

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

## 1. Name of Property

historic name Grand Boulevard Historic District  
other names/site number \_\_\_\_\_



## 2. Location

street & number Grand Boulevard  n/a not for publication  
city or town Corona  n/a vicinity  
state California code CA county Riverside code 065 zip code 92879 & 92882

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,  
I hereby certify that this \_\_\_ nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.  
In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:  
\_\_\_ national \_\_\_ statewide \_\_\_ local

\_\_\_\_\_  
Signature of certifying official Date  
\_\_\_\_\_  
Title State or Federal agency/bureau or Tribal Government

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.  
\_\_\_\_\_  
Signature of commenting official Date  
\_\_\_\_\_  
Title State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I, hereby, certify that this property is:  
\_\_\_ entered in the National Register \_\_\_ determined eligible for the National Register  
\_\_\_ determined not eligible for the National Register \_\_\_ removed from the National Register  
\_\_\_ other (explain:) \_\_\_\_\_

\_\_\_\_\_  
Signature of the Keeper Date of Action

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

**Category of Property**  
(Check only **one** box)

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
		buildings
		district
		site
157	88	structure
1	1	object
158	89	<b>Total</b>

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing)

**Number of contributing resources previously listed in the National Register**

N/A

None

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

TRANSPORTATION/Road-related (vehicular)

LANDSCAPE/Street Furniture/Object

LANDSCAPE/Park

TRANSPORTATION/Pedestrian-related

**Current Functions**

(Enter categories from instructions)

TRANSPORTATION/Road-related (vehicular)

LANDSCAPE/Street Furniture/Object

LANDSCAPE/Park

TRANSPORTATION/Pedestrian-related

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

CATEGORY: OTHER

SUBCATEGORY: Landscaped Boulevard

**Materials**

(Enter categories from instructions)

foundation: \_\_\_\_\_

walls: \_\_\_\_\_

roof: \_\_\_\_\_

other: Asphalt, concrete, granite

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## **Narrative Description**

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

### **Summary Paragraph**

Grand Boulevard Historic District (1886) is a circular property located about 40 miles east of Los Angeles and 15 miles southwest of Riverside in Corona, California. Situated west of Interstate 15 and mostly south of State Route 91, the property footprint measures 1 mile in diameter with a 100-foot-wide right-of-way, making the distance around the circle approximately 3 miles (Figures 1 & 11). The boulevard rings a grid of equidistant interior streets, and its outer edges are intersected at various angles by exterior streets. Contributing features include those features within the right-of-way associated with the original design concept, early development, or function of Grand Boulevard during the period of significance and include the roadway and its intersection with historic streets and alleys, driveways, gutters, curbs, parkways, street trees, streetlights, sidewalks, a hitching post, and two pocket parks. The boulevard retains an excellent degree of integrity in the areas of location, design, setting, and association. Materials, workmanship and feeling have been somewhat compromised by repairs, maintenance, and replacement, and through the installation of State Route 91 bridges (1961) and grade separation project (1976) in the northernmost sliver. Non-contributing elements include traffic and pedestrian signals, modern mast arm lighting, and an elevated monument (1986 & 2002; Photo 17) placed by the Corona Historic Preservation Society on the outer curve of the boulevard one block west of S. Main Street to mark the site of the start/finish line of the 1913, 1914, and 1916 Corona road races.

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## **Narrative Description**

### Roadway, Intersecting Streets and Alleys, Driveways, and Curbs and Gutters

#### *Roadway*

The curving Grand Boulevard roadway (see C-1 on District Map; Photo 14) measures 60 feet wide and supports four lanes of traffic and an intermittent central turning lane in all but the northernmost sliver where it has been widened to 80 feet (1976), elevated and restriped to accommodate additional traffic (Photo 44). Originally a graded dirt roadway, at least the south half of Grand Boulevard was oiled in 1905 (Corkhill 1912:287). The whole was macadamized by 1914, and is described as macadam topped with asphalt by 1916 (Beecroft 1916:253; Winn 2006) until at least 1922 (Brown & Boyd 1922:567). The roadway is now asphalt and has been resurfaced many times. Traffic signals have been added at main intersections (beginning in the 1960s), and restriping has reconfigured lane usage in recent years (Photo 34).

#### *Intersecting Streets, Alleys & Driveways*

Many historic streets as well as original, narrow alleys and driveway approaches (see C-2 on District Map) access Grand Boulevard.

Interior and exterior streets that meet or cross Grand Boulevard in one or both directions were completed from 1886 through the early 20<sup>th</sup> century. Main (N-S) and 6<sup>th</sup> (W-E) Streets, which meet perpendicularly at the center of the circle, cross Grand Boulevard as major arterials roughly at all four cardinal points. All but the outermost streets (Crawford, Fuller, 1<sup>st</sup>, and 11<sup>th</sup> Streets) remaining within the circle and those extending from the exterior meet Grand Boulevard at odd angles (see District Map).

All interior streets that intersect the inner curve of Grand Boulevard, including Merrill, Sheridan, Belle, Washburn, Main, Ramona, Victoria, Howard, and Joy Streets (N-S) and 2<sup>nd</sup> -10<sup>th</sup> Streets (W-E), were completed in 1886. Some interior streets were extended in one or both directions to cross the outer curve of Grand Boulevard as well, including Merrill (1886), Sheridan (1886), Main (1886), and Joy (1886) Streets on the north; 3<sup>rd</sup> (by 1940), 6<sup>th</sup> (by 1907), and 10<sup>th</sup> (as Park Street by 1928) Streets on the east; Merrill (1886), Sheridan (by 1911), Belle (by 1907), Washburn (by 1911), Main (1886), and Victoria (by 1907) Streets on the south; and 2<sup>nd</sup> (1886), 3<sup>rd</sup> (by 1911), 6<sup>th</sup> (1886), 7<sup>th</sup> (by 1911), 8<sup>th</sup> (by 1911), 9<sup>th</sup> (by 1911), and 10<sup>th</sup> (1886) Streets on the west. Exterior streets that extend from the boulevard's outer curve are Railroad Street (by 1940)

on the north; Quarry Street (1911-1928), Kress Court (by 1950), Circle City Drive (1886 as Commercial Street) and Fullerton Avenue (1886) on the east; and Willard Way (1911-1928), Garretson Avenue (1886), and Palm Avenue (by 1907) on the southeast (Sanborn Maps 1900-1942; Houck 1886; CPL 1939, 1940).

Many narrow asphalt alleys access Grand Boulevard from both the inner and outer curves (Photo 31). Twenty-four original alleys split the blocks north-south and west-east inside the circle, directly accessing Grand Boulevard in 32 places around the entire interior curve, eight in each quadrant. Most alley approaches are extant in their original placement. Many original, asphalt alley approaches with concrete gutters and full-height, curved curb radii exist in their original width, configuration, and materials, including one between 5<sup>th</sup> and 6<sup>th</sup> Streets in the northeast quadrant, three in the northwest quadrant between 3<sup>rd</sup> and 4<sup>th</sup> Streets, 2<sup>nd</sup> and Sheridan Streets, and Sheridan to Belle Streets. Five original alley approaches are extant in the southeast quadrant, between 6<sup>th</sup> and 7<sup>th</sup> Streets, 8<sup>th</sup> and 9<sup>th</sup> Streets, 9<sup>th</sup> and 10<sup>th</sup> Streets, Joy and Howard Streets, and Howard and Victoria Streets. The southwest quadrant has one original alley approach between Belle and Washburn Streets. A mix of other extant alley approaches indicates a variety of modifications over time, including the replacement of asphalt with concrete, the widening of one or both sides of the approach, and the replacement of historic radii with compatible, sloping or flattened curbs. Some alley approaches have been removed to accommodate adjacent development. Original alleys on the outside curve of Grand Boulevard are difficult to quantify, but several are extant along the western curve between Sheridan Street and Frontage Road, Sheridan and Merrill Streets, 6<sup>th</sup> and 7<sup>th</sup> Streets, 3<sup>rd</sup> and 6<sup>th</sup> Streets (with one original radius), and between Belle and Sheridan Streets (with new radii).

Countless numbers of driveway approaches to adjacent private property line the inner and outer curves of Grand Boulevard. Many retain original width, configuration, and early materials and are constructed of asphalt or concrete with concrete gutters and full-height, curved curb radii. Many have been widened, modernized, filled, replaced, or added over the decades (Photo 35).

#### *Curbs & Gutters*

Many stretches of early concrete curbing of smaller scale and more exposed, fine aggregate exist throughout the boulevard, as do later sections, and may date to as early as 1905 on the south half (see C-3 on District Map; Corkhill 1912:287). Curb and gutter have been replaced throughout over time as related to in-kind repair and maintenance, the addition, modification, or removal of alley and driveway approaches, and the installation of accessible ramps (compare Figure 13 and Photo 20). One short length of original granite curb is extant on the inside curve of Grand Boulevard at the southern end of Ramona Street where it meets the roadway in an accessible radius and continues approximately 10' along Grand Boulevard toward S. Main Street (see C-155 on District Map; Photo 18).

#### Parkways & Sidewalks

The Grand Boulevard roadway is ringed on both the inner and outer curves by great stretches of wide parkway between the curb and sidewalk (see C-4 and C-5 on District Map; Corkhill 1912:287; Photos 27 & 32). The inner curve of the boulevard supports the most symmetrical and consistent border as the layout of interior streets in grid fashion presents the curved edge of eight blocks to the roadway in each quadrant (Figure 2). In most sections, parkways are 12-foot-wide and turfed, though some areas are bare, weeded, or planted with ivy or small shrubs. Roadside amenities like street trees and streetlights are located in the parkway, and one remaining granite hitching post (see C-156 on District Map; Photo 30 & 33) is extant along the outer curve of the southeast quadrant between Willard Way and Fullerton Avenue.

The inner and outer curves of the southern half of the boulevard represent the most intact expanses of parkway (ca. 1905; Photos 11, 27, 30, & 36), though a few small segments of parkway in front of a handful of individual properties throughout the circle have been narrowed or filled to accommodate adjacent development, particularly at the major intersections where Grand crosses 6<sup>th</sup> and Main Streets (Photo 7). Parkway beneath the Riverside Freeway are reduced in width (1961) and unplanted (Photo 2). North of the freeway, some stretches of original widths remain along the inner curve, while others have been narrowed, filled with concrete and tree wells, or eliminated (Photo 1 & 43). Sidewalks ring the inner and outer edges of the boulevard and its related features. Aggregate mixtures and scoring patterns indicate that the installation of sidewalks was completed in sections from before the turn of the century through the 1920s, and the first large-

scale addition of sidewalks was in 1905 on the southern half (Corkhill 1912:287; Photos 6, 9, & 28). Repaired/replaced segments are found throughout the boulevard, and modifications to sidewalk width or alignment follow that of the parkways, with the most notable changes at the freeway or in the northern sliver.

### *Street Trees*

Many original or early street trees line the inner and outer curves of Grand Boulevard from the parkway (see C-6 on District Map; Photos 27 & 36). Original plantings date may date to the late 19<sup>th</sup> century and early replacements up to the 1920s. Palm species are the most prolific followed by oak, and carob, eucalyptus, pepper, cypress and newer magnolia are also identified. The number of street trees varies by block but is more consistent along the inside curve due to the uniformity of the interior gridiron.

Palms line whole blocks, including along the outer curve from Railroad to Sheridan Streets and along the inner curve from 6<sup>th</sup> Street to St. Edward Circle (formerly 5<sup>th</sup> Street) in the northwest quadrant; along the inner curve of the northeast quadrant from 2<sup>nd</sup> to 6<sup>th</sup> Streets; and on the inside curve between 6<sup>th</sup> and 7<sup>th</sup> Streets, 10<sup>th</sup> and Joy Streets, and Ramona and S. Main Streets and on the outside curve between 10<sup>th</sup> and Garretson Streets in the southeast quadrant (Photos 16, 37, 40, & 41). Rows of palms are also found in tree wells where Grand Boulevard crosses 6<sup>th</sup> Street on the east and west (Photo 7). Early silk oak (aged 80-100 years) are interspersed with at least 100-year-old California fan palm species along many blocks on the interior curve, particularly from 7<sup>th</sup> to 10<sup>th</sup> Streets and Joy to Howard Streets in the southeast quadrant, from 6<sup>th</sup> to Washburn Streets in the southwest quadrant, and from St. Edwards Circle to 3<sup>rd</sup> Streets in the northwest quadrant (Figure 15; Photos 4, 5, 8, 25, & 36). A variety of original or early oak species, including California oak and cork oak, dot the blocks along the outer curve of the southern portion of Grand Boulevard, particularly from 8<sup>th</sup> to 9<sup>th</sup> Streets and Belle to Sheridan Streets in the southwest quadrants and from Willard Way to 10<sup>th</sup> Street and Palm to Victoria Streets in the southeast quadrant. In addition, several impressive original or early specimens are found along the circle, including a gnarled cork oak tree (Photo 29) between Willard Way and Fullerton Avenue along the outer curve of the southeast quadrant, a far spreading carob tree (Photo 10 & 11) at the southeast corner of 8<sup>th</sup> Street in the southwest quadrant, a massive Italian cypress tree (Photo 21) between Howard and Victoria Streets along the inner curve of the southeast quadrant, and several twisted eucalyptus trees. A handful of mature peppers (Photos 14, 19, 21, & 22) have escaped disease, which has slowly removed rows of turn-of-the-century peppers since the mid-20<sup>th</sup> century (Figures 12, 14, & 20).

Throughout the boulevard, new plantings, usually oak or magnolia, are consistently found in the regular spaces between mature specimens where dying or diseased trees have been removed, and a handful of gaps identify still-missing trees (Photos 12, 26, 39 & 42). Trees have been missing from the outer curve of the northwest quadrant between 3<sup>rd</sup> and 6<sup>th</sup> Streets since 1961. Tree wells enclose mature trees or new plantings in a few isolated spots and in a portion of the outer curve north of State Route 91 where relocated (2002) historic Mexican fan palms are interspersed with newer magnolia trees or planted behind new sidewalks laid at the curb (Photos 1, 43 & 44).

### *Streetlights*

The boulevard is lit by 148 historic and reproduction lamps mounted in the parkway, directly behind the curbing (see C-7 through C-154 on District Map) a post-WWII mast arm light (See NC-2 on District Map; Photo 23) suspended from a slim power pole in the southeast quadrant, and modern concrete mast arm lights combined with traffic signals at main intersections (see NC-3 through NC-48 on District Map; Photos 3, 34, 38 & 41). Like street trees, the number of historic streetlights varies by block but is more consistent along the inside curve.

Numbered historic concrete standards with acorn-shaped post-top luminaries (many replaced in-kind) are intermixed with at least two iterations of modern concrete replicas that have replaced damaged or missing streetlights over the decades (compare Photos 4, 11, & 26). Moving west and east from the intersection of N. Main Street and Grand Boulevard, streetlights along the western and eastern halves of the boulevard are numbered to S. Main Street. Streetlights are labeled with even numbers around the outside of the roadway and odd numbers along the inside curve. Beginning with number 3 on the west side and number 1 on the east side of Grand Boulevard and N. Main Street, counting continues back and forth across the roadway, going up to 93 in the western half and up to 91 in the eastern half, to S. Main Street. Some original lamps are missing, new concrete replicas have replaced others, and some have been protected or salvaged and relocated during adjacent construction.

Historic photos indicate that the first streetlights (ca. 1913) installed on the boulevard are no longer extant (Winn 2006:13, 101). A comprehensive ornamental streetlight project was completed in the late-1920s, which fieldwork indicates included the placement of 186 lamps along the boulevard (McRae & McRae 1924:n.p.; Curry Engineering Company 1928; Figure 20). Of these, 146 historic style lights remain – 26 in-kind replacement standards in original or near original placement and 120 historic standards of which 105 remain in original or near original placement, nine are unmarked or unreadable and are likely in original position, and six have been relocated to replace missing standards on the boulevard. Forty original standards are simply missing, and two additional historic style in-kind reproduction standards have been added to the boulevard.

### Pocket Parks

Two originally planned pocket parks (1886) are situated along the inner circle of the boulevard in the small, triangular spaces made where the boulevard intersects at odd angles with 10<sup>th</sup> and Merrill Streets and 10<sup>th</sup> and Joy Streets in the southwest and southeast quadrants, respectively.

Merrill Park (formerly Eucalyptus Park) is informally planted with turf and various mature eucalyptus and palm species. Two mature trees (likely oak) and a new planting in the Merrill Street parkway and alternating palms and silk oaks in the Grand Boulevard parkway border the park; no street trees or parkway are extant on 10<sup>th</sup> Street. A concrete walkway from 10<sup>th</sup> Street leads to one large concrete slab where two metal picnic tables, a metal bench, barbeque, metal water fountain, and a concrete trash receptacle are anchored (2002) and four round tree wells encircle matching mature palms (see C-157 on District Map; Photo 13).

Joy Park (formerly Cypress Park) is also informally planted with turf and mature palm species, two possible sycamore trees, a red-flowering gum tree, and a few newer plantings. Joy Park is ringed with four mature palm trees in each of the parkways on Grand Boulevard, 10<sup>th</sup> Street and Joy Street. The park is elevated slightly at the corner of 10<sup>th</sup> and Joy Streets where a very low concrete retaining wall with two steps to 10<sup>th</sup> Street and one step to Joy Street borders the sidewalk. Like at Merrill Park, matching amenities were installed in 2002. A metal bench and water fountain is located on a small concrete pad adjacent to the Grand Boulevard sidewalk where a walkway leads to one picnic table and trash receptacle on a concrete slab. The other picnic table and barbeque are on a small concrete pad near the center of the park (see C-158 on District Map; Photo 24).

Two additional pocket parks, Fern Park and Maple Park, are depicted on an 1887 townsite plat of South Riverside (M.B. 9/8) in the corresponding triangular spaces in the northwest and northeast quadrants, respectively, and an 1886 lithograph (Houck 1886) shows a formal park planted in the northeast triangle (Figures 2 & 3). These northern pocket parks, may have been abandoned in the early 20<sup>th</sup> century as they are not depicted on early Sanborn maps, but do continue to appear in historic aerials prior to the addition of the freeway bridges in their vicinity (Sanborn Maps 1900-1942; Figures 5-11).

### Integrity

Minor modifications throughout the decades have supported the continued and modern use of Grand Boulevard. The roadway has been resurfaced and restriped many times to accommodate fluctuations in vehicular flow; modern traffic and pedestrian signals and traffic signals with mast arm lighting (see NC-3 through NC-89 on District Map), have been added (beginning in the 1960s) at main intersections. In-kind reproduction cast concrete standards have replaced some missing or damaged lampposts and original post top luminaries have been replaced with in-kind acorn style globes. New compatible plantings have replaced dying, diseased, or aging street trees. Accessible ramps have been added along the entire boulevard, and curb cuts and approach modifications have facilitated the improvement of adjacent properties, alley access, and the addition or extension of intersecting streets.

Two major projects have been completed in the second half of the 20<sup>th</sup> century. The Riverside Freeway (State Route 91) was installed in 1961 over Grand Boulevard across the northern portion of the circle near 2<sup>nd</sup> and Merrill Streets in the northwest quadrant (Photo 2) and 2<sup>nd</sup> and Joy Streets in the northeast quadrant (Photo 42). The roadway width and configuration was unaffected by the installation of the freeway, but parkways beneath and adjacent to the freeway were reduced in size to accommodate overpass supports and cleared of

vegetation; original streetlights remain just north and south of the freeway bridges. The intersection of a few streets and alleys with Grand Boulevard was altered or eliminated by the freeway project, including Pearl Street along the outside edge and Joy and Ramona Streets on the inner curve of the northeast quadrant as well as Merrill Street in the northwest quadrant, and the two northern pocket parks were removed. In 1976, a grade separation project elevated the northernmost portion of Grand Boulevard to meet N. Main Street, which was reconstructed as an overpass above the railroad tracks just north of the boulevard. The roadway was widened to accommodate the rising curve by adjusting the outer curve parkway width for approximately 150 feet on either side of the intersection of N. Main Street. Relocated historic Mexican fan palms and new magnolias as well as historic street lights were retained and incorporated into the new hard edge of the still perfectly circular roadway (Figures 5-11; Photos 1 & 44).

Grand Boulevard retains an excellent degree of integrity. The location, design, and association of the circular boulevard remain intact. Though minor modifications, repairs and maintenance, and the elevation of the northern sliver have affected workmanship, materials, and feeling somewhat, these aspects of integrity continue to be expressed throughout the boulevard in the very curvature of the roadway, parkways and sidewalks, the segment of granite curb and hitching post, stretches of scored concrete sidewalk and curbs, curved driveway radii, and many historic streetlights. Feeling and setting permeate the entire district but are less expressed near the freeway bridges, at the height of the elevated portion, and at signaled intersections, and are more expressed along the southern half of the boulevard where two pocket parks are extant and stretches of wide turfed parkways, streetlights, and mature trees are most consistent.

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

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

**Areas of Significance**

(Enter categories from instructions)

- Community Planning and Development
- Landscape Architecture
- Engineering
- Exploration/Settlement

**Period of Significance**

1886-1928

**Significant Dates**

1886  
1913, 1914, 1916

**Significant Person**

(Complete only if Criterion B is marked above)

**Cultural Affiliation**

**Architect/Builder**

Kellogg, Hiram Clay

**Criteria Considerations**

(Mark "x" in all the boxes that apply)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

**Period of Significance (justification)**

The period of significance is 1886, the year in which Grand Boulevard was first laid out, to 1928, which represents the completion of the installation of important contributing features (streetlights).

**Criteria Considerations (explanation, if necessary)**



**Statement of Significance Summary Paragraph** (provide a summary paragraph that includes level of significance and applicable criteria)

“This road is three miles long without a corner in it, and it ends wherever it begins. It is a perfect circle...” (Field 1913:564). The City of Corona, formerly South Riverside, is still known as the Circle City for its defining feature, Grand Boulevard (1886), which forms a mile-wide circle on the landscape that encloses the original townsite. An international auto racetrack in the early 20<sup>th</sup> century and a landmark to aviators throughout the decades, it is significant for its association with Hiram Clay Kellogg, noted late-19<sup>th</sup> to early 20<sup>th</sup> century civil and hydrologic engineer who contributed to the origin, infrastructure, and development of many southern California and western cities (Criterion C). In addition, Grand Boulevard is significant as a distinct urban form and achievement in community planning and development inspired by the Park Movement during the railroad town settlement era of the west from 1869-1889 (Criterion A). The resource consists of the entire 100-foot right-of-way width and approximately 3-mile length of the circle, which includes the roadway itself, its intersection with historic streets and alleys, driveways, gutters, curbs, parkways, street trees, streetlights, sidewalks, a hitching post, and two pocket parks. The period of significance is 1886, the year in which Grand Boulevard was first laid out, to 1928, which represents the completion of the installation of important contributing features (streetlights).

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**Narrative Statement of Significance** (provide at least **one** paragraph for each area of significance)

With generous government loans and land grants for railway construction, a new era in the settlement of the west began with the decision to construct a transcontinental railroad in the 1860s, one that centered primarily on the strategic location of townsites based on the actual or anticipated path of the western rail network. Many temporary and surprisingly moveable end-of-track towns sprang up as the rail lines of the Union Pacific, Burlington, Kansas Pacific, Atchison, Topeka, & Santa Fe, Northern Pacific, and Great Northern railroads were extended west of the Mississippi River, across the plains and into the Pacific Northwest, the Southwest, and California (Reps 1981:80-86). Hundreds of western towns were born by the railroads while as many fell victim to the poor urban planning inherent in boom-to-bust townsite promotion. Some established cities, like Omaha, Nebraska (1868) and Las Vegas, New Mexico (1882), were boosted by the arrival of the railroad, while others suffered when bypassed in favor of nearby locations, like Phoenix, which resorted to building its own rail line in 1887 when skirted by the Southern Pacific. Some railroad companies demanded subsidies to enter existing towns or easily resisted control by running lines outside of town limits (Reps 1981:89-91).

With the completion of the transcontinental railroad 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 (McWilliams 1973:115). Railroad-related town planning and promotion in the greater Los Angeles area began in earnest with the connection of Los Angeles in 1876 to the Central Pacific Railroad system (Reps 1981:89, 95). The initial boom soon waned in the brief national depression of the late 1870s, in which the region experienced a period of quiet but substantial growth, with improvements in water supply and agricultural production, particularly grapes and citrus, that would critically broaden the focus of urban development efforts after the depression to include not only the proximity of the railroad, but also the accessibility of water (McWilliams 1973:117).

The opening of a direct Santa Fe transcontinental line into southern California in 1885 rejuvenated earlier expectations and marked the beginning of a real estate explosion in the region (Starr 2007:146). Competition between the Santa Fe and Southern Pacific railroads, which shortly reduced the passenger rate from Missouri Valley to southern California to \$1, facilitated unprecedented migration from the East and Midwest. The Santa Fe delivered several passenger trains a day, and the Southern Pacific reported transporting 120,000 people to Los Angeles in 1887. Among serious investors, veteran townsite “sharks” of the Midwest descended upon

southern California in what became a short-lived frenzy of speculation. Only 48 of the more than 100 towns platted in Los Angeles County from 1884-1888 survived, and at the height of the railroad town boom between 1887 and 1889, more than 60 new towns totaling 79,350 acres were laid out in southern California (McWilliams 1973: 113-122). Thirteen of these were platted along the Santa Fe line in the three short months of spring 1887, and by the end of the year, 25 cities and towns had sprung up in the 36 miles between Los Angeles and San Bernardino County. Along the line of the Southern Pacific, eight more had been surveyed, and between the two rights-of-way, three other towns were platted (Reps 1981:100-101). 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 (Mermilliod 2004).

It was during this heyday of the railroad town era that a colony was conceived by Robert B. Taylor on an alluvial plain three miles wide and six miles long on the northern slope of the Santa Ana Mountain foothills of San Bernardino County. A legitimate and serious investor-colonist originally from Ohio, Taylor had been involved in successful land development projects in Indiana, Iowa, and Nebraska before turning his attention to southern California in February 1886. Taylor quickly gathered other gentlemen associates, and together with Adolph Rimpau of Anaheim, George L. Joy, head of a large trust company in Sioux City, Samuel Merrill, ex-governor of Iowa, and A. S. Garretson, a Sioux City banker, he organized the South Riverside Land and Water Company. The company purchased about 12,000 acres from the heirs of B. Yorba as well as water-bearing land in the Temescal Valley (Corkhill 1912:256; Gunther 1984:508).

The transformation of the land began at once. R.B. Taylor immediately engaged Hiram Clay Kellogg to secure water and plat the town and rural acreage for South Riverside, likely named for its proximity to the thriving town of Riverside 15 miles to the northeast. A California native, H.C. Kellogg (1855-1921) became well-known and revered in his time as a one of the best civil and hydrologic engineers in his profession, as well as a noted architect and builder, throughout southern California and other areas of the west, but at the time he was contracted by Taylor, he had only just begun his impressive career.

Born of old New England stock who became pioneer settlers in Illinois, the Kellogg family migrated to Napa Valley, California in 1846 where H. C. Kellogg was born (Armor 1921:337). In 1868-9, the family moved to a farm in Anaheim, the first colony in California to successfully practice irrigation (Smythe 1895:65). While still attending Wilson College (precursor to University of Southern California), he was employed by Captain Smith, engineer of a portion of the Coast Survey, to work out the triangulations of the survey of the Wilmington and San Pedro harbors (Armor 1921:337). After graduating as a civil engineer in 1879, at age 24, Kellogg laid out vineyards in Anaheim, Placentia, and Pasadena during the heyday of the southern California grape and winery industry, which thrived in the lull between the boom times, until he was engaged to lay out the town of Elsinore in 1883 (Armor 1921:337; Smythe 1895:65). From 1884-86, he worked as Chief Engineer and Construction Superintendent of the newly organized Anaheim Union Water Company (Smythe 1895:65), where he remained employed as engineer or consulting engineer until 1921, and was elected Deputy County Surveyor of Los Angeles County in 1885 (Armor 1921:337), which included all of what is now Orange County.

Kellogg turned his attention to Taylor's barren plain in 1886, living in a tent among an orange grove while he surveyed and drew plans for the townsite (Gabbert 1935:180). With instructions to make the boulevard 100 feet wide (Taylor n.d.) and to situate the colony within about a half-mile of where the track of the proposed California Southern Roadway was to be laid, Kellogg seemingly effortlessly, laid out the most prominent feature of the town in a matter of days:

On June 6, 1886, he drove the first stake in what is now the intersection of Main and Sixth streets. From thence he ran a line to what is now the intersection of the Boulevard and Main Street, south. He then ran a line in a grand circle, one mile in diameter. This was the Grand Boulevard surrounding the town, a feature possessed, perhaps, by no other town. Inside the circle the streets were laid out at right angles, outside the roads were laid out radiating from the circle... (Corkhill 1912:257; Figure 3).

As the only boulevard in the city, Taylor's intention for the circular roadway to separate townsite and rural lots was a traditional European role, as boulevards once served as a line of defense between city and country. By the Baroque period, which centered on the 17<sup>th</sup> century, walls that had encircled city centers were replaced by earthen ramparts with flat, tree-lined summits. Centuries of evolution equated this early boulevard with the tree-lined European avenue, and by the mid-19<sup>th</sup> century, they were in use as landscaped roads with new design features such as underground storm drains, sewers, macadam paving, house numbering, mail boxes, and most importantly, sidewalks. Formally codified in 1859 during a modernization plan for Second Empire Paris (1852-1870), boulevards became boundary lines between areas of town and lines of communication defined with three distinct strips – sidewalks for pedestrians and a roadway for rapid traffic separated by rows of trees, giving the impression of fluid movement unrelated to adjacent development (Kostov 1991:249-252).

The tree-lined American boulevard emerged in the post-Civil War decade well before Ebenezer Howard's garden cities (1898), the City Beautiful movement (1900-1910) and the origin of comprehensive city planning in the early 20<sup>th</sup> century as an extension of the Park Movement begun by Frederick Law Olmsted, who was deeply influenced by romantic idealism and the developments in European urban and landscape design after visiting Paris in 1859. Olmsted's parkway, or park and boulevard system, evolved after his first great work with Calvert Vaux in the design of Central Park (1865) from a green connector of parks in a plan for San Francisco (1866) and the suburb of Brooklyn (1866) to a broad, landscaped and tree-lined pleasure drive with the modification of his plan for Brooklyn and the design of Buffalo in 1868 (Wilson 1989:27; Peterson 2003:44). Like his picturesque suburbs, Olmsted envisioned parkways as an escape from the rectilinear monotony of the urban grid through "roads of gracefully curved lines, generous spaces and the absence of sharp corners, the idea being to suggest and imply leisure, contemplativeness and happy tranquility" (Fisher 1986:145). The Olmstedian model was interpreted far and wide by newly named landscape architects. The ensuing infusion of park space among urban centers and the design of green suburbs became so suddenly popular that by 1870, one observer noted, "every respectable sized city in the country, prompted by what New York has done, is talking about parks" (Peterson 2003:42).

The Park Movement permeated not only the densest of built urban spaces and their spreading periphery in the East and Midwest, but also soon spread to the distant frontier. The idea for the layout of Grand Boulevard came from Taylor himself by way of Omaha and Olmstedian inspiration:

On my return trip to Sioux City,...I stopped at Omaha and learned while there that the city was spending large sums of money to secure a grand boulevard about the city. I then and there decided to lay out a grand boulevard in a perfect circle around the proposed townsite on the Company lands and later the matter was taken up with Mr. Kellogg and the survey for the circle was made... (Taylor 1913).

The plans Taylor had heard about in Omaha were realized a few years later when in 1889, the Omaha Board of Public Works (1882) and newly-formed Park Commission formally engaged Horace W. Cleveland, a well-respected Olmsted contemporary, to plan a system of green space and recreational areas that included a network of tree-lined, landscaped boulevards.

Despite the rapid spread of Olmstedian landscape design and its far-reaching influence on city form, like most suburbs being carved on the outskirts of great eastern cities, budding western townsites of the late-19<sup>th</sup> century held fast to long-held planning concepts, relying heavily on the conventional and inexpensive grid drawn by surveyors or engineers, with improvements and services like gas and water delivery, sewers, and electricity, provided on an additive, follow-up basis (Peterson 2003:24). Inherited from the perfect shapes and ideal lines of Renaissance civic design, the gridiron in the American west was also a descendant of Spanish and Mexican town development under the Laws of the Indies (*ibid* 2003:26; Reys 1981:7). Universally acknowledged as the most practical urban form, even by Olmsted (Fisher 1986:141), gridiron design had significant commercial advantages, with consistent lot, block, and street size, alluring corner properties, buildable deep and narrow lots, and simple, easily-recorded lot boundaries (Peterson 2003:8-9), attributes all favorable for land speculation and swift settlement. Having discarded an idea to lay out interior streets in concentric circles with a

park in the center of the town, Taylor approved an interior gridiron plan for South Riverside with town lots inside the circle and farm lots outside, safeguarding speculation and future development with a proven railroad town layout featuring an approximately 300-foot main plaza square, a maximum 100-foot-wide Main Street, important cross streets of up to 80 feet in width, and residential streets of no more than 60 feet to ensure intimacy (Kostof 1991:150).

South Riverside, however, was not merely a circle atop a grid or grid overlaid by a circle. Kellogg carefully proceeded to synthesize two distinct urban forms, as evidenced by the varied street widths within the circle to maintain street and alley rhythm and uniform block dimensions (Figure 2). Typical railroad town lots of 50x140 feet were shortened to 100 and 120 feet and separated by crossed alleys (Kostof 1991:150), and the circular inner edge of Grand Boulevard called for irregular outermost blocks and lots within the circle. Further, the relationship of the two forms created a true park and boulevard system on a miniature, yet grand, scale, as Taylor described: "The planning of streets in the circle left four triangles on the Boulevard inside the circle. These were meant for parks and were all set out at one time..." (Taylor n.d.; Figures 2 & 3). Two of these pocket parks, Merrill Park (formerly Eucalyptus Park) in the southwest quadrant and Joy Park (formerly Cypress Park) in the southeast quadrant, are still extant, though Fern Park and Maple Park along the northern inner curve may have been abandoned in the early 20<sup>th</sup> century as they are not depicted on early Sanborn maps, but do continue to appear in historic aerials prior to the addition of the freeway bridges in their vicinity (Sanborn Maps 1900-1942; Figures 5-11).

Even in its infancy, the development of South Riverside was an impressive sight to neighboring Riversiders, as one newspaper account of Kellogg's progress illustrates:

In the month of September, 1886, the writer, then living in Arlington, while out hunting in the hills northwest of that town climbed to the summit and saw for the first time the new town of South Riverside. Looking to the southwest, the broad mesa lay brown and bare, not a tree or a house in sight. The South Riverside Land and Water Company had surveyed the townsite and were plowing and grading the streets. The Boulevard, Main and Sixth streets were plowed up and were being graded and showed up like a gigantic wheel lying on the brown mesa from the top of the hill where I stood (Bonfoey 1939; Figures 3 & 4).

The design of the town was arresting and clearly unlike any other emerging town in the state (Wood 1889:293; Reps 1981:101), enticing settlers, who began to arrive in 1887 mostly from Iowa, several other states and Canada. The soil was rich and the climate healthful. Natural resources like lime, granite, gypsum, and coal as well as nearby gold, silver, copper, and tin, were abundant, and the manufacture of crockery, tile, piping, and building materials was underway. The success of agriculture and horticulture, especially oranges, lemons, limes, grapes, apricots, and olives, was foregone as mountain streams, cienegas, springs, and artesian wells were made productive under Kellogg's successful canal irrigation plan. Water rights were sold with the land, which was divided into rural tracts of 2-10 acres each (Wood 1889:293-5) outside the boulevard. Though building took time as supplies had to be hauled from the rail station in Riverside, 1887 saw the completion of the numerous dwellings, the five-story Hotel Temescal, which also served as the first church, the first orange grove southwest of town, a brickyard north of town, and the first pipe line (Bonfoey 1939; Kellogg 1897:165), as well as the start of the Citizens Bank building and the establishment of the South Riverside Bee, the colony's first newspaper (Corkhill 1912:256-257).

Despite a solid foundation such as Taylor and Kellogg had provided and a promising start, success, even survival, was dependent upon proximity to the railroad, and South Riverside was no exception:

The great need was the railroad; the roadbed was made; the rails were laid, and longing eyes were looking for the cars. All mail was directed to Riverside, from whence it was carried by stage, and although P. M. Coburn carried it gratis, yet the people wanted the railroad and a post office. At last, on June 30, [1887] the first train pulled into South Riverside, whereat there was much rejoicing. On the 12th of July an excursion was run to South Riverside from the surrounding towns. An auction sale of lots and acre property had been advertised, and on the

day appointed the crowds were there and much property was sold and many decided to locate (Corkhill 1912:257-58).

As many would be railroad cities peaked quickly and faded faster when the railroad abandoned locations in search of more populous and convenient routes, effort was deliberately made to more fully entwine the young town with local rail transportation, safeguarding its value and survival and building connectivity with nearby communities in the process. Perhaps unwilling to leave success in the uncertain hands of the California Southern Railroad (the Santa Fe system), Kellogg was again contracted in 1888 to survey and build the Southern California Motor Railway, which ran from San Bernardino to Riverside through Colton, which he also operated for eight months (Smythe 1895:65). Though ultimately not completed, work on the Pomona, South Riverside and Elsinore Railroad was underway and an extension to San Diego was being surveyed when a little more than two years after its conception, a tourist's guide to the southwest had cause to claim, "Everything points to South Riverside soon becoming one of the most important railroad centers in Southern California" (Wood 1889:293).

South Riverside was further touted as a "pleasure ground" and "popular resort" with room for all on its 15,000 acres and a grand boulevard that served, as Taylor had envisioned, as "a beautiful drive around the circle city of the citrus belt," encircling many "modern and substantial" improvements (Wood 1889:293-295). Careful investors, settlers, health seekers, and motivated workers were invited:

Come and see for yourself, look the ground over, if it suits, invest, take hold and help along public and private enterprises, become an active citizen, share in the present and future prosperity of the "Queen Colony," "Gem of the Orange Belt," South Riverside, Southern California (Wood 1889:295).

Nicknames such as the 'Crown Colony,' 'Circle City,' and 'Queen Colony' were popular and interchangeable, and after Riverside County was formed from portions of San Bernardino, Orange and San Diego counties, South Riverside voted (1896) for the more distinct and relevant name of Corona, meaning "crown" in Spanish, possibly in reference to Grand Boulevard.

Evidence of an original planting scheme for the boulevard of a single large tree ringing the outside curve and an alternating pattern of two species, including palms, ringing the inner circle is found in the field, though historic photos depict early departures from the initial plan (Houck 1886; Figures 3 & 4). One historic account indicated that widespread planting of street trees had not begun by 1889 (Wood 1889:294), but a circa 1890 birdseye view (Figure 4) shows maturing trees lining the inner curve of the northern half where the industrial area beyond the circle in the northernmost portion may have left the outer curve bare for decades. Parkways were likely installed in stages with the southeast quadrant, where the oldest remaining homes are extant, enjoying the earliest improvements (Figures 12-15; Photo 30). The earliest trees on the boulevard appear to have been peppers, which were recommended for replacement by live oak planted every 40-50 feet (Cornell n.d.), and palm species. Throughout the boulevard, mature live oak are found along the outer curve and alternating silk oak and palms line many stretches of the inner curve (Photos 4, 5, 8, 12, 25 & 36); other mature specimens of pepper, carob, eucalyptus, cypress, and oak, including cork oak, are found on the boulevard (Photos 10, 14, 19, 21, 22 & 29). Original and early curbs and gutters were granite or concrete according to their piecemeal installation as adjacent parcels were developed, and later, whole streets were improved (Photo 18). A large-scale project initiated in the mid-1920s enlarged the City's ornamental street lighting system and added the standards still extant on Grand Boulevard by 1928 (McRae & McRae 1924:n.p.; Curry Engineering Company 1928). As early as 1889, the interior streets had already been well graded, but streets around the outside curve of Grand Boulevard were added throughout the early 20<sup>th</sup> century and were essentially completed by the late 1920s (CPL 1939 & 1940; Figures 3 & 5-11). Early improvements to the Grand Boulevard roadway itself, which was macadamized by 1914, can be attributed to its use as an auto speedway, for which it is still best known locally.

The Circle City hosted a handful of races in the early 20<sup>th</sup> century when it briefly entered the international auto racing scene and became known as the “Indianapolis of the West,” unique among the over 100 road courses, board tracks, and oval tracks in southern California (Osmer 2000). Star racecar drivers of the time, including Barney Oldfield, “Wild” Bob Burman, Teddy Tetzlaff, Sam Price, Eddie Pullen, Eddie O’ Donnell and Ralph De Palma were among the racers who competed, and broke records, on the boulevard. International road races were held in 1913, 1914, and 1916 (Figures 16-19) and offered up to \$12,000 purses and grand trophies, attracting crowds of over 100,000 (Winn 2005:56-59; Winn 2006:95-99) to “the most famed highway in the world” (CPL n.d.). In 1915, Taylor himself admitted, “We thought it would prove a racetrack and be a profit to the town. It turned out to be an auto speedway and no other town in the state, or perhaps any state, has this distinction” (Taylor n.d.).

In the years after he laid out this unique circular boulevard, Hiram Clay Kellogg became more widely known and regarded in his field. In 1887, he laid out the nearby boom town of Auburndale (no longer extant; Gabbert 1935:180), and in 1889, he became Engineer of the Anaheim Irrigation District, drafting all preliminary surveys and later planning and supervising the construction of the inverted siphon in the Orange canal (1892) for the Santa Ana Valley Irrigation Company. He returned to the Circle City in 1892 to survey and supervise the installation of a second 30,000-foot irrigation pipe in 1892, which included 14 inverted siphons, over 9 miles of rough mountainous terrain (Smythe 1895:65; Kellogg 1897:165-174). His approach to civil and hydrologic engineering as a whole system and his willingness and ability to think unconventionally was again illustrated early in his career in the engineering of this second irrigation line when he devised a more cost effective approach to irrigating 2,000 sloping and undulating acres. Kellogg himself later described the method in an address before the Technical Society of the Pacific Coast:

Before describing the distributing system, it will be necessary to describe the method of subdividing the land under this system. The method is unique, but as it has fully come up to all expectations, and, in practice, has successfully met all the criticisms that were offered, the writer has no hesitancy in placing it before the Society as the best method to be used where the land slopes uniformly in two directions....[T]hese lands had a slope of 150 feet to the northeast...[and]...were slightly undulating at right angles to the slope, so that it was not always certain that the water would run at right angles in one direction from a lateral pipe running down this slope, and, even if it did, there would have to be a lateral for each tier of lots....The street and lateral lines of pipe were placed as nearly as possible at right angles to the main line, and the corners of the lots were moved up the slope along the laterals....As is usual with all new departures of this kind, many objections were offered. As the tract was to be set out to trees, it was claimed that the lots should be square, but it was easily shown that the rows would be just as straight in parallelograms. As a result, these lots have commanded the highest prices, as they furnish more opportunity for the exercise of taste in their improvement. More than half of the tract is now planted, there are many bearing orchards, and their appearance is a sufficient commendation of the plan (Kellogg 1897:172-4).

Kellogg went on to serve as Chief Construction Engineer for the Peoria Canal Company, rebuilding the Gila River Dam (1893-4) in Arizona Territory (Smythe 1895:65). He was elected Orange County Surveyor (1894-1899) where he was responsible for the construction of many major roads and bridges throughout the county (Marsh 1991), followed by a term as City Engineer of Santa Ana (1899) where he developed a successful city sewerage system (Armor 1921:337). Kellogg remained as Engineer of the South Riverside water system until 1900 when he left for the Hawaiian Islands (Guinn 1902:709), where he built two reservoirs, a canal, and an irrigation dam on Oahu (Armor 1921:337; Marsh 1991). Kellogg returned to California to plat Yorba Linda in 1908-09 (Butz 1979:Ch.4) and construct a storm drain and sewerage system for Corona in 1910, after two previous attempts had failed (Photo 15). Until his death in 1921, Kellogg oversaw the protection of the local Santa Ana River system as Engineer (1906) of the Newport Protection District, where he was responsible for flood control of the Santa Ana River from Santa Ana to the ocean, and as Engineer for the Santa Ana River Development Company, where he monitored the water supply, investigated water-related litigation, and served as an expert witness (Armor 1921:337-38).

An inexhaustible man of varied ability and interests, Kellogg designed his own "Neo-classical Victorian" (1898) home in Santa Ana (Marsh 1991), which is designated as a local Landmark and eligible for listing in the California Register of Historical Resources and the National Register Historic Places, and built a 100x200' concrete, marble, and bronze mausoleum (1918-19) in Oakland. He was also active in fraternal, civic, social, and professional circles. Committed to Freemasonry, Kellogg was a member of the Santa Ana Lodge No 241, belonged to the Chapter, served as illustrious master of the Council and eminent commander of the Commandery, and was a member of the Al Malaikah Temple, Ancient Arabic Order of the Nobles of the Mystic Shrine (AAONMS), in Los Angeles. He was a leader in the Native Sons of the Golden West, where he served as president of the Invincible Parlor and held the office of deputy district grand president for fourteen years, and he was an active and prominent member of the Technical Society of Civil Engineers of the Pacific Coast (Armor 1921:338).

Though uncommon but perhaps not surprising, the wealth and range of Kellogg's achievements gained him well-deserved recognition in his own time:

The work accomplished by Mr. Kellogg in the line of his specialty, civil engineering and surveying, entitles him to special recognition on the pages of history and in the annals of his state.... The Technical Society of Civil Engineers of the Pacific Coast has among its members none who has achieved greater success, in a shorter period of time, than has rewarded the judicious efforts and wise judgment of that successful and widely known civil engineer, H. Clay Kellogg (Gould 1902:709-10).

And in an address before the Board of Trade on the layout of the Circle City, Kellogg, himself, requested a final privilege:

In closing I want to say that the highest honor I could ask, would be that in the history of Corona, my name be enrolled with those of her citizens who had a part in the story of her wonderful development (Kellogg n.d.).

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- Winn 2010. Interview of Mary Winn, Vice President, and Richard Winn, Treasurer, Corona Historic Preservation Society, by Jennifer Mermilliod, JM Research & Consulting (JMRC) on 11 March 2010 and 8 August 2010. Interview Notes on file with JMRC.
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**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67 has been Requested)
- previously listed in the National Register
- previously determined eligible by the National Register

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government

Grand Boulevard Historic District  
Name of Property

Riverside, CA  
County and State

designated a National Historic Landmark  
recorded by Historic American Buildings Survey #  
recorded by Historic American Engineering Record #

University  
 Other  
Name of repository: Corona Public Library Heritage Room

Historic Resources Survey Number (if assigned):

**10. Geographical Data**

**Acreage of Property** 37.7  
(Do not include previously listed resource acreage)

**UTM References**

(Place additional UTM references on a continuation sheet)

1 Zone Easting Northing 3 Zone Easting Northing  
2 Zone Easting Northing 4 Zone Easting Northing

**Verbal Boundary Description** (describe the boundaries of the property)

The boundary of Grand Boulevard Historic District is defined by the full length of the contiguous circular thoroughfare, which crosses Main Street in the north and south and 6<sup>th</sup> Street on the west and east, the full width of its 100-foot right-of-way, and two adjacent pocket parks along the inner curve of the boulevard at its juncture with 10<sup>th</sup> and Merrill Streets and 10<sup>th</sup> and Joy Streets.

**Boundary Justification** (explain why the boundaries were selected)

The boundary reflects the original 1886 design concept of the tree-lined thoroughfare by founding father Robert B. Taylor and Civil Engineer, Hiram Clay Kellogg and the early development or function of Grand Boulevard during the period of significance (1886-1928) and includes the curvilinear roadway ringed along the inner and outer curves with intersecting streets and alleys, driveway and alley approaches, curb and gutter, parkways with street trees, streetlights, a section of granite curb, one extant granite hitching post, sidewalks, and two remaining pocket parks. The boundary is also coincident with that filed (1887) and recorded (1888) by the South Riverside Land and Water Company and dedicated to the town of South Riverside (now Corona) for public use as a thoroughfare in *South Riverside Townsite Map Book 9, Page 8, Records of San Bernardino County, California (Figure 2)*.

**11. Form Prepared By**

name/title Jennifer Mermilliod, M.A., Principal  
Organization JM Research & Consulting (JMRC) date January 14, 2011  
street & number 5110 Magnolia Avenue telephone (951) 233-6897  
city or town Riverside state CA zip code 92506  
e-mail jmhistorian@earthlink.net

**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.  
1967 USGS Corona North Quadrangle 7.5' Series (1:24,000), photorevised 1981  
1988 USGS Corona South Quadrangle 7.5' Series (1:24,000), photorevised 1997 by USDA Forest Service

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map (See District Map).

- **Continuation Sheets**  
District Map  
Streetlight Table  
Figure Log and Figures  
Photograph Log
- **Additional items:** (Check with the SHPO or FPO for any additional items)  
Resolution of the City Council of the City of Corona supporting the nomination of Historic Grand Boulevard to the National Register of Historic Places (Resolution No. 2010-030), dated 21 April 2010.

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### Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

**Name of Property:** Grand Boulevard Historic District

**City or Vicinity:** Corona

**County:** Riverside

**State:** CA

**Photographer:** Jennifer Mermilliod

**Date Photographed:** December 2010

### Description of Photograph(s) and number:

Photo #1 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0001)

Northwest quadrant showing elevated portion and reconfigured parkway, camera facing west.

Photo #2 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0002)

Northwest quadrant showing freeway overpass, modern traffic signals with mast arm lights at 2<sup>nd</sup> Street, camera facing northeast.

Photo #3 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0003)

Northwest quadrant showing historic parkway and modern driveway, camera facing southwest.

Photo #4 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0004)

Northwest quadrant showing historic parkway with replacement lamppost, camera facing south.

Photo #5 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0005)

Northwest quadrant showing historic parkway lined with palm and silk oak trees, camera facing southwest.

Photo #6 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0006)

Northwest quadrant showing sidewalk scoring pattern, camera facing south.

Photo #7 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0007)

Northwest quadrant showing filled parkway at intersection of 6<sup>th</sup> Street, camera facing north.

Photo #8 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0008)  
Southwest quadrant showing mature silk oak in historic parkway, camera facing northwest.

Photo #9 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0009)  
Southwest quadrant showing sidewalk scoring pattern, camera facing south.

Photo #10 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0010)  
Southwest quadrant showing mature carob tree in historic parkway, camera facing southwest.

Photo #11 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0011)  
Southwest quadrant showing roadway and replica streetlight at 8<sup>th</sup> Street, camera facing south.

Photo #12 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0012)  
Southwest quadrant showing mature and new oak plantings in historic parkway and sidewalk scoring pattern, camera facing north.

Photo #13 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0013)  
Southwest quadrant showing pocket park between 10<sup>th</sup> and Merrill Streets, camera facing northeast.

Photo #14 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0014)  
Southwest quadrant showing roadway at 11<sup>th</sup> Street, camera facing southeast.

Photo #15 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0015)  
Southwest quadrant showing historic sewer system at Belle Street, camera facing south.

Photo #16 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0016)  
Southwest quadrant showing roadway approaching S. Main Street, camera facing east.

Photo #17 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0017)  
Southwest quadrant showing non-contributing monument marking site of the start/finish line of Corona road races near S. Main Street, camera facing east.

Photo #18 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0018)  
Southeast quadrant showing segment of granite curb, camera facing west.

Photo #19 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0019)  
Southeast quadrant showing historic streetlight and pepper tree at Victoria Ave, camera facing west.

Photo #20 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0020)  
Southeast quadrant showing historic parkway and sidewalk at Victoria Ave, camera facing east.

Photo #21 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0021)  
Southeast quadrant showing roadway, historic parkway and mature trees near Victoria Ave, camera facing east.

Photo #22 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0022)  
Southeast quadrant showing historic pepper tree near Victoria Avenue, camera facing east.

Photo #23 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0023)  
Southeast quadrant showing post-WWII mast arm streetlight, camera facing southeast.

Photo #24 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0024)

Southeast quadrant pocket park between 10<sup>th</sup> and Joy Streets, camera facing southwest.

Photo #25 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0025)

Southeast quadrant showing historic parkway with mature palm and silk oak, camera facing east.

Photo #26 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0026)

Southeast quadrant showing roadway and historic streetlight at 10<sup>th</sup> Street, camera facing northeast.

Photo #27 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0027)

Southeast quadrant showing Grand Boulevard from Willard Way, camera facing southwest.

Photo #28 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0028)

Southeast quadrant showing sidewalk scoring pattern near 9<sup>th</sup> Street, camera facing southwest.

Photo #29 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0029)

Southeast quadrant showing portion of cork oak, parkway, and roadway near Willard Way, camera facing northeast.

Photo #30 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0030)

Southeast quadrant showing granite hitching post at 813 Grand Blvd, camera facing southwest.

Photo #31 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0031)

Southeast quadrant showing alley approach between 8<sup>th</sup> and 9<sup>th</sup> Street, camera facing southwest.

Photo #32 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0032)

Southeast quadrant showing roadway and historic parkway near 8<sup>th</sup> St., camera facing southwest.

Photo #33 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0033)

Southeast quadrant showing roadway, granite hitching post and streetlight, camera facing north.

Photo #34 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0034)

Southeast quadrant showing roadway near Fullerton Ave and modern traffic signals with mast arm streetlights, camera facing north/northeast.

Photo #35 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0035)

Southeast quadrant showing historic driveway approach with partial in-kind curb replacement, camera facing southwest.

Photo #36 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0036)

Southeast quadrant showing historic parkway lined with palms and silk oaks and sidewalk scoring pattern near 7<sup>th</sup> Street, camera facing southwest.

Photo #37 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0037)

Northeast quadrant showing roadway and parkway near 5<sup>th</sup> Street, camera facing south/southeast.

Photo #38 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0038)

Northeast quadrant showing roadway and filled parkway from Quarry St., camera facing south.

Photo #39 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0039)

Northeast quadrant showing roadway and historic parkway near 4<sup>th</sup> Street, camera facing north.

Photo #40 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0040)

Northeast quadrant showing historic parkway with mature palms near 3<sup>rd</sup> St., camera facing north.



Photo #41 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0041)  
Northeast quadrant showing roadway near 3<sup>rd</sup> Street, camera facing north.

Photo #42 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0042)  
Northeast quadrant showing freeway overpass at 2<sup>nd</sup> Street, camera facing north/northwest.

Photo #43 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0043)  
Northeast quadrant showing filled parkway and curb and gutter replacement, camera facing northwest.

Photo #44 (CA\_RiversideCounty\_GrandBoulevardHistoricDistrict\_0044)  
Northeast quadrant showing elevated portion, new parkway plantings and relocated palms, camera facing northwest.

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**Property Owner:**

(complete this item at the request of the SHPO or FPO)

---

name Jan Bates, City Clerk, City of Corona  
street & number 400 South Vicentia Avenue telephone (951) 736-2371  
city or town Corona state CA zip code 92882

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

**United States Department of the Interior**  
National Park Service

Grand Boulevard Historic District
Name of Property Riverside, CA
County and State
Name of multiple listing (if applicable)

**National Register of Historic Places**  
**Continuation Sheet**

Section number Additional Documentation

Page 2

**HISTORIC STREETLIGHTS TABLE**

<b>Grand Boulevard Historic Streetlights</b>					
<b>West Half of Grand Boulevard (from N. Main to S. Main)</b>			<b>East Half of Grand Boulevard (from N. Main to S. Main)</b>		
<b>SL</b>	<b>Note</b>	<b>Status</b>	<b>SL</b>	<b>Note</b>	<b>Status</b>
1	Missing	--	1	Historic standard in place	C
2	Relocated from #8 east	C	2	Historic standard in place	C
3	Historic standard in place	C	3	Historic standard in place	C
4	Relocated from #2 west	C	4	Historic standard in place	C
5	In-kind replacement for #5 or #7 west	C	5	Historic standard in place	C
6	Missing	--	6	Missing	--
7	See note for #5 west	--	7	Historic standard in place	C
8	Historic standard in place	C	8	Relocated to #2 west	--
9	Historic standard in place	C	9	Missing	--
10	Historic standard in place	C	10	Historic standard in place	C
11	Historic standard in place	C	11	Unmarked historic standard	C
12	Historic standard in place	C	12	Historic standard in place	C
13	Historic standard in place	C	13	Historic standard in place	C
14	In-kind replacement	C	14	Missing	--
15	Historic standard in place	C	15	Historic standard in place	C
16	In-kind replacement	C	16	Historic standard in place	C
17	Historic standard in place	C	17	Historic standard in place	C
18	Historic standard in place	C	18	Missing	--
19	Historic standard in place N of fwy	C	19	Historic standard in place	C
20	Removed from under fwy	--	20	Unmarked historic standard N of fwy	C
21	Removed from under fwy	--	21	Unmarked historic standard S of fwy	C
22	Removed from under fwy	--	22	Historic standard in place	C
23	Removed from under fwy	--	23	Historic standard in place	C
24	Historic standard in place S of fwy	C	24	Unmarked historic standard	C
25	Historic standard in place	C	25	In-kind replacement	C
26	Relocated to #35 east	--	26	Historic standard in place	C
27	Missing	--	27	Historic standard in place	C
28	Historic standard in place	C	28	Relocated to #36 east	--
29	Missing	--	29	Relocated to between #67-68 east	--
30	In-kind replacement	C	30	Historic standard in place	C
31	Historic standard in place	C	31	In-kind replacement	C
32	In-kind replacement	C	32	Historic standard in place	C
33	In-kind replacement	C	33	Historic standard in place	C
34	In-kind replacement	C	34	In-kind replacement	C
35	In-kind replacement	C	35	Relocated from #26 west	C
36	Missing	--	36	Relocated from #28 east	C
37	Historic standard in place	C	37	Historic standard in place	C

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

Grand Boulevard Historic District
Name of Property Riverside, CA
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation

Page 3

<b>Grand Boulevard Historic Streetlights</b>					
<b>West Half of Grand Boulevard (from N. Main to S. Main)</b>			<b>East Half of Grand Boulevard (from N. Main to S. Main)</b>		
<b>SL</b>	<b>Note</b>	<b>Status</b>	<b>SL</b>	<b>Note</b>	<b>Status</b>
38	Missing	--	38	Historic standard in place	C
39	Unreadable historic standard	C	39	Historic standard in place	C
40	Unreadable historic standard (ivy)	C	40	In-kind replacement for #40 or #42 east	C
41	Historic standard in place	C	41	Historic standard in place	C
42	Missing	--	42	See note for #40 east	--
43	In-kind replacement	C	43	Historic standard in place	C
---6 <sup>th</sup> Street Intersects---			---6 <sup>th</sup> Street Intersects---		
--	In-kind streetlight added	C			
--	In-kind streetlight added	C			
44	Historic standard in place	C	44	Missing	--
45	Missing	--	45	Historic standard in place	C
46	Historic standard in place	C	46	Missing	--
47	Historic standard in place	C	47	Historic standard in place	C
48	In-kind replacement	C	48	Historic standard in place	C
49	Historic standard in place	C	49	In-kind replacement	C
50	Historic standard in place	C	50	Historic standard in place	C
51	Historic standard in place	C	51	Missing	--
52	Historic standard in place	C	52	Missing	--
53	Historic standard in place	C	53	Missing	--
54	Historic standard in place	C	54	Missing	--
55	Unmarked historic standard	C	55	Likely relocated to #77 west	--
56	Historic standard in place	C	56	Missing	--
57	In-kind replacement	C	57	Historic standard in place	C
58	Historic standard in place	C	58	Historic standard in place	C
59	In-kind replacement	C	59	Historic standard in place	C
60	Missing	--	60	Historic standard in place	C
61	In-kind replacement	C	61	Historic standard in place	C
62	Missing	--	62	Historic standard in place	C
63	Historic standard in place	C	63	Historic standard in place	C
64	Historic standard in place	C	64	Historic standard in place	C
65	Historic standard in place	C	65	In-kind replacement	C
66	Historic standard in place	C	66	Historic standard in place	C
67	Missing	--	67	Historic standard in place	C
			--	Relocated #29 east added	C
68	Historic standard in place	C	68	Historic standard in place	C
69	Missing	--	69	In-kind replacement	C
70	In-kind replacement	C	70	Historic standard in place	C
71	Unreadable historic standard (#7-)	C	71	Historic standard in place	C
72	Historic standard in place	C	72	Historic standard in place	C

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

Grand Boulevard Historic District
Name of Property Riverside, CA
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation

Page 4

<b>Grand Boulevard Historic Streetlights</b>					
<b>West Half of Grand Boulevard (from N. Main to S. Main)</b>			<b>East Half of Grand Boulevard (from N. Main to S. Main)</b>		
<b>SL</b>	<b>Note</b>	<b>Status</b>	<b>SL</b>	<b>Note</b>	<b>Status</b>
73	Historic standard in place	C	73	Historic standard in place	C
74	Relocated from #70 west	C	74	Historic standard in place	C
75	Historic standard in place	C	75	Historic standard in place	C
76	In-kind replacement	C	76	In-kind replacement	C
77	Unreadable historic standard	C	77	Historic standard in place	C
78	Historic standard in place	C	78	Historic standard in place	C
79	Historic standard in place	C	79	Historic standard in place	C
80	Historic standard in place	C	80	Historic standard in place	C
81	Historic standard in place	C	81	Historic standard in place	C
82	In-kind replacement	C	82	Historic standard in place	C
83	Historic standard in place	C	83	Historic standard in place	C
84	In-kind replacement	C	84	Historic standard in place	C
85	Historic standard in place	C	85	In-kind replacement	C
86	Historic standard in place	C	86	Missing	--
87	Historic standard in place	C	87	Historic standard in place	C
88	Missing	--	88	Historic standard in place	C
89	Historic standard in place	C	89	Historic standard in place	C
90	Missing	--	90	Missing	--
91	Historic standard in place	C	91	Historic standard in place	C
92	Missing	--	92	Missing	--
93	Historic standard in place	C	93	Missing	--