002:2).



**Hiawatha Place, a post-WWII cul-de-sac carved from grove land in the Southeast Quarter**

The main thrust of this building boom in Riverside was focused between 1946 and the late 1950s, and the citywide subdivision of lands reached its peak in 1955 with the creation of 1,576 lots (Patterson 1996: 412). Characteristically, post-war development vied for proximity to commercial centers, which was seen in the area around the Riverside Plaza (1956), a large retail shopping mall far south of the Northside. Within the survey area, however, post-WWII construction was limited by land availability, as the area had been aggressively developed since the turn of the century. The remaining vacant pockets of land like the one now near SR-60 in File's Island and the land high above Fairmount Park became little islands of post-war development in U-shape and dead-end streets, respectively. Similarly, the Oak Manor Tracts carved two isolated cul-de-sacs from the former Westbrook and Atwood grove lands in the Southeast Quarter.



Area of Development	Tracts	Date	Map Book/Page
Fairmount Heights	Park Hill Estates	1955	28/80-81
File's Island	Park Side Tract	1956	31/72-73
Freeway Industrial Interchange	C.C. Pond Subdivision (amended)	1951	24/46
North of SR-60	Fairmount Tract Unit No. 1	1951	24/82-83
	Fairmount Tract Unit No. 2	1952	25/17-18
Southeast Quadrant	Oak Manor Tract No. 1	1953	26/23
	Oak Manor Tract No. 2	1953	26/95
	Oak Manor Tract No. 3	1954	27/33

**Figure 19. Table showing tract development from 1946-late 1950s**

Multi-family development appears at its strongest during this period of development and many two-family homes line Holding Street at 3456-60, 3499-3501, 3503-05, 3527-29, 3543-45, 3575-77. These homes illuminate the acute, unprecedented need for housing in the post-WWII period. By the late 1960s, residential development decreased as the driving pressure caused by the post-war increase in urban population had been relieved.

#### **COMMERCIAL/INDUSTRIAL DEVELOPMENT**

By the 1950s, development and use had converged to make Main Street a major arterial between Riverside and points north with roadside buildings catering to the consumer needs of the traveling motorist, local Northside residents, and the community at large.

At one time, Main Street between Poplar and Spruce Streets was home to only two businesses, a storage building, a vacant warehouse, and one service among the single-family residences that stretched along the corridor to the northern boundary of the survey area (Sanborn Maps, updated 1931, 1941). Since WWII, as shown on the 1952 Sanborn Map, at least 22 dwellings have been demolished within this area of the corridor, most of the single-family residences between Poplar and SR-60 have been demolished or converted to commercial or industrial uses, and a fire station (1956) was added to the west side of Main Street. The uses along the corridor evidenced its mixed clientele, with new auto-related buildings such as gas stations, auto repairs, and transmission shops, along with other buildings, including a rug cleaning establishment, mattress store, furniture store, second hand store, beverage bottling plant, and a fish packing plant. In addition, the construction of SR-60 in 1960-63 bisected the former residential row, severing the approximately 15 dwellings along Main Street to the north, demolishing 35 dwellings along Oakley Avenue west of Main Street, and leading to the conversion of what was left south of the freeway to commercial/industrial use.

Former dwellings that have been converted to other uses include 2305-09 (use unclear), 2360 (Solorio Automotive), 2435 (Mr. Tacos), 2545 (Video Metro), 2574 (Jay's Auto Air), 2581-89 (Anna's Hair Salon), 2609 (Judy's Income Tax Service), 2629 Main Street (auto repair shop), 2645-47 (multi-family residence - apartments), and 2665 (Electronics Warehouse). It appears that only one building in this area of Main Street, a California Bungalow at 2664 Main Street, remains intact and in use solely as a single-family residence. The middle portion of Main Street between the former railroad right-of-way and Poplar Street remains essentially intact, and adjacent parcels in the southern area of the corridor continue to be used for commercial/industrial enterprise. Conversely, Main Street north of SR-60 still evidences its residential past among the neighborhood school - Fremont Elementary (1917) - with some modern commercial/automotive buildings mixed in - California Radiator at 2018 Main Street, Allsup's Market and a Laundromat at 1703 Main Street, and an auto parts and machine shop at 1710 Main Street.

The construction of SR-91 from Russell Street to the north (19xx) and later to the south (19xx) served to divert traffic from Riverside's surface streets. Despite the decrease in local and regional traffic funneled through this commercial/industrial row, the Main Street Industrial Corridor continues to be a major arterial between Riverside and points north with roadside buildings frequented by locals and other Riversiders.

It was during this period and after that the Freeway Industrial Interchange was developed with large-scale industrial and manufacturing buildings. Proximity to other industries with the Southern California region as well as educational and lifestyle opportunities made Riverside a desirable locale for Riverside's location. The Northside, especially, mirrored the changing times. Here, Soden Electric settled in 1956 with the large commercial building at 2350 Mulberry Street designed by Herman O. Ruhnau a well-known Riverside architect in this era. Later came another warehouse in 1963 and the Los Angeles MTA building (now other use) in 1964. And in 1974, Russell Walling constructed the buildings that now hold Arpin Logistics at 2626 Mulberry Street. In recent years, the industrial area has grown around the corner of Russell Street, where a large business park has been added.

#### *Property Types*

The property types related to this period of development are single- and multi-family residences as well as small- and large-scale commercial vernacular construction along the Main Street Corridor and in the Freeway Industrial Interchange. In some areas, post-WWII construction within the survey area is consistent or associated with the trends in tract development that characterize post-WWII suburban residential development. Cul-de-sacs like Audubon Place and

Hiawatha Place as well as Carthage Street-Ogden Way, a U-shaped street, form typical post-war neighborhoods. Post-WWII construction also fills in the vacant lots of long-developed tracts like those along Holding Street, Spruce Street, and Main Street north of SR-60.

### *Architectural Styles*

As was typical in the post-WWII era, construction boomed after World War II. On most of the streets within the survey area that had been laid out in the first quarter of the 20<sup>th</sup> century, post-war construction merely filled the gaps and fringes of a coherent residential landscape. The post-war suburban tracts that characterize the bulk of post-war residential development are found in the Southeast Quadrant and on File's Island, with one additional development in Fairmount Heights (Park Hill Estates). Extant examples within the survey area during this period of residential architecture represent Post-WWII Vernacular designs, the Minimal Traditional style, the California Ranch style, and Contemporary Folk. The Contemporary Folk style will be explored during Phase II of the survey project, as it is associated with the Main Street Industrial Corridor, which has been referred for further study.

#### *Minimal Traditional*

See discussion under Suburban Development, 1919-1941.

#### *Post-WWII Vernacular*

Post-WWII designs continued the earlier vernacular models born in the years immediately preceding the war. Vernacular designs emerged from the popular Minimal Traditional style, which served to ease the architectural transition from the Eclectic Period to the modern era. Like their pre-WWII predecessors, Post-WWII Vernacular designs departed sharply from the traditional form of the Eclectic period and resist classification into established architectural styles. The basic form and mass of unembellished vernacular designs can be generalized as one-story dwellings typically square or rectangular in form with a hipped roof, stuccoed walls, close eaves and minimal detailing.

#### *California Ranch*

The California Ranch style of residential architecture also gained popularity after WWII and has continued to influence American domestic architecture since the mid-1940s. This rambling style, which originated from several creative California architects in the 1930s, quickly spread throughout the country, borrowing loosely from a variety of earlier precedents, including, Prairie, Craftsman, Spanish Colonial, and Post-WWII Vernacular influences. One-story, sprawling shapes have low-

pitched, hipped or gabled roofs, wide eaves, wooden, brick, or stucco wall-cladding, rear porches, and often, attached garages (McAlester 2000:477-9). The rise of the California Ranch style corresponds with the increased use of automobiles and post-WWII suburbanization, and typical examples are generally found on large suburban lots that can more easily accommodate their expansive shapes. On the Northside, however, most lots of new post-war subdivisions mimic the scale of earlier development, and post-WWII infill construction is scaled to fit the smaller lots delineated in the first part of the century, though some larger, more sprawling examples do exist within the survey area.

## **VIII. SUMMARY OF SURVEY RESULTS**

City staff estimated that of the approximately 800 properties within the project area, some would be individually significant, while many would be significant within the context of historic districts. While some properties had been included in a reconnaissance-level survey, only about 11% of the 952 properties had previously been intensively surveyed. In completing the reconnaissance survey, JMRC found that of the 952 properties, 63 had been previously designated. 128 were constructed, or appeared to be constructed, after 1959 and 143 appear too altered. 156 properties appear eligible for inclusion as contributors within three (3) potential districts. In addition to the three historic districts, 11 properties appear individually eligible for designation, and 16 properties are recommended for further study. In addition, the theme of Immigration and Ethnic Diversity is recommended for further study as association with ethnic groups, particularly Northsiders of Hispanic descent, could not be fully developed (Appendices IV through IX). According to the Scope of Work, potential historic districts were identified and all individually significant properties within the project area were identified and documented by JMRC on State of California Historic Resources Inventory DPR form 523A (Primary Record; Appendix VI). All properties determined eligible for designation at the local, state, or national level were assigned California Historical Resources (CHR) Status Codes.

## **PREVIOUSLY IDENTIFIED HISTORIC RESOURCES**

According to the California Historical Resources Information System, records entered into the City of Riverside Historic Resources Inventory Database, and previous survey reports on file with the City of Riverside Planning Department, some properties within the survey boundaries had been included in a reconnaissance-level survey and only about 11% of the 952 properties had previously been intensively surveyed.

The City of Riverside's first comprehensive survey was completed from 1977 to 1979. This reconnaissance-level survey included minimal recordation of properties,

including architectural style, estimated or factual date of construction, and related features. Two freeway improvement projects have recently prompted intensive-level Section 106 surveys within portions of the study area. A report entitled “Historic Architectural Survey Report (HASR) for the Widening of State Route 60 (SR-60) and Interstate Route 215 (I-215) between Valley Way and University Avenue” by David Bricker was included within the project’s corresponding Historic Property Survey Report (HPSR) dated February 1995 by Stephen Hammond, and a series of revised and supplemental HPSR-HASR documents were prepared from 1993 to 2000 for a separate project to improve I-215/SR-91/SR-60. The preparation of these documents involved a number of consultants, including Myra L. Frank & Associates, Inc.; Historical, Environmental, Archaeological, Research, Team (HEART); Parsons, Brinckerhoff, Quade, & Douglas, Inc.; and David Bricker and Christie Hammond, then Architectural Historians for California Department of Transportation (Caltrans), District 8.

## **SURVEY FINDINGS**

In completing the reconnaissance survey, JMRC found that 952 properties were included within the survey boundary, of which, approximately 11% had been previously intensively surveyed and 63 had been previously designated. Of the 952 properties, 128 were constructed, or appeared to be constructed, after 1959 and 143 appear too altered. 156 properties appear eligible for inclusion as contributors within three (3) potential districts. In addition to the three historic districts, 11 properties appear individually eligible for designation, and 16 properties are recommended for further study. In addition, the theme of Immigration and Ethnic Diversity is recommended for further study as association with ethnic groups, particularly Northsiders of Hispanic descent, could not be fully developed (Appendices IV through IX).

The surveyed portion of the Northside represents several types of property use and a variety of periods of development from the late 19<sup>th</sup> century to the modern period.

A portion of the locally designated and NR-eligible Heritage Square Historic District exists within the southeast boundary of the survey area and represents a large variety of residential architectural styles popular in southern California from the 1880s to the 1920s, including excellent examples of the Victorian, Revival, and Arts and Crafts periods. Debate over the boundaries of this district has ensued within the process of previous surveys by Aegis in 1992, during the Section 106 survey process for the Caltrans freeway improvement projects begun in the 1990s, and by Myra L. Frank & Associates, Inc. in 2003. The district is currently bounded by SR-91 to the east, the north side of Fifth Street to the south, the east side of Orange Street from Fifth to Third Streets and the west side of Orange Street from Third to First Streets to



the west, and the north side of First Street to the north, where the district overlaps slightly with the current survey boundaries.

### MILE SQUARE NORTHWEST HISTORIC DISTRICT

A cohesive group of early 20<sup>th</sup> century single-family residences was identified as an extension of, and for inclusion in, the Mile Square Northwest, a previously determined CRHR-eligible historic district adjacent to the southern survey boundary. This area of Riverside was partially surveyed during the first 1977-79 City survey, by Aegis in 1992, and by Myra L. Frank & Associates, Inc. in 2003. The Mile Square Northwest Historic District is located in the northwest quadrant of Riverside's original Mile Square (1870). The district is currently bounded roughly by the south side of First Street to the north, the south side of Sixth Street to the south, the west side of Market Street to the east, and Redwood Drive to the west.

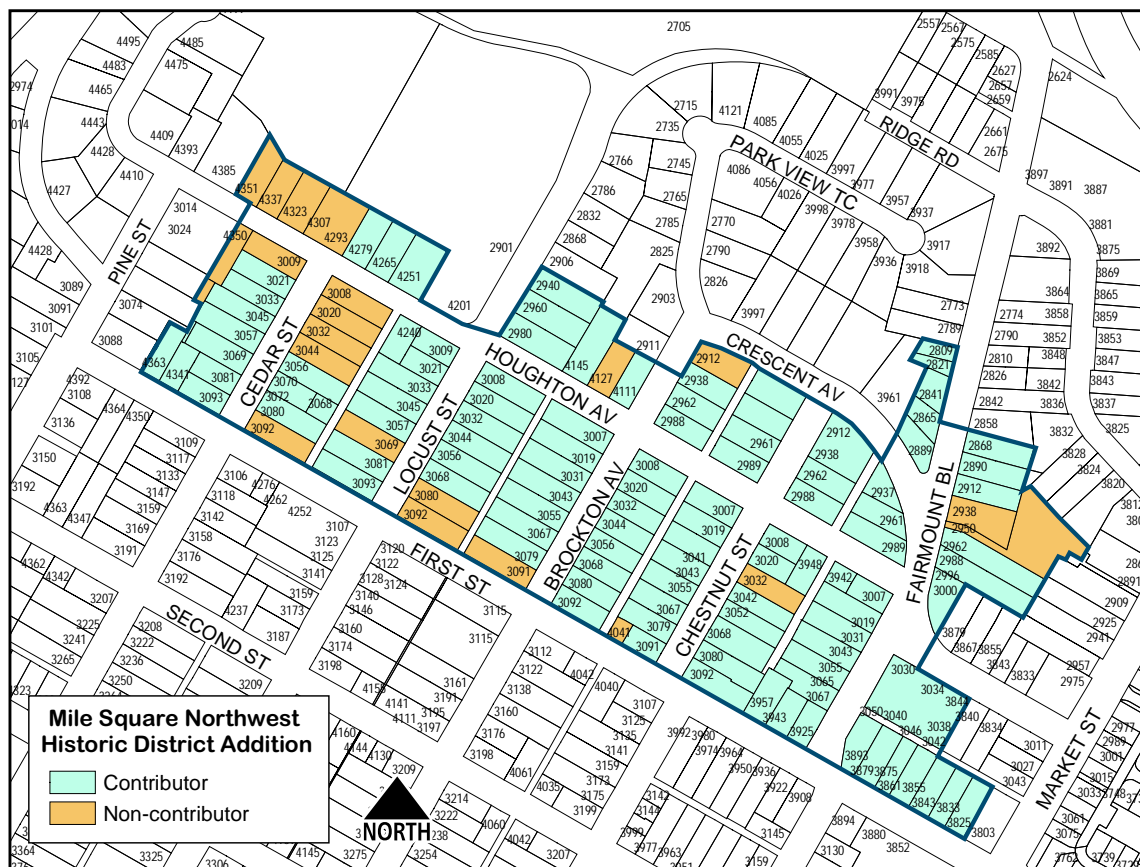


Figure 20. Map of the Mile Square Northwest Historic District Addition

During Riverside's earliest period of settlement, much of the Mile Square was developed as agricultural property, and citrus groves blanketed much of the landscape. Large, predominately two-story grove residences first dotted the Mile Square but soon gave way to smaller cottages when speculators re-subdivided the

land during and immediately after the 1880s land boom. Another, population-driven boom just after the turn of the century increased the need for housing in proximity to the downtown core that was growing in size and concentration, and the large agricultural properties were subdivided to accommodate smaller single-family residences and multi-family construction. While later phases of construction filled the vacant lots of the Northwest quarter of the Mile Square, the majority of residences were built during the early twentieth century and were Craftsman Bungalow in style with later, period revival styles mixed in sparingly. The streetscape took on its current appearance at this time when character-defining features such as street trees, streetlights, sidewalks and common setbacks were developed.



**3020-3068 Locust Street (1906-1913) in the proposed expanded Mile Square Northwest Historic District**

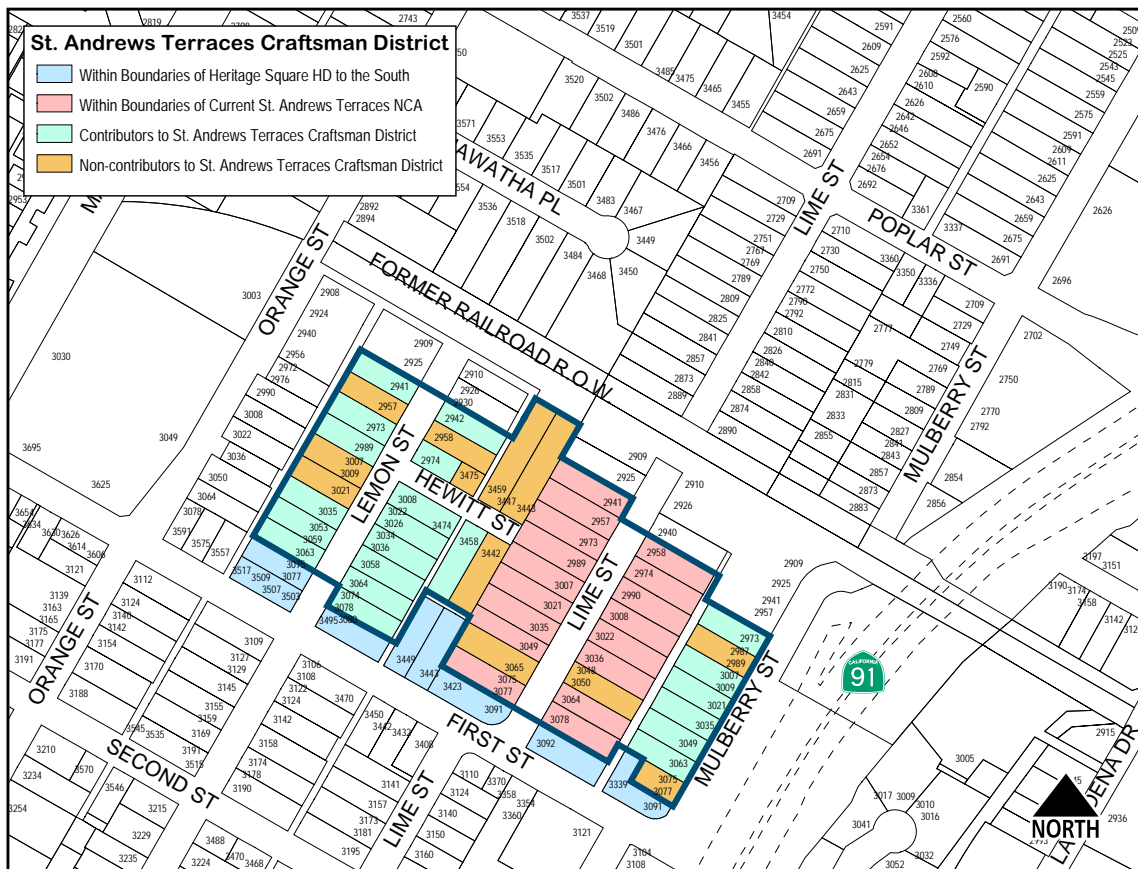
#### ST. ANDREWS TERRACES CRAFTSMAN DISTRICT

The type and extent of survey work that led to the designation of this neighborhood conservation area is unclear as the majority of the survey and designation information for this NCA once on file with the City has been lost; however, the area was documented during the Section 106 survey process for the Caltrans freeway improvement projects begun in the 1990s. Discrepancies exist between information presented in the Section 106 documentation and the City's information on the configuration of the district as well as district contributors and non-contributors such as the ambiguous status of 2973, 3021, 3035, 3049, and 3063 Mulberry Street, which are included within the NCA in the Section 106 study and included in the City's Historic Resources Inventory Database as Structures of Merit and contributors to the NCA; however, these Mulberry Street properties are not included in the City's map of the NCA (Figure 10) or on any existing documentation housed in the City of Riverside Planning Department vertical files or Cultural Heritage Board records.



**Figure 10. Location and current configuration of the St. Andrews Terraces NCA within the survey area.**

According to the NC map, the designated conservation area represents the southern half of the St. Andrews Terraces tract (recorded in 1910) and consists of a group of 21 single-family residences of one- to one-and-a-half stories along Lime Street (St. Andrews Boulevard before 1932), north of First Street, in the Southeast Quadrant of the survey area (Figure 10). The properties of the NCA highlight the form, detail and materials of the Arts and Crafts Movement as the majority of properties were constructed in the Craftsman style in 1911 and 1912.



**Figure 21. Map of St. Andrews Terraces Craftsman District**

This previously designated local NCA was identified for expansion and elevation to historic district status. The expanded, eligible district represents the southern half of the St. Andrews Terraces tract (1910) and adjacent subdivisions north of First Street, in the southeast quadrant of the survey area. The district includes properties on Hewitt, Lemon, Lime, and Mulberry Streets and is bounded by the limits of the Heritage Square Historic District to the south, the former Southern Pacific Company railroad right-of-way to the north, Mulberry Street to the east, and the west side of Lemon Street to the west (Figure 21). In general, the expanded district possesses a lower collective degree of architectural distinction than the original conservation area but, overall, is distinguished as a geographically cohesive group of residences that highlight the form, detail and materials of the Arts and Crafts Movement, during which the properties were constructed.

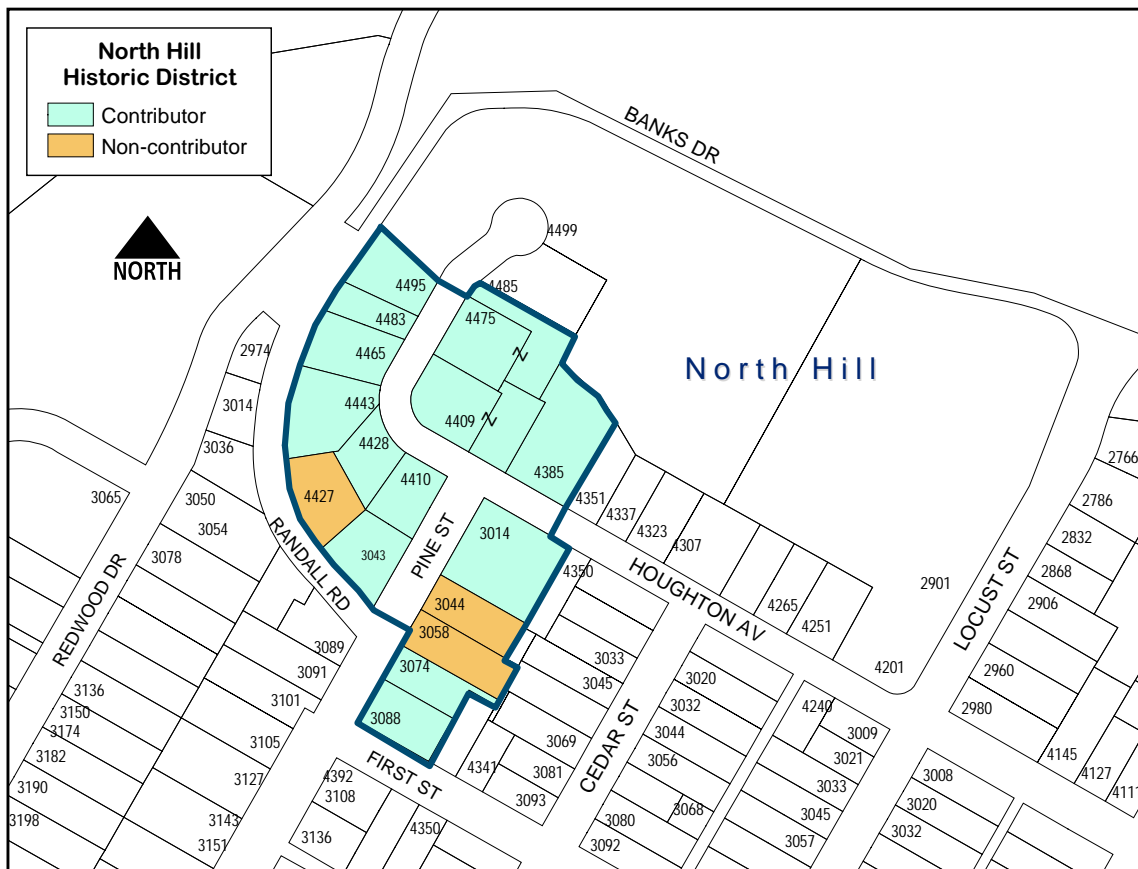


**2974-3036 (1910-1924) Lime Street within the proposed St. Andrews Terraces Craftsman District**

#### NORTH HILL HISTORIC DISTRICT

One potential historic district, the North Hill Historic District, was identified during the survey process and represents the cohesive development of a small, exclusive area set on the slopes of North Hill overlooking Fairmount Park (Figure 22). The district represents a concentration of large-scale, high style single-family residences in a mix of period revival style architecture of the eclectic 1920s and 1930s: Tudor Revival, Spanish Colonial Revival, Monterey Revival, French Eclectic, Pueblo Revival, and Minimal Traditional styles. Most residences are architect-designed, and unique, contributing light standards extant on Randall Street, the west end of Houghton Avenue, and Pine Street, were likely specifically selected for this development as they appear no where else in the survey area or in the City. In addition, unique light standards extant on Randall Street, the west end of Houghton Avenue, and Pine Street, were likely specifically selected for this development and appear no where else in the survey area. These standards have not been identified in other areas of the City and should be considered contributors to the district (see Residential Development 1919-1941).





**Figure 22. North Hill Historic District**

During the early phases of the project, JMRC identified 34 properties that appeared to merit formal evaluation. Of these 34 properties, twelve (12) were determined ineligible for designation, eleven (11) were recommended for further research during Phase II, and eleven (11) were determined individually significant and eligible for designation:

- 3837 Ridge Road
- 3720 Stoddard Avenue
- 3668 Poplar Street
- 3820 Ridge Road
- 3864 Ridge Road
- 3380 Russell Street
- 3787 Shamrock Avenue
- 3307 Spruce Street
- 3320 Spruce Street
- 3676 Strong Street
- 2357 Wilshire Street



The Petro House located at (3837 Ridge Road) in Fairmount Heights highlights the influence of the Arts and Crafts Movement on the Victorian Era before the takeover of the Craftsman style, which dominates the survey area. This Shingle style home (3837 Ridge Road) in Fairmount Heights was never associated with agricultural production. This residence shows evident of the Arts and Crafts Movement and was constructed of concrete, wood, and striking clinker brick during a time of architectural transition.



**The Petro House (c. 1902-04) at 3837 Ridge Road**

The residence was constructed for Emmet O. Petro, a foreman of the Claude P. Hancock Brick Yard, a prominent local supplier of construction materials that was located at First and Almond Street (now Fairmount Blvd.) just outside the survey area. With others, Hancock invested in land around the newly dedicated Fairmount Park (October 1897) and subdivided it in 1903 as the Overlook Ridge Tract. Petro purchased four lots from his employer and constructed the first house in the tract in 1904, using inexpensive, imperfectly fired clinker bricks. The Hancock Brick Yard was relocated to the corner of Ridge and Market near the residence from 1904 to 1927. From 1922 until the 1960s, the house was owned and occupied by Lillian and Horace Kimball, who worked for the Southern California Fertilizer Company (Hall 2005:76). A true Shingle style influenced by the emerging philosophies of the Arts and Crafts Movement, the design of the Petro House incorporates many elements of the Victorian Era Shingle style in its steeply pitched, complex roof form, overhanging gable end, and signature shingle cladding while asserting the overall

horizontal orientation, wide overhanging eaves, and natural, native materials celebrated by the Arts and Crafts Movement.



**Clinker Brick House at 3720 Stoddard Avenue (1923)**

The Clinker Brick House located at 3720 Stoddard Avenue in the North of SR-60 area is an outstanding example of the philosophy inherent in the Arts and Crafts Movement applied to a modest dwelling as exemplified by its use of exposed hollow tile construction and detailing such as is seen in the porch and piers. The residence was constructed in 1923 by builder Karl Martin of Karl Martin & Company, a brick supplier, for owners A.L. and Amy C. Stevenson in the Valley View Tract (1911). Mrs. Stephenson was employed as a teacher at the nearby Fremont Elementary School (1917) across Main Street. In 1960-63, the state acquired the rear one-third of the original parcel for the construction of State Route 60, which prompted the removal of the original garage.



**The M.D. White House (ca. 1891-1895) relocated to 3820 Ridge Road**

The M.D. White house relocated to 3820 Ridge Road in Fairmount Heights and the residence located at 3668 Poplar Street are two good examples of urban-scaled Folk Victorian residences not related to agricultural or grove property. Originally constructed between March 1891 and February 1895 at 3641 6<sup>th</sup> Street (formerly 15, then 641 6<sup>th</sup> Street) on the north side of 6<sup>th</sup> Street between Orange and Main Streets in the Mile Square, this residence was relocated to Fairmount Heights in the 1940s. The dwelling exemplifies the Folk Victorian style in its dual-axis, paired gable ends with vergeboards, trusses, and decorative attic vents. Mrs. M.D. White, who is employed at the Glenwood Hotel (now Mission Inn), is listed as the resident in the 1893-4 City Directory.





**Folk Victorian Cottage (ca. 1890) located at 3668 Poplar Street**

The simpler, Folk Victorian cottage (ca. 1890) is situated on the border between the Southeast Quadrant and the Main Street Industrial Corridor at 3668 Poplar Street, in the ambiguous strip between Orange and Main Streets. While first amid the grove property around it, its modest size compared to other Victorian grove homes of the area indicates it was likely not associated with large-scale agriculture. As Main Street (north of First Street) and Poplar Street were not improved streets by this time, numerous farmers and Northsiders otherwise employed that are listed in the 1893-4 City Directory could have been associated with a smaller-scale home site such as this one. After the Main Street Industrial Corridor was subdivided in the early part of the 20<sup>th</sup> century, this little house would have looked at home among the residential portion of Main Street it bordered, however, the conversion of this portion of Main Street to industrial/commercial use through the post-WWII period has isolated it once more. Further research might conclusively associate this Folk Victorian cottage with a particular early Northsider, however, its modest architectural features identify this dwelling as a good example of a simple folk house form with Victorian detailing as displayed in its turned porch spindle, front gable end with decorative vent, and fenestration.



A Classic Box (1906) located at 3864 Ridge Road

The residence located at 3864 Ridge Road in Fairmount Heights is rather unique during this period for its two-story stature above a sea of one- and one-and-a-half story bungalows. This Colonial Revival style residence in the Classic Box subtype sits high on the ridge of Fairmount Heights outside of the area identified for inclusion in the Mile Square Northwest Historic District and displays the character-defining features of the style, particularly after the turn of the century in Riverside, including the simple, square mass, low- to medium-pitched pyramidal hip roof, and full-width porch. Arts and Crafts Era influence is also seen, however, in the wide, open eaves with curved, exposed rafters; heavy, square porch supports; and ribboned fenestration on the façade.



3380 Russell Street (1910)



2357 Wilshire Street (1925)



The remaining individually eligible properties located at 3380 Russell Street in the Southeast Quadrant; 3787 Shamrock Avenue, 3307 Spruce Street, 3320 Spruce Street, and 3676 Strong Street in the North of SR-60 area; and 2357 Wilshire Street in File's Island characterize the survey area of modest, urban-scaled one- and one-and-a-half story dwellings in the Craftsman Bungalow style constructed in the early 20<sup>th</sup> century. Some rural, or agricultural-related residences are extant from this era of larger size and accompanying parcels, as exemplified in 3676 Strong Street. Responding to the acute housing needs of a doubled population from 1910 to 1930, most residences of this time are necessarily small in scale to accommodate more dwellings within the 30 tracts subdivided between 1903 and 1926. These Craftsman Bungalows typify the character-defining features of the style such as wide, overhanging eaves, exposed rafters, and prominent porches.



**3676 Strong Street (1903)**



**3307 Spruce Street (1925)**



**3320 Strong Street (1910)**



**3787 Shamrock Ave. (ca. 1915)**

## RESOURCE EVALUATION

In accordance with the Scope of Work, potentially significant individual and district resources within the survey boundaries were evaluated for eligibility for listing in the NRHP, the CRHR, and under Riverside's Cultural Resources Ordinance, Title 20 of the Riverside Municipal Code. In May 2005, a comprehensive revision to Title 20 was initiated by the Riverside City Council, and a committee was formed to evaluate the current ordinance and recommend improvements. Because changes to the cultural resources ordinance were not finalized prior to the completion of this survey, JMRC used the adopted ordinance (Ord. 6263 (1996), as amended) for evaluating extant resources within the survey area (Appendix I).

The following criteria were used to determine eligibility at each level.

### CRITERIA FOR SIGNIFICANCE

Eligibility for inclusion in the NRHP is determined by applying the criteria established by the National Park Service under the National Historic Preservation Act (NHPA), as follows:

The quality of significance in American history, architecture, archeology, 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 significant persons in or past; or
- (c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that 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 history or prehistory (36 CFR 60.4).

Eligibility for inclusion in the CRHR is determined by applying the following criteria:

- (1) it is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- (2) it is associated with the lives of persons important in California's past;

- (3) it embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value; or
- (4) it has yielded or is likely to yield information important in prehistory or history. The Register includes properties which are listed or have been formally determined to be eligible for listing in the National Register, State Historical Landmarks, and eligible Points of Historical Interest (PRC §5024.1(c)).

The City of Riverside's Cultural Resources Ordinance (Title 20; Ord. 6263 (1996), as amended) provides two categories of designation criteria for the evaluation of individual resources (Landmark or Structure of Merit) and two categories of designation for a neighborhood, a group of buildings, or any other geographically defined area with multiple resources (District or Neighborhood Conservation Area.)

An individual resource may be locally designated as a Landmark if it meets one of the following criteria:

- (a) exemplifies or reflects special elements of the City's cultural, social, economic, political, aesthetic, engineering, architectural, or natural history; or
- (b) is identified with persons or events significant in local, state, or national history; or
- (c) embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or
- (d) represents the work of a notable builder, designer, or architect; or
- (e) contributes to the significance of an historic area, being a geographically definable area possessing a concentration of historic or scenic properties or thematically related groupings of properties which contribute to each other and are unified aesthetically by plan or physical development; or
- (f) has a unique location or singular physical characteristics or is a view or vista representing an established and familiar visual feature of a neighborhood community or of the City; or
- (g) embodies a collection of elements of architectural design, detail, materials or craftsmanship that represent a significant structural or architectural achievement or innovation; or
- (h) is similar to other distinctive properties, sites, areas, or objects based on a historic, cultural, or architectural motif; or
- (i) reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of park or community planning; or

- (j) is one of the few remaining examples in the City, region, state, or nation possessing distinguishing characteristics of an architectural or historical type or specimen (RMC §20.20.010).

An individual resource may be locally designated as a Structure of Merit, a designation of lesser significance than a Landmark, if it meets one of the following criteria:

- (a) represents in its location an established and familiar visual feature of the neighborhood, community, or City; or
- (b) materially benefits the historic, architectural, or aesthetic character of the neighborhood, or
- (c) is an example of a type of building which was once common but is now rare in its neighborhood; or
- (d) is connected with a business or use which was once common but is now rare; or
- (e) contributes to an understanding of contextual significance of a neighborhood, community, or area (RMC §20.21.010).

A geographic area may be locally designated as a Historic District if it meets one of the following criteria:

- (a) exemplifies or reflects special elements of the City's cultural, social, economic, political, aesthetic, engineering, architectural, or natural history; or
- (b) is identified with persons or events significant in local, state, or national history; or
- (c) embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or
- (d) represents the work of notable builders, designers, or architects; or
- (e) has a unique location or a view or vista representing an established and familiar visual feature of a neighborhood community or of the City; or
- (f) embodies a collection of elements of architectural design, detail, materials or craftsmanship that represent a significant structural or architectural achievement or innovation; or
- (g) reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of park or community planning; or
- (h) conveys a sense of historic and architectural cohesiveness through its design, setting, materials, workmanship or association (RMC §20.25.010).

A geographic area may be locally designated as a Neighborhood Conservation Area, a designation of lesser significance than a Historic District, if it meets one of the following criteria:

- (a) provides a contextual understanding of broader patterns of Riverside's cultural, social, economic, political, aesthetic, engineering, architectural, or natural history; or
- (b) represents established and familiar visual features of a neighborhood, community, or of the City; or
- (c) reflects significant development or geographical patterns, including those associated with different eras of settlement and growth; or
- (d) conveys a sense of historic or architectural cohesiveness through its design, setting, materials, workmanship, or association (RMC §20.26.010).

#### POTENTIAL HISTORIC DISTRICTS AND INDIVIDUALLY SIGNIFICANT PROPERTIES

In accordance with local and state historic preservation guidelines, a lesser threshold for integrity of design was applied in determining eligibility at the local and state level. In general, contributors to the CRHR- and locally-eligible district and individual resources possess a lower collective degree of architectural distinction than merits listing in the NRHP and/or are found in comparable quantity and quality within contemporaneous historic neighborhoods or areas of the City of Riverside.

#### MILE SQUARE NORTHWEST HISTORIC DISTRICT

A cohesive group of late-19<sup>th</sup> to early-20<sup>th</sup> century single-family residences currently bounded by the south side of First Street to the north, the south side of Sixth Street to the south, the west side of Market Street to the east, and Redwood Drive to the west, the Mile Square Northwest Historic District represents Riverside's earliest periods of residential development. Associated and contemporary contributors and non-contributors in the adjacent Fairmount Heights to the north are eligible for inclusion in the district, revising the northernmost boundary to Crescent Avenue.

#### ST. ANDREWS TERRACES CRAFTSMAN DISTRICT

St. Andrews Terraces Craftsman District, bounded generally by the limits of the Heritage Square Historic District to the south, the former Southern Pacific Company railroad right-of-way to the north, Mulberry Street to the east, and the west side of Lemon Street to the west in the Southeast Quadrant, represents early 20<sup>th</sup> century residential development in the Northside and the distinctive form, detail and materials of the Arts and Crafts Movement. Accordingly, St. Andrews Terraces Craftsman District appears eligible for local designation under Title 20 of the City of Riverside Municipal Code (Ord. 6263 (1996), as amended) as it embodies distinctive



characteristics of a style or period (Criterion C) and conveys a sense of historic and architectural cohesiveness through its design and setting (Criterion H).

#### NORTH HILL HISTORIC DISTRICT

The North Hill Historic District on the western slopes of North Hill in Fairmount Heights represents the cohesive development of a small, exclusive area overlooking Fairmount Park with a concentration of large-scale, high style single-family residences in a mix of period revival style architecture of the eclectic 1920s and 1930s: Tudor Revival, Spanish Colonial Revival, Monterey Revival, French Eclectic, Pueblo Revival, and Minimal Traditional styles. Most residences are architect-designed, and unique, contributing light standards extant on Randall Street, the west end of Houghton Avenue, and Pine Street, were likely specifically selected for this development as they appear no where else in the survey area or in the City. Accordingly, the district appears eligible for listing in the NRHP and CRHR as it embodies the distinctive characteristics of a period and represents the works of several master architects (Criteria C and 3, respectively). The North Hill Historic District also appears eligible for local designation under Title 20 of the City of Riverside Municipal Code (Ord. 6263 (1996), as amended) as it embodies distinctive characteristics of a style or period (Criterion C), represents the work of notable architects (Criterion D), and conveys a sense of historic and architectural cohesiveness through its design and setting (Criterion H).

#### INDIVIDUALLY SIGNIFICANT PROPERTIES

The Petro House (ca. 1902-1904) located at 3837 Ridge Road in Fairmount Heights highlights the influence of the Arts and Crafts Movement on the Victorian Era before the takeover of the Craftsman style, which dominates the survey area. This outstanding example of an Arts and Crafts Period Shingle Style residence is eligible for local designation as a City Landmark under Title 20 of the City of Riverside Municipal Code (Ord. 6263 (1996), as amended) through its dramatic and expert use of clinker brick it embodies distinctive characteristics of a style, period, and method of construction, is a valuable example of the use of indigenous materials and craftsmanship, and embodies a collection of elements of architectural design, detail, materials and craftsmanship that represent a significant architectural innovation (Criteria C and G). Likewise, the property appears eligible for the National and California Registers under Criteria C and 3, respectively.

The Clinker Brick House (1923) located at 3720 Stoddard Avenue in the North of SR-60 area exemplifies the philosophy of the Arts and Crafts Movement through its use of exposed hollow tile construction in form and detail. The residence is designated a City Structure of Merit (#189) and has been previously determined eligible for listing in the NR under Criterion C at the local level of significance (Hammond 1995). Eligibility for listing in the NR could not be confirmed through this survey, as

the limited comparative study of hollow tile construction employed for the 1995 survey should be broadened to a citywide context rather than the geographic extent of historic Sanborn Maps. However, due to its unique, and now rare, exposed hollow tile construction, the residence is eligible for local designation as a City Landmark under Title 20 of the City of Riverside Municipal Code (Ord. 6263 (1996)), as it embodies distinctive characteristics of a style, period, and method of construction, is a valuable example of the use of indigenous materials and craftsmanship, and embodies a collection of elements of architectural design, detail, materials and craftsmanship that represent a significant architectural innovation (Criteria C and G).

The M.D. White House (ca. 1891-95) relocated in the 1940s to 3820 Ridge Road in Fairmount Heights and the residence located at 3668 Poplar Street at the border of the Southeast Quadrant and the Main Street Industrial Corridor are good examples of urban-scaled Folk Victorian residences not related to agricultural or grove property. The M.D. White House is a contributor to the proposed Folk Victorian Thematic District, and both are eligible for individual designation as a City Structures of Merit under Title 20 of the City of Riverside Municipal Code (Ord. 6263 (1996)), as they contribute to an understanding of contextual significance of their respective areas of development and in the Northside community.

The property located at 3864 Ridge Road is a good example of a two-story Colonial Revival style residence in the Classic Box subtype in Fairmount Heights. The property is eligible for individual designation as a City Structure of Merit under Title 20 of the City of Riverside Municipal Code (Ord. 6263 (1996)) as it contributes to an understanding of contextual significance of Fairmount Heights and the Northside community.

The remaining individually eligible properties located at 3380 Russell Street in the Southeast Quadrant; 3787 Shamrock Avenue, 3307 Spruce Street, 3320 Spruce Street, and 3676 Strong Street in the North of SR-60 area; and 2357 Wilshire Street in File's Island represent modest, one- and one-and-a half story Craftsman Bungalows, the type and style of residential dwelling found in the greatest numbers throughout the survey area. Accordingly, these properties were determined eligible for local designation as City Structures of Merit under Title 20 of the City of Riverside Municipal Code (Ord. 6263 (1996)), as they contribute to an understanding of contextual significance of their respective areas of development and in the Northside community.

Under the Scope of Work, tables of district contributors and non-contributors were developed and individually significant properties were documented by JMRC on State of California Historic Resources Inventory DPR 523A forms (Primary Record; see Appendix V and VI).

#### PROPERTIES DETERMINED INELIGIBLE FOR DESIGNATION

Of the 34 properties that JMRC identified for formal evaluation for individual significance, twelve (12) properties were determined ineligible for designation (Figure 23).

Address	Street	Evaluation
2709	Lime Street	Ordinary example
2729	Lime Street	Compromised by alterations
2857	Lime Street	Compromised by alterations
1735	Main Street	Compromised by alterations
3659	Mulberry Street	Does not meet designation criteria
2240	Northbend Street	Ordinary example
2709	Orange Street	Alterations preclude upgrade to Landmark
3761	Shamrock Avenue	Compromised by alterations
3769	Shamrock Avenue	Compromised by alterations
3356	Spruce Street	Compromised by alterations
3294	Strong Street	Constructed piecemeal from 1947-1978
3448	Strong Street	Ordinary example

Figure 23. Table showing properties formally evaluated but found ineligible for individual designation.

#### PROPERTIES DETERMINED TOO ALTERED

Under the Scope of Work, properties assessed as “too altered” to merit individual or collective designation or consideration in the planning process were photographed and listed on a table (Appendix VIII). JMRC collaborated with City Staff to determine criteria to establish a general threshold that could be used throughout the survey area. Generally, properties that suffered a significant alteration, such as the alteration of window openings, or more than one alteration causing a cumulative significant alterations, such as the application of stucco and a porch enclosure, these properties were deemed “too altered.”

#### PROPERTIES CONSTRUCTED AFTER 1959

Under the Scope of Work, properties constructed after 1959 were not photographed or formally evaluated but listed on a table (Appendix IX).

#### PROPERTIES RECOMMENDED FOR FURTHER STUDY

JMRC identified and has recommended 16 properties and one (1) historic theme for further study during Phase II (See Appendix VII). Of these 16 properties, 11 are

individual properties recommended for further study because construction history and/or historic associations could not be fully developed. One of these 11 properties is Fire Station No. 6 located at 2293 Main Street. Fire Station No. 6 is also included in the Main Street Industrial Corridor, one of the collective properties recommended for further study that consists of 53 properties. Other larger properties referred to Phase II of the project are the University Wash Flood Control Channel (both inside and outside of the survey area), and three properties located outside the survey area – White Sulphur Springs, the Spring Brook Golf Course, and the Alamo Water Company lands.

Individual properties requiring further study are ones where construction and alteration history were ambiguous, or additional research outside the scope and funding of this survey was required. These properties are: 2909 Lime Street (moved in, under restoration), 2926 Lime Street (moved in, under restoration), 2293 Main Street (Fire Station #6), 2524 Mulberry Street (California Department of Forestry Southern California Headquarters), 2379-65 Northbend Street, 1718 Orange Street (Calvary Baptist Church), 1849 Orange, 1925 Orange Street (Fremont Elementary School), 3891 Ridge Road (Church of Religious Scientology), and 3585 Russell Street.

Between the former railroad right-of-way and Poplar Street and two large properties that spread to Market Street, the Main Street Industrial Corridor was developed with light industrial, commercial, and storage buildings. Some of the extant buildings, or portions of buildings, appear to closely resemble other industrial/commercial buildings extant in the Mile Square before or around the turn of the century, and the Main Street Industrial Corridor was formally subdivided by 1907. However, no evidence has been found in the historic record for improvement of the large lots before 1923. The 1908 Sanborn Map does not include this area, and the updated 1931 Sanborn Map shows 19 commercial/industrial buildings, many of them vacant, already in place. Building permit records, which are sparse, place the earliest date of construction between 2700 and 2900 Main Street at 1923 (see *Suburban Development 1919-1941*). More in depth site-specific research that is beyond the scope and funding of the current study must be completed to gain a comprehensive understanding of the construction history along the corridor.

The University Wash Flood Control Channel was constructed after 1950, the construction year limit of this survey, and is located both inside and outside of the survey area. The flood channel emerges aboveground on the west side of Fairmount Boulevard where it intersects with the Spring Brook Lateral Channel running roughly north-south, which can be seen aboveground on the north side of Strong Street, just west of Fairmount Boulevard and outside the survey boundaries. As one, this channel runs south, under SR-60 and empties into Lake Evans in Fairmount Park (Mermilliod 2005b). Intensive-level study of the flood control channel is outside of the period of construction and survey limits of this reconnaissance-level survey

and was not investigated for significance; further study is recommended to determine the channel's historic importance in terms of irrigation/agricultural history to the Northside and to Riverside.

Since 1876, thousands of Riversiders as well as local and eastern visitors have enjoyed the waters of a natural hot spring captured for use as a bathing and swimming plunge. White Sulphur Springs, a name that has changed many times, is located at 3723-25 Strong Street, near Main Street, just north of the survey area. First used by local Native Americans, likely Cahuillas and Gabrieliños, the natural hot springs may have also served the bathing needs of Victorian Riverside as the availability of private, full-immersion bathing was not yet common and was also a source of bottled drinking water and a draw for Hollywood filmmakers. The facility continued to operate as a pay-for-use public pool until the late 1960s, and the recreational facilities and several associated buildings have been severely neglected for some time. Though the historic context for this survey is complete for the hot springs, as the property is outside the survey boundaries, site-specific study and evaluation is recommended during Phase II.

The Spring Brook Golf Course was developed late in the period of this study for the Northside Survey, but the recreational facility likely influenced and was influenced by the increase in residential development and settlement on the Northside, and future study should include an examination of its association with residential and industrial development and its significance as a recreational and event locale for Northsiders.

Located north of the Riverside Fairgrounds, outside of the survey area, the Alamo Tract (1912) straddled the Santa Ana River, which provided irrigation and drinking water to each of the large, deep lots designed to support family farms. Parcel owners not only owned the land, but the water, too, as each property holder was also proportionate shareholder in the Alamo Water Company. The current president of the water company is Northsider Sam Gregory, who still farms and irrigates his rural parcel west of the survey area. As Alamo Tract lands have changed hands and been reduced to smaller lot sizes throughout the 20<sup>th</sup> century, shareholders have dwindled, but the company remains the only privately-owned water company in the City. The history of the tract, water use, and association with Northsiders can be supported by the early settlement theme and irrigation history developed here. Several original above- and below-ground structures of the well-and-canal irrigation system are still extant outside the survey area, and the Alamo Water Company lands and any associated buildings, structures, or objects are recommended for further study in Phase II.

In addition to these properties, an Immigration and Ethnic Diversity theme could not be developed within the scope of this phase of the survey project as the historic



record for the Northside is sparse, and evidence of historic populations of members of the Spanish, Mexican, Indian or other descent on the Northside is even more obscure. Though historic association between the long ago Spanish-speaking, agricultural communities of La Placita and Agua Mansa and the Northside is believed to have existed and is likely evidenced in the growing population of Hispanic Northsiders throughout the 20<sup>th</sup> century and in the built environment, the presence of persons of Spanish, Mexican, or Indian descent in the Northside area, either from the time Riverside was founded or from when La Placita and Agua Mansa began to decline around the turn of the 20<sup>th</sup> century, has not been acknowledged in the limited historic accounts of the area's history or during the oral history sessions included in this survey. Proximity to these villages makes it likely that some Spanish-speakers from this community would have settled in the Northside, and several Spanish names are listed in the 1893-4 City Directory, showing that, whether originating from La Placita, Agua Mansa, or elsewhere, Spanish-speakers were living and working on the Northside early in Riverside's history. Further research must be completed to fully develop an immigration and ethnic diversity theme within the historic context presented here.

#### ASSIGNMENT OF STATUS CODES

The addition to the previously determined CRHR-eligible Mile Square Northwest Historic District (2003) consists of 127 properties, of which 106 are Contributors and 21 are Non-contributors. Properties that appear eligible as additional Contributors to the historic district were assigned a CHR Status Code of 3CD - *appears eligible for CR as a contributor to a CR eligible district through a survey evaluation*. Properties determined to be additional Non-Contributors to the historic district were assigned a CHR Status Code of 6L - *determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning*.

The potential St. Andrews Terraces Craftsman District was assigned a CHR Status Code of 5S2 - *individual property that is eligible for local listing or designation*. The proposed district consists of 50 properties, of which 38 are Contributors and 12 are Non-contributors. Properties determined to be potential Contributors to the district were assigned a CHR Status Code of 5D2 - *contributor to a district that is eligible for local listing or designation*. Properties determined to be Non-Contributors to the district were assigned a CHR Status Code of 6L - *determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning*.

The potential North Hill Historic District was assigned a CHR Status Code of 3S - *appears eligible for NR as an individual property through survey evaluation*. The proposed district consists of 15 properties, of which 12 are Contributors and 3 are Non-contributors. Properties determined to be Contributors to the district were assigned

a California Historical Resources (CHR) Status Code of 3D – *appears eligible for NR as a contributor to a NR eligible district through survey evaluation*. Properties determined to be Non-Contributors to the district were assigned a CHR Status Code of 6L – *determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning*.

NRHP/CRHR-eligible 3837 Ridge Road was assigned a CHR Status Code of 3S – *appears eligible for NR as an individual property through survey evaluation*. All other individually eligible properties were assigned a status code of 5S2 – *individual property that is eligible for local listing or designation*.

Individual properties that were neither identified for potential individual significance nor determined to be too altered were assigned a CHR Status Code of 6L – *determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning*. Individual properties that were identified as potentially individually significant but formally determined ineligible for individual designation, properties that were considered ordinary examples compared to better examples within the survey area, and properties that were identified as too altered, were assigned a CHR Status Code of 6Z – *found ineligible for NR, CR or Local designation through survey evaluation*. Individual properties that were recommended for further research in Phase II and properties constructed after 1959 were assigned a CHR Status Code of 7R – *identified in Reconnaissance Level Survey: not evaluated*. Properties that were constructed after 1959 or were too altered but were non-contributors to proposed districts were assigned a CHR Status Code of 6L – *determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning*.

All properties previously assigned a CHR Status Code of 5 or higher or assigned a CHR Status Code of 3S, 3D, 3CD, 5S2, and 5D2 as part of this survey are considered to be historical resources under the current provisions of the California Environmental Quality Act (CEQA) and Title 20 of the City of Riverside Municipal Code (Ord. 6263 (1996), as amended). Those properties assigned a CHR Status Code of 6L, 6Z, or 7R are not historic resources under CEQA but may require individual cultural resources consideration in future planning or collective consideration, in the case of potential district non-contributors, where impacts to overall integrity and cumulative effects are evaluated.

## **INCORPORATION OF FINDINGS INTO THE PLANNING PROCESS**

Throughout the survey process, meetings with City staff were held to discuss district boundaries, assess contributors and non-contributors, and review findings, and final project deliverables were provided to the City of Riverside Planning

Department. Final project findings shall be presented to the City of Riverside's Cultural Heritage Board, as agendized by the City of Riverside (November 2005).

Riverside has long been a leader in protecting historical resources and promoting historic preservation at the local level to maintain character and identity. Historic preservation is addressed in both the City's Cultural Resources Ordinance, Title 20 of the City of Riverside Municipal Code, and in the City's newly adopted Historic Preservation Element of the General Plan (February 2003), a future-oriented document that facilitates a comprehensive approach to land use planning and seeks to balance historic preservation principals with the planning and development process. A City of Riverside General Plan Update is currently being prepared by Applied EarthWorks, Inc. for the General Plan 2025 Program and a Draft Program Environmental Impact Report (November 2004) by Cotton Bridges and Associates was prepared that included the recommendations of a the Cultural Resources Element of the Historic Preservation Element of the City of Riverside General Plan (GP-005-023). Specific findings and recommendations presented in this survey report should be incorporated in the future Final Draft Program Environmental Impact Report for inclusion in the updated General Plan.

Goals 2 and 4 of the Historic Preservation Element of the current General Plan specifically seek to "continue an active program to identify, interpret and designate the City's cultural resources," and to "fully integrate the consideration of cultural resources as a major aspect of the City's planning, permitting, and development activities." To this end, related policies call for a comprehensive survey and documentation program as well as an up-to-date database of cultural resources as a primary resource for information leading to the protection of those resources. In order to incorporate the findings of the Reconnaissance Survey and Context Statement for a Portion of the Northside project into the historic preservation goals and policies of the City's planning process, the following specific tasks have been developed:

- a. Make all survey information available to City staff and the public via the Historic Resources Inventory Database, which is available within City Hall and on the City's web site.
- b. Require Planning Department review of all proposed projects that may affect individually eligible properties and properties within proposed historic districts on the Northside in accordance with NEPA, CEQA, and Title 20 of the Riverside Municipal Code.
- c. Complete a mail out to owners of individually eligible properties or contributing properties within potential historic districts on the Northside and facilitate neighborhood meetings with appropriate City agencies in order to encourage designation and promote an understanding of the

significance of the City's cultural resources and design review requirements.

- d. Coordinate with appropriate City agencies and departments, including the City's Redevelopment Agency and the Public Works, Public Utilities, and Parks and Recreation Departments on any proposed projects on individually eligible properties and properties within potential historic districts on the Northside to ensure protection of identified cultural resources.
- e. Initiate Phase II of the Northside survey to include intensive-level research on identified individually eligible properties, additional research on identified properties requiring further study, and reconnaissance-level fieldwork in remaining areas of the Northside.
- f. Upon the completion of pending revisions to Title 20 of the Riverside Municipal Code, reevaluate for significance any identified individually eligible property or district that falls outside the scope of the revised ordinance.

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