

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 05000843

Date Listed: 8/10/2005

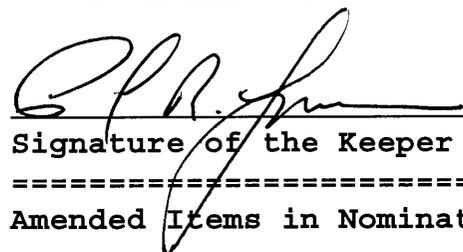
Euclid Avenue
Property Name

San Bernardino CA
County State

N/A

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.


Signature of the Keeper

8/10/05
Date of Action

Amended Items in Nomination:

Description:

Materials: Other/Asphalt (roadway); Other/Granite, Concrete (curb); Other/Earth (landscaped boulevard)

Significance

While *Criterion B* (Association with significant individuals) is discussed in the narrative text, the nomination best relates the significant contributions of the Chaffey family and Charles Frankish under *Criterion A* for the broad patterns of local history. The nomination provides little comparative information regarding others extant resources associated with the individuals; nor does it provide sufficient justification for the "works of a master," although the property is significant under *Criterion C* as a fine example of historic period landscape design.

These clarifications were confirmed with the CA SHPO office.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

843

JUN 28 2005

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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Euclid Avenue

other names/site number State Route 83

2. Location

street & number From 24th Street in Upland to Philadelphia Street in Ontario not for publication

city or town Upland and Ontario vicinity

state California code CA county San Bernardino code 071 zip code: 91761;91762;91764;91710

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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 nationally statewide locally. (See continuation sheet for additional comments.)
William Wayne Cook 26 JUN 2005
Signature of certifying official/Title Date
California Office of Historic Preservation
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): _____

Signature of the Keeper [Signature] Date of Action 3/10/05

Euclid Avenue
Name of Property _____

San Bernardino County, CA
County and State _____

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

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

Contributing	Noncontributing	
_____	_____	buildings
1 (landscape)	_____	sites
1 (road)	1 (bandstand)	structures
3 (fountains, statue)	2 (reconstructions)	objects
5	3	Total

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

N/A _____

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Functions
(Enter categories from instructions)

Landscape/Plaza _____

Transportation/Road-Related _____

Transportation/Rail-Related _____

Current Functions
(Enter categories from instructions)

Landscape/Plaza _____

Transportation/Road-Related _____

7. Description

Architectural Classification
(Enter categories from instructions)

No style _____

Materials
(Enter categories from instructions)

foundation _____

roof _____

walls _____

other _____

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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.

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 a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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

Areas of Significance

(Enter categories from instructions)

Community Planning and Development _____

Social History _____

Landscape Architecture _____

Period of Significance

1882-1940 _____

Significant Dates

1882 street laid out _____

1883 street first planted _____

1886 street extended to Ely (now Philadelphia) _____

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

NA _____

Architect/Builder

Chaffey, George Jr. & William Benjamin (W.B.) _____

Frankish, Charles _____

Primary Location of Additional Data

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

Name of repository:

Euclid Avenue
Name of Property _____

San Bernardino County, CA
County and State _____

10. Geographical Data

Acreage of Property: approximately 203 acres

UTM References

(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing	
1	11	440008	3765845	3	_____	_____	
2	11	440029	3778809	4	_____	_____	<input type="checkbox"/> See continuation sheet.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Geoffrey Starns & Cathy Wahlstrom

organization City of Ontario Planning Department date September, 2004

street & number 303 East "B" Street telephone (909) 395-2036

city or town Ontario state CA zip code 91764

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Euclid Avenue, San Bernardino County, CA

Section number 7 Page 1

NARRATIVE DESCRIPTION:

This National Register nomination is for an approximately 8.4 mile long section of Euclid Avenue, currently part of California State Route 83 (SR-83), which runs from 24th Street to the Chino Valley Freeway (SR-71) through the Cities of Upland, Ontario and Chino. The historic portion of Euclid Avenue, is a spacious two hundred (200) foot wide treelined boulevard that travels from 24th Street in Upland, at the foothills of Mount Baldy, approximately 8.4 miles south to Philadelphia (Ely) Street in Ontario. Euclid Avenue right-of-way consists of two fifty-five (55) foot drives, one northbound and one southbound which are separated by a sixty (60) foot landscaped center median and bordered by fifteen (15) foot parkways with sidewalks. The Nomination is for the entire width (200 feet) of the right of way. The subdivision of the Ontario Irrigation Colony was intended for agricultural development, primarily citrus, and their related dwellings. Surrounding the Town of Ontario (from the Southern Pacific Railroad to Fourth Street), residential and commercial town lots were developed with larger Villa lots adjacent to the town. Euclid Avenue bisected the Colony, in a north-south direction, connecting the agricultural areas with the town. Intersecting streets were at an interval of a one-quarter (0.25) mile, with the streets in the Villa Lot area at an interval of one-eighth (0.125) of a mile and in the town are three-hundred seventy-five (375) feet. Minor alterations to the road, because of its function as a State Highway have not adversely affected the historic character and nature of Euclid Avenue.

The center median is planted with predominately California Pepper (*Schinus Molle*) trees, 50 feet on center, with Date Palm (*Phoenix Dactylifera*) trees, originally alternating with the peppers, typically existing at intersections; both originally planted in 1883. The Date Palms were removed shortly after they were planted to give the street a more uniform look and therefore have no impact on the integrity of the street. Many of the original trees remain, most notably north of Foothill Boulevard to 24th Street, which remains in original condition. Some Southern Magnolias (*Magnolia Grandiflora*) have been planted along Euclid to replace pepper trees that had died and had to be removed. There are also the occasional Cedar Deodar (*Cedrus Deodara*) and other tree specimens that have been planted over the years. These trees have been planted in varying amounts throughout the proposed area. These specimens are non-contributing to the site and over time should be replaced with California Pepper trees. The parkways are planted with Silk Oak (*Grevillea Robusta*) trees, 30 feet on center, and Date Palms, originally planted in 1883 – 1886. Once again the majority of the Palms were removed by the Chaffey Brothers shortly after they were planted. The original trees still exist in their original location. In addition, a variety of Armstrong Registered roses have been planted in the median. While Armstrong Nurseries (now Armstrong Lawn and Garden Centers, established in 1889 in Ontario) is an important part of Ontario's history, the planting are a non-contributor to this nomination.

The curbs and gutters along Euclid Avenue were originally made of Granite cobblestones and concrete, the majority of which still exists. Some curbs were replaced with concrete-only curbs, most notably from "G" Street south to Philadelphia Street, starting in the 1910s. The original cast iron lampposts were replaced in the mid 1920's with the King's Standard cast Iron lampposts. Ontario, Upland and California Department of Transportation (CalTrans) have added more modern light fixtures, because of Euclid Avenue's designation as a State Highway. The Women's Christian Temperance Union (W.C.T.U) fountain was originally built in 1901 and was located at the northwest corner of Euclid Avenue and "A" Street (now Holt Boulevard). It has been moved several times

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Euclid Avenue, San Bernardino County, CA

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NARRATIVE DESCRIPTION CONTINUED:

and is now in place in front of the Bandstand at Euclid Avenue and "C" Street, and is a contributor to the nomination. It also has been identified as appearing eligible (3S) for inclusion in the National Register. The Madonna of the Trail Monument, already a State Historical Landmark, stands at its original location on the Euclid Avenue Median at the Foothill Boulevard intersection, and is a contributor to the nomination. Immediately north of the Monument is the entrance to the bridal path, which extends to 24th Street.

The fountain erected by Charles Frankish, originally located in the center median, was moved by CalTrans in 1983 with the construction of the Southern Pacific and Union Pacific Railroad underpass. It currently sits approximately 150 feet from its original location, adjacent to Euclid Avenue in front of the Ontario Museum of Art and History (Old City Hall) just north of the Southern Pacific Railroad tracks. The original Community Bandstand, built in 1887, was located in the center median at the intersection of Euclid Avenue and "A" Street (now Holt Boulevard). It was removed in the 1920's, but was recently reconstructed (using historic photos) in the median at the intersection of Euclid Avenue and "C" Street, and is a non-contributor to the nomination. The Mule Car display, commemorating the original mule cars that traveled from 24th Street to the Southern Pacific Railroad, is located in the median between Holt Boulevard and "B" Street. This display features a replica of the original mule car, and is a non-contributor to the nomination. The Veteran's Memorial, originally constructed after World War I and subsequently removed, has been reconstructed on the median and the intersection of Euclid Avenue and "B" Street, and is a non-contributor to the nomination. Also located in the median are several concrete planters and benches that were constructed to replace temporary ones that were installed in the 1950s. These are also non-contributors to the nomination.

Bordering the street right-of-way is a variety of buildings and uses. The southern part of Euclid Avenue constructed by the Chaffey's is in the original commercial core of the city, Downtown Ontario. The northern part is in an area that is predominately residential, with some commercial, religious and institutional uses through the Cities of Ontario and Upland.

The only major alterations to Euclid Avenue have been the underpass under the Southern Pacific and Union Pacific Railroad tracks and the construction of the San Bernardino (I-10) Freeway and the Foothill (SR-210) Freeway, which passes under Euclid Avenue. The Foothill (SR-210) Freeway underpass has kept the integrity of Euclid Avenue. Because of the requirements of Section 106 of the National Historic Preservation Act, the landscaping, median, and other character defining features of Euclid Avenue have remained intact. The care Caltrans took on the Foothill Freeway, is not evident in either the San Bernardino Freeway or the Southern and Union Pacific Railroad underpasses. The San Bernardino (I-10) Freeway, built in the early 1950's has created a somewhat significant impact to the character of the street. The median is not landscaped, but some trees were planted. The impact is minimized since visually Euclid Avenue continues beyond the freeway. The impact would be more severe had the freeway passed over Euclid Avenue. The most severe impact is at the railroad underpass for the Southern and Union Pacific Railroads. Built in 1982-83, the overpass visually separates the original Chaffey portion of the Avenue and the Frankish addition. The overpass was not designed to be sensitive to the historic character of Euclid Avenue. The project was however given a determination that it did not impact the street. Several minor alterations over the years, including the replacement of dead and

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Euclid Avenue, San Bernardino County, CA

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NARRATIVE DESCRIPTION CONTINUED:

diseased landscaping, addition of new light fixtures, and the replacement of curbs and gutters. The alterations that have been made do not significantly impair the overall integrity or character of Euclid Avenue.

The setting of Euclid Avenue has not changed, except to the extent that some of the buildings and structures adjacent to the avenue have changed over time. This change is reflected primarily in the different architectural styles of houses and commercial buildings along Euclid Avenue. Although there have been changes over time the original design concept and character of Euclid Avenue remains has retained its historic integrity.

Euclid Avenue Plantings

Street Segment	Parkways	Median	Other Plantings
24 th Street to Foothill Freeway (SR-210)	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	
Foothill Freeway (SR-210) Underpass	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	Citrus Trees have been planted between the parkways and the edge of the bridge, behind the Silk Oak Trees
Foothill Freeway (SR-210) to 17 th Street	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	
17 th Street to 16 th Street	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	Date Palms (Phoenix Dactylifera) planted between Silk Oak trees in parkways
16 th Street to Foothill Boulevard	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	
Foothill Boulevard to San Bernardino Freeway (I-10)	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle) mixed with Carob Trees (Ceratonia Siliqua)	
San Bernardino Freeway (I-10) Underpass	None	None	
San Bernardino Freeway (I-10) to G Street	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	Magnolias (Magnolia Grandlora) and Deodars (Cedrus Deodara) have been planted in Median periodically with the Peppers
G Street to the Union Pacific Railroad	None ¹	California Pepper (Schinus Molle)	Magnolias (Magnolia Grandlora) have been planted in Median periodically with the Peppers
Union Pacific Railroad Underpass	None	None	
Union Pacific Railroad to Philadelphia Street	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	Clusters of American Sweet Gum (Liquidamber Styraciflua) and Scotch Pines (Pinus Sylvestris) periodically in Median

Notes:

1. Between G Street and the Union Pacific Railroad was laid out as the Town of Ontario and beginning in the mid 1880s the Parkway trees were removed as the town developed.

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Euclid Avenue, San Bernardino County, CA

Section number 8 Page 1

NARRATIVE STATEMENT OF SIGNIFICANCE:

Euclid Avenue is eligible for listing in the National Register of Historic Places under Criteria A and C. Euclid Avenue is a significant piece of not only the local history of Ontario and Upland, but also the State of California. Euclid Avenue was the centerpiece of the Ontario Irrigation Colony, which was to become the Cities of Ontario and Upland. There is also a significant link between Euclid Avenue and the history of Australia. The Significance of Euclid Avenue can be assigned to two areas: Community Planning and Development and Social History. Euclid Avenue is also culturally significant to the Cities of Upland and Ontario. It has been the center of community events and activities since 1882. It is so closely identified as an important part of the community that the Euclid Avenue median is depicted in Ontario's City Seal and Upland's City Seal depicts Euclid Avenue travelling up to 24th street and the Madonna of the Tail Monument.

Historical Background

The significance of Euclid Avenue in the areas of community planning and development are based on the creation of the Ontario Irrigation Colony by George Chaffey Jr. and William Benjamin (W.B.) Chaffey. A discussion of the landscape architecture of Euclid Avenue has been included to further show the importance of Euclid Avenue.

Community Planning and Development – the Chaffey Irrigation Colonies

George Chaffey Jr. was born in Brockville, Ontario, Canada and grew up in Brockville and Kingston, Ontario, Canada. He followed his father's footsteps and became a ship builder. Engineering ran in the Chaffey Family. George Chaffey Jr's uncle, Benjamin Chaffey, was involved with the construction of the Victoria Bridge, which crosses the St. Lawrence Seaway in Montreal. George started his career as a shipbuilder and designed and built over 20 ships, most notably the S.S. Geneva, which in 1875 was the fastest light draught ship in America, and had an article published about it in Scientific American. George and William's father retired in 1878, and moved the family, including, his brother Charles and his sister Emma to the Arlington area of Riverside. William and his family moved with their father. The Chaffey family planted one of the first orange groves in Arlington.

William had seen first hand the potential of agricultural development and had toured the Cucamonga area with Charles. He had also written George regarding the potential of agricultural development in the Cucamonga area. In 1880, George came to Riverside to visit the family. His brother Charles took him on a tour of the Cucamonga area. George soon became infected with the same enthusiasm that William and Charles had for the prospect of developing agricultural land in Cucamonga. He set out to become an expert in irrigation. On Thanksgiving Day in 1881, they traveled to the house of Captain Joseph S. Garcia and bought 1,000 acres of the Cucamonga Rancho. Shortly after they bought additional land, and established the 2,500 acre Etiwanda Irrigation Colony, named after an Indian Chief and friend of his Uncle Benjamin.

William Chaffey saw the difficulties in Arlington when landowners did not have any water rights. In Riverside, the founders of the settlement had created a system by which a settler would buy land but be dependent on water from a company that they had no control of. A fellow Canadian, Matthew Gage, created the Gage Canal

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NARRATIVE STATEMENT OF SIGNIFICANCE CONTINUED:

to bring waters from the Santa Ana Riverbed to his lands in Arlington to avoid the problem. Luther M. Holt, publisher of a Riverside newspaper, thought the solution to the problem was to incorporate as a Mutual Water Company. This system became known as the Holt-Chaffey Mutual Water Company System, and it became the model of future irrigation developments.

The premise of the Mutual Water Company System was very simple, ensure that every landowner was given a share of the water, based on the amount of land they owned. First, the Chaffey Brothers bought the land and water rights. Second, they established a water company, and created shares of stock. They then sold their water rights to the company for all the shares of stock. As they then sold land to settlers, the sale also included shares of stock in the water company, thereby ensuring the landowners had control of the water company and therefore the water. The first settlement to use this system was the Etiwanda Irrigation Colony.

While developing Etiwanda in 1882 (which sold over 1,400 acres in the first eight months at \$100 per acre), the Chaffey Brothers began thinking about a new project. The money earned from Etiwanda allowed the Chaffey's to negotiate with Captain Garcia for the San Antonio Lands portion of the Cucamonga Rancho. George Chaffey imagined this new settlement. In the Life of George Chaffey, written in 1928 by J.S. Alexander, he states that:

"From the plateau at the foot of the mountain I obtained a bird's-eye view of the whole area I proposed to acquire, and while I was standing there looking at it, I saw what Ontario was to and did become."

The Chaffey Brothers bought the 6,216 acres of the San Antonio Lands on September 15, 1882 for \$60,000.00. Subsequent purchases of railroad and government land created the land for the townsite and the crucial 114 acre Kincaid Ranch at the mouth of the San Antonio Creek, which was purchased for \$11,000.00, rounded out the Ontario Colony. During the purchases, the developers of Pomona claimed rights to San Antonio Creek. Through negotiations each received half the water in the creek. George Chaffey knew that there was much more water underground than on the surface. He considered the creeks in Cucamonga to flow inside out. He was proved right. Today, Pomona receives 9% of their water from San Antonio Creek and 72% from underground sources. Ontario has received up to 88% of its water from underground sources.

Improving on the Etiwanda Colony, this new venture was intended to be a model settlement. The plan for the colony was based on four fundamental principals:

1. Distribute the water over the whole tract to each farm lot in cement pipes, each holder to share in the water proportionately to his holding irrespective of distance from the source;
2. Construct a main thoroughfare from one end of the settlement to the other, and lay it out in such a way that it will be a thing of beauty forever;

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Euclid Avenue, San Bernardino County, CA

Section number 8 Page 3

NARRATIVE STATEMENT OF SIGNIFICANCE CONTINUED:

3. Provide a College for the agricultural education of the people of the colony and for the general education of their children;
4. Secure the best possible class of settlers by a reversionary clause in the deeds to each allotment forbidding absolutely the sale of intoxicating liquor.

Euclid Avenue was conceived and planned by George and William Chaffey to be the centerpiece for their "Model Colony". It was to be the main thoroughfare through the Ontario Irrigation Colony. It was to travel from San Antonio Heights, at the base of the San Gabriel Mountains, at the north end of the colony, south to the Southern Pacific Railroad (see attached map). In the Life of George Chaffey, written in 1928 by J.S. Alexander, he states that:

"George Chaffey's subdivision set the new standard for rural communities. Its most striking feature was that every ten-acre lot had street or avenue frontage. From the Mesa he laid out the main avenue 200 feet wide and eight miles long [actually 6.2 miles] to the Southern Pacific Railway crossing. Parallel Avenues 66 feet wide were laid out at half-mile intervals. These were intersected by numbered cross streets running east and west every quarter of a mile, thus cutting the tract into a series of eighty-acre blocks, each subdivided into eight ten-acre lots, exclusive of the space occupied by streets and avenues." (page 48)

The second principal, creation of a thoroughfare that ran from one end of the settlement to the other, became Euclid Avenue. Because of its extraordinary beauty and function, Euclid Avenue became the centerpiece of the Colony and soon served as a model for other settlements within the United States and Australia. The historic stretch of Euclid Avenue runs through the current Cities of Ontario and Upland where it remains a community centerpiece and prominent historic landscape.

George Chaffey's plan for Ontario had principals that were laid down in advance, for the colonization of the territory in what Vide Ingersoll called, in his Annals of San Bernardino County, "the most perfect then formulated". One of these principals was the creation of what was to become Euclid Avenue. That principal was:

Construct a main thoroughfare from one end of the settlement to the other, and lay it out in such a way that it will be a thing of beauty forever;

Euclid Avenue was designed and laid out in 1882 by George and William Benjamin (W.B.) Chaffey, the founders of the Ontario Irrigation Colony. Construction began that same year under their direct supervision. By January 1883, four (4) miles had been graded. Planting of the trees from the Southern Pacific Railroad to 4th Street began in April 1883. The parkway was originally planned to be planted with only a double row of Palm trees, but the Chaffey Brothers decided to plant a double row of California Pepper trees 50 feet on center, along with the Palms. This was done because Pepper trees were fast growing and would provide landscaping while the Palms grew. Most of the Palms were later removed by the Chaffey Brothers. Several of the Palm trees still

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NARRATIVE STATEMENT OF SIGNIFICANCE CONTINUED:

exist at street intersections. The entire stretch of the Avenue was completed to 24th Street in 1884. A single row of Grevilleas and Eucalyptuses were planted along the side parkways because of their ornamental qualities. W.B. Chaffey, a horticulturist, planted mostly Australian trees, because of their resistance to heat and their drought tolerance. The connection to Australia began with the planting of Euclid Avenue and as J.S. Alexander called it, Euclid Avenue was "almost a little bit of Australia set in the heart of California". (page 48)

So great was the achievements of the Chaffey Brothers that on January 17, 1903, the United States Government chose Ontario as the standard for all United States Irrigation Colonies. In 1904, a model of the colony was prepared for and presented at the St. Louis World's Fair (hence the name, "The Model Colony").

In 1885, Alfred Deakin, Victorian minister of water supply and the future first Prime Minister of Australia, was in the United States on a fact finding mission, heard about the Chaffey's irrigation colonies and came to Ontario. Impressed by the Ontario Colony, he convinced George and William Chaffey to come to Australia and establish irrigation colonies there. In 1886, the Chaffey Brothers sold their interests in Ontario and moved to Australia to establish new irrigation colonies.

A group of Investors, led by Charles Frankish, bought out the Chaffey Brothers and formed the Ontario Land and Improvement Company. Frankish bought the property south of the Ontario Irrigation Colony, from Southern Pacific Railroad to the Rancho Santa Ana Del Chino, and named it the South Side Tract. Frankish then extended Euclid Avenue south to Ely Street, now Philadelphia Street, through his South Side Tract. The street was laid out and constructed under his personal supervision in 1886 to conform with the Chaffey's plan for Euclid north of the Southern Pacific Railway.

By the 1930s, Euclid Avenue had received widespread recognition as being an outstanding example of landscape architecture and was known as one of the most beautiful boulevards in the world. On October 24, 1926, an article in the Los Angeles Times reported that Euclid Avenue was "a boulevard of national and even world renown and is unmatched for its beauty... an attraction 'raved over' by every visitor to Southern California".

Ed Ainsworth, a columnist, reported in the mid 1930s in his column "El Camino Real" that:

"Charles Gibbs Adams, nationally known landscape architect, not long ago reported that a jury of experts, named for the purpose of selecting the world's most beautiful highways had included the Ontario thoroughfare in its list of seven."

Euclid Avenue was designed to be the focal point of the Ontario Colony. Historically, community events have been held there. This includes the Fourth of July parade and All-States picnic (named the World's Largest Picnic Table by the Guinness Book of World Records), the Chaffey Tournament of Bands, and Christmas on Euclid. That tradition continues with the summer concerts at the reconstructed bandstand, the Arts and Crafts show, the classic car show and the Kiwanis Pancake Breakfast and numerous other events. In addition, the

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NARRATIVE STATEMENT OF SIGNIFICANCE CONTINUED:

Euclid Avenue Nativity Display, Ontario Historic Landmark No. 65 has been displayed on Euclid Avenue since 1959.

An important part of the development of Euclid Avenue and the Ontario Colony was the transportation aspect of the Avenue. The Chaffey Brothers designed a grand boulevard for horses and carriages and an electric trolley line that would travel down the median. The Chaffey Brothers departed for Australia before the construction of the trolley line began. Charles Frankish founded the Ontario and San Antonio Heights Railroad Company, which constructed the trolley line. The first trolley, called the "Gravity Mule Car", traveled down the Euclid Avenue median from 24th Street to the Southern Pacific Railroad in 1888. The mules pulled the car up the hill, then were loaded on a pull out platform at the rear of the car, and rode back down the hill. The mule car was replaced in 1895 by electric trolleys and became one of the Pacific Electric Red Car Lines in 1912 and ran until 1928. Mr. Earl H. Richardson, who invented the "Hotpoint" electric iron in 1903, electrified the trolley line. In addition, the Chino Valley Narrow Gauge Railroad traveled down the southern part of Euclid Avenue between the Southern Pacific Railroad and the town site of Chino.

Euclid Avenue is also located at a crossroads of transportation, past and present. It intersects historic trails, highways (including Route 66), railroads, and modern freeways. The Madonna of the Trail monument, which is one of twelve statues, marks the pioneers' trail across the United States. The Madonna of the Trail monument in Upland signifies the western end of the trail. The monument farthest east is in Bethesda, MD. The Monument was dedicated by a then obscure judge from Missouri, and future President of the United States, Harry S. Truman.

Landscape Architecture

Euclid Avenue was designed and laid out in 1882 by George and William Benjamin (W.B.) Chaffey, the founders of the Ontario Irrigation Colony. Construction began that same year under their direct supervision. There is no information regarding the labor used to construct Euclid Avenue, although we do know that the Chaffey Brothers used Chinese laborers to construct tunnels to bring water from San Antonio Creek. By January 1883, four (4) miles had been graded. William Benjamin Chaffey was a horticulturist and was responsible for the plant selections and supervised the planting of the colony. Planting of the trees from the Southern Pacific Railroad to 4th Street began in April 1883. Edward J. Jacquet, from Switzerland, was in charge of the planting. He had a crew of five men. The parkway was originally planned to be planted with only a double row of Date Palm (*Phoenix Dactylifera*) trees, but it was decided to plant a double row of California Pepper (*Schinus Molle*) trees 50 feet on center, along with the Palms. This was done because Pepper trees were fast growing and would provide landscaping while the Palms grew. Most of the Palms were later removed by the Chaffey Brothers. Several of the Palm trees still exist at street intersections. The entire stretch of the avenue was completed to 24th Street in 1884. A single row of Silk Oak (*Grevillea Robusta*) trees were planted along the side parkways because of their ornamental qualities. W.B. Chaffey chose to plant mostly Australian trees, because of their resistance to heat and their drought tolerance. The connection to Australia began with the planting of Euclid

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NARRATIVE STATEMENT OF SIGNIFICANCE CONTINUED:

Avenue and as J.S. Alexander called it, Euclid Avenue was "almost a little bit of Australia set in the heart of California". (page 48)

Little is known regarding the career of William Benjamin Chaffey because he resided in Mildura, Victoria, Australia from 1886 until his death in 1926. There is no information regarding any formal schooling W.B. Chaffey had in horticulture. When he was 22, he moved his family to Arlington. It is known that he received much of his training in horticulture in the citrus groves of Riverside. According to a January 11, 1896 Special Edition of the Ontario Observer, W.B. Chaffey's:

"Extensive knowledge in practical horticulture, gained while farming the home ranch at Arlington, and in planting and caring for a large number of Riverside orange groves owned by absentees."

We do know that while in Mildura, he dedicated himself to the creation and development of the dried fruits industry. The Chaffey Colonies of Renmark and Mildura joined to form the Australian Dried Fruits Association. W.B. Chaffey was the President of the association for many years. Because of his dedication to the industry that helped save the Mildura Colony and to the Colony itself, W.B. Chaffey was the first President of the Shire of Mildura in 1903, and the first Mayor of the City of Mildura in 1920.

Euclid Avenue also has an international significance associated with it. The founding principals of the Ontario Irrigation Colony were also used in the development of the Chaffey Irrigation Colonies in Australia. Both the Mildura and Renmark Irrigation Colonies, each founded by the Chaffey Brothers in 1887, contain as the main thoroughfare, a 200 feet wide right-of-way with a 60-foot median and two parallel avenues each 66 feet wide. The Mildura colony also has Pepper trees planted, this time as a single row on the parkways. Both colonies were laid out around this avenue, just as Ontario was laid out around Euclid Avenue.

Period of Significance

The Period of Significance for Euclid Avenue is 1882 to the 1930s. The 1882 date is established with the creation of the Ontario Irrigation Colony and Euclid Avenue by George and William Chaffey. The 1930s date is established because of the development pattern of Ontario and Upland. Euclid Avenue was a significant element for transportation, a social gathering place and as an identifiable landscape feature of the community. As both cities converted from an agricultural colony to a modern city, the transformation occurred first along Euclid Avenue. From the turn of the 20th century until the start of World War II, development of residential neighborhoods on agricultural property occurred adjacent to Euclid Avenue. While this transformation occurred Euclid Avenue continued to be a significant element in the community.

As the cities developed, the typical suburban sprawl of Southern California affected the significance of Euclid Avenue. In 1928, the Pacific Electric Railroad abandoned its Euclid Avenue Line, lessening the role of Euclid Avenue as a significant transportation route. Euclid Avenue played a less important role in the development of the two cities as the cities expanded away from Euclid Avenue. After World War II and the subsequent housing

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Euclid Avenue, San Bernardino County, CA

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boom, the significance of Euclid Avenue was dramatically reduced as the cities rapidly expanded away from Euclid Avenue. The development of the Interstate Highway System was the final blow to Euclid Avenue's dominance as an important transportation element. Although still a State Highway, Euclid Avenue is just a piece of the regional system, instead of the primary route.

As a social gathering place, Euclid Avenue is still important to the community. Through time and as more people settled in Ontario and Upland, the events typically and exclusively held on Euclid Avenue spread to other areas of the City's to bring those events to more of the community. It has not been until recently that Euclid Avenue has had a resurgence as a social gathering place. Euclid Avenue has been and will always be a significant landscape feature to the community. Euclid Avenue's significance in the Cities of Upland and Ontario ended at World War II. That event was a watershed moment not only for the history of the United States but also for the development of Southern California. The entire landscape of Southern California changed and Euclid Avenue was not exempt from this change. These events determined our selection of Euclid Avenue's period of significance from 1882 until the 1930s.

National Register Criteria

Euclid Avenue is the most prominent and arguably the most significant historical resource in the Cities of Ontario and Upland. Its origins date back to the creation of the Ontario Irrigation Colony and it is the best physical example of the ideals, principles and genius of the Chaffey Brothers. Euclid Avenue meets criteria A, and C for placement on the National Register of Historic Places. A discussion under Criterion B was provided to show the relationship between Euclid Avenue and the people significant in Ontario and Upland's History in order to further show the importance of Euclid Avenue to the local communities.

Criterion A

Criterion A, requires that the resource have a quality of significance that is associated with events that have made a significant contribution to the broad patterns of our history.

The principals of Ontario and the Holt-Chaffey Mutual Water Company changed the way communities were developed. As previously discussed, Ontario was only the second community developed on the mutual water company system. This system and the principal's for the creation of Ontario so revolutionized the way agricultural communities were developed that it was recognized by the Department of Interior and the United States Congress, and was designated as the standard model for development of agricultural colonies established in and by the United States. The Model was also used by the Chaffey's in Australia and copied by numerous other Australian developments.

The centerpiece and most visible aspect of this model was Euclid Avenue. Euclid Avenue was used as the prime method of transporting the water. Since every parcel had street (east/west roads) or avenue (north/

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Euclid Avenue, San Bernardino County, CA

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south roads) frontage, and since every street intersected Euclid Avenue, concrete pipes were constructed and put underground on Euclid Avenue to carry the water to the parcels. In Ontario, the water company, named the San Antonio Water Company, (after San Antonio creek, the source of the water) is still in operation today.

Criterion B

Criterion B deals with the significance of a resource as it relates to its association with the lives of persons significant in our past. Euclid Avenue is associated with numerous people significant to the history of Ontario and Upland, California and the United States. The three people most associated with Euclid Avenue are George and William Benjamin (W.B.) Chaffey, and Charles Frankish. Also indirectly associate with Euclid Avenue are Andrew McCord Chaffey, who brought Branch banking to California, and Alfred Deakin, the first Prime Minister of Australia. The first of these people is George Chaffey.

George Chaffey Jr.

George Chaffey was one of the most significant figures of his time. Chaffey's connection to historic figures began as a young man. George Chaffey's father was in the shipping and ship building business and shipped many items along the Great Lakes for Mark Hanna. As J.S. Alexander recites, Hanna was:

"a kind of American King-maker, who made William McKinley president, and virtually controlled National Republican politics in the U.S.A. for a generation. Whenever Mark Hanna visited he always stayed at the home of George Chaffey Senior." (page 19)

Engineering ran in the Chaffey Family. Benjamin Chaffey, uncle of George Chaffey Jr., was involved with the construction of the Victoria Bridge, which crosses the St. Lawrence Seaway in Montreal. George's father, as previously mentioned, was a shipbuilder. George started his career as a shipbuilder and designed and built over 20 ships, most notably the S.S. Geneva, which in 1875 was the fastest light draught ship in America, and had an article published about it in Scientific American. During the creation of the Etiwanda, George Chaffey created the Mutual Water Company system with Luther M. Holt, a system that ensured water rights with the purchase of land. This system would become a standard for future developments.

George Chaffey was also involved in numerous other enterprises. In 1882, he installed an electric light at his house, powered by hydroelectric power, just 3 years after Thomas Edison invented it, making it the first light west of the Rocky Mountains. Due to the interest in electric lighting shown by the City of Los Angeles, Chaffey founded the Los Angeles Electric Company, and according to J.S. Alexander, Los Angeles was "the first city in the United States, if not the world, to be exclusively lighted by electricity".

George Chaffey was also fascinated by the telephone and installed a phone line from his house in Etiwanda to San Bernardino. The line was later extended to Ontario. According to J.A. Graves in his book "My Seventy Years in California" Chaffey's long distance phone line was the longest line in operation in the world, and had

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remained the longest in the state for some time. George Chaffey, along with his brother William Benjamin (W.B.) Chaffey founded not only Etiwanda and Ontario, but also Australia's first two Irrigation Colonies, Renmark and Mildura. George Chaffey returned from Australia 10 years later and continued his extraordinary achievements.

He returned to help Ontario and Upland out of a drought that was plaguing all of Southern California through the drilling of artesian wells in the canyon. He also bought a property in Cucamonga and found water, allowing it to be piped to Ontario and sold. His greatest achievement was in 1900 when he became president of the California Development Corporation, built the Imperial Canal, which irrigated the Imperial Valley, and founded the towns of Mexicali, Calexico, and Imperial.

In 1905, Chaffey went to the Owens Valley, bought land with the intention of irrigating the land, developing hydroelectric power and building an electric railroad to Los Angeles. He also founded the town of Manzanar, which would later become the site of one of California's most famous interment camps. The acquisition of this land and its water rights, was in direct conflict with secret plans of William Mulholland and the City of Los Angeles to bring water to the San Fernando Valley. Los Angeles eventually bought out the Chaffey interests. Chaffey's final irrigation project was the irrigation of the East Whittier-La Habra area, where he brought water 14 miles to irrigate the area.

William Benjamin (W.B.) Chaffey

The second significant historic figure associated with Euclid Avenue is William Benjamin Chaffey. W.B. Chaffey, as he was known, was a horticulturist and partner with George in the Chaffey Irrigation Colonies. W.B. was responsible for the planting of Euclid Avenue. He first came to California in 1878 when his father retired to Riverside. W.B. became interested in horticulture and became well respected locally. As previously discussed, little is known regarding the career of William Benjamin Chaffey because he resided in Mildura, Victoria, Australia from 1886 until his death in 1926. There is no information regarding any formal schooling W.B. Chaffey had in horticulture. When he was 22, he moved his family to Arlington. It is known that he received much of his training in horticulture in the citrus groves of Riverside. According to a January 11, 1896 Special Edition of the Ontario Observer, W.B. Chaffey's:

"Extensive knowledge in practical horticulture, gained while farming the home ranch at Arlington, and in planting and caring for a large number of Riverside orange groves owned by absentees."

When the Chaffey Brothers went to Australia, W.B. was responsible for the planting of Deakin Avenue in Mildura, which is based on Euclid Avenue's design, with similar landscaping to that of Euclid Avenue. He decided to stay in Mildura when George returned to America. We do know that while in Mildura, he dedicated himself to the creation and development of the dried fruits industry. The Chaffey Colonies of Renmark and Mildura joined to form the Australian Dried Fruits Association. W.B. Chaffey was the President of the association for many years. Because of his dedication to the industry that helped save the Mildura Colony and to the Colony itself, W.B. Chaffey was the first President of the Shire of Mildura in 1903 and the first Mayor of the City

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of Mildura in 1920. He was known in Mildura as "Boss" and eventually became the "Old Man of Mildura". He became so beloved that there is a statue of him in the center median of Deakin Avenue in Mildura.

Charles Frankish

Third is significant figure is Charles Frankish, who formed the Ontario Land and Improvement Company and bought out the Chaffey's when they left for Australia. Frankish completed the Chaffey vision for Ontario. Frankish was responsible for the extension of Euclid Avenue south of the Southern Pacific Railroad. He also was responsible for the creation of the Ontario & San Antonio Heights Railway, which traveled down Euclid Avenue until it was bought out by the Pacific Electric Railway. Because of his holdings in Ontario, he was influential force in Ontario and Upland politics for almost 50 years.

Criterion C

Criterion C relates the significance of the resource if it embodies 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. As discussed previously in the description of the street, Euclid Avenue has distinctive characteristics of a method of construction, with its rock curbs, unique median and other features. The second portion of Criterion C is that the resource represents the work of a master. Euclid Avenue is the visual representation of the accomplishments of the Chaffey Brothers. The Chaffey Brothers became the premier developer of agricultural and irrigation colonies in Southern California and Australia. George Chaffey became the foremost authority of his time on irrigation. His creation and development of Etiwanda, Ontario, Renmark, Mildura, Calexico, Mexicali, Imperial and Manzanar as irrigation colonies and his development of water in the East Whittier-La Habra area allowed the growth and development of Southern California. His greatest achievement, and one of the greatest achievements in the history of irrigation, was the creation of the Imperial Canal, which first successfully diverted water from the Colorado River. This canal was completely gravity fed. These achievements prove the George Chaffey was a master in the development of Irrigation.

W.B. Chaffey was the horticulturist. He was one of the leading cultivators of citrus groves in the Arlington area of Riverside, and was a leader in the creation and development the Dried Fruit Industry in Australia. W.B. was responsible for the plant selection for Euclid Avenue and supervised the planting. Euclid Avenue is the embodiment of the Chaffey Brothers ideals and principles regarding the development of agricultural and irrigation communities and is the best representation of their work in California.

Significant Person(s):

George Chaffey Jr.
William Benjamin (W.B.) Chaffey
Charles Frankish

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Verbal Boundary Description:

Euclid Avenue right-of-way, from 24th Street in the City of Upland, South to Philadelphia Street in the City of Ontario.

Boundary Justification:

The boundaries of the nomination those of the historic stretch of the street, constructed between 1882 and 1888. 24th Street is the northern most point, beginning, of Euclid Avenue. Philadelphia was the historic southern most point, end, of Euclid Avenue. The boundaries include the entire 200-foot width of the public right-of-way, which includes the 60 foot wide landscaped median, two 55 foot wide drives, and two 15 foot wide landscaped parkways and sidewalks. South of Philadelphia Street was not improved until the 1970's and later, and is therefore not of significance.

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Historic Photos

Euclid Avenue - All photos taken Courtesy of the Model Colony Room, Ontario City Library

1. Euclid Avenue - 1898 (bandstand in foreground)
2. Euclid Avenue - 1890 (bandstand in foreground)
3. Euclid Avenue - 1905 (bandstand in foreground)
4. Euclid Avenue - 1888 (frankish fountain in foreground)
5. Euclid Avenue aerial - 1920
6. Euclid Avenue - looking north from Holt Boulevard
7. Euclid Avenue - 1887
8. Euclid Avenue - Looking North from Holt Boulevard
9. Euclid Avenue - Looking South from B Street
10. Euclid Avenue - Looking North from Holt Boulevard
11. Euclid Avenue - Looking North from Holt Boulevard
12. Euclid Avenue - Veteran Memorial on Euclid Avenue at Holt Boulevard

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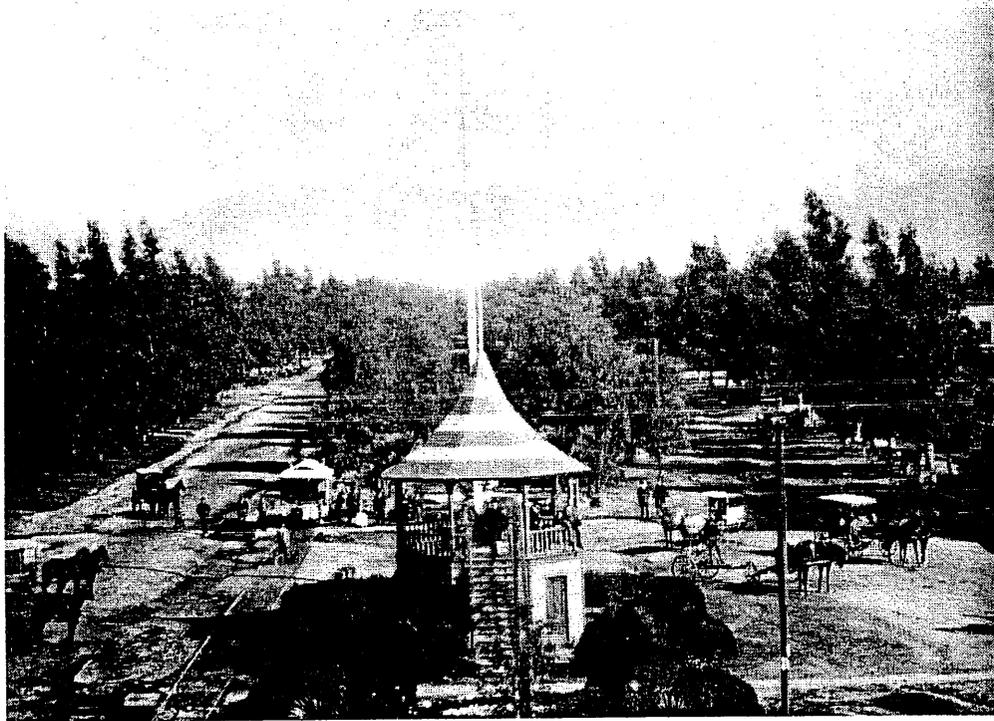
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1. Euclid Avenue - 1898 (bandstand in foreground)



2. Euclid Avenue - 1890 (bandstand in foreground)



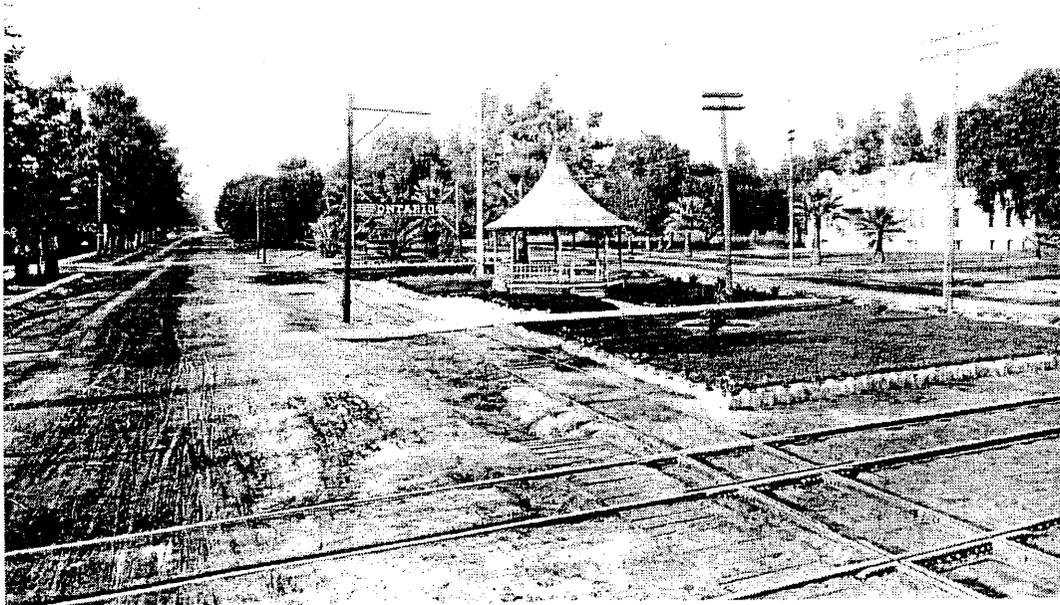
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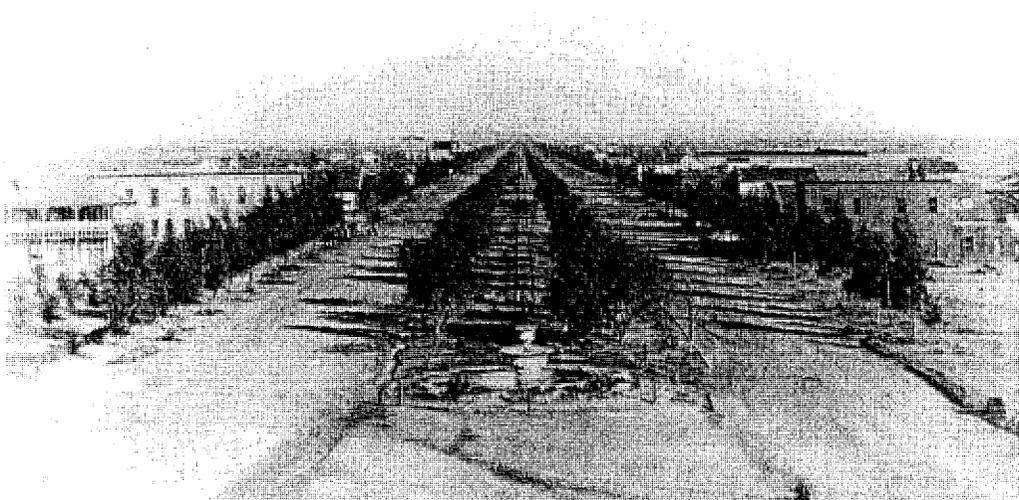
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3. Euclid Avenue - 1905 (bandstand in foreground)



4. Euclid Avenue - 1888 (frankish fountain in foreground)



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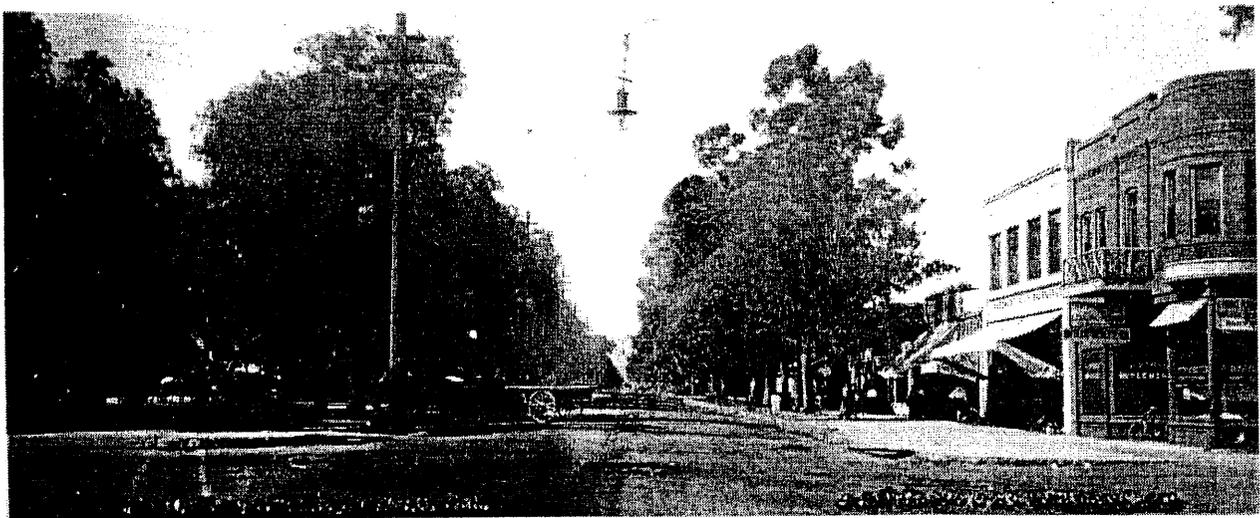
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5. Euclid Avenue aerial - 1920



6. Euclid Avenue - looking north from Holt Boulevard



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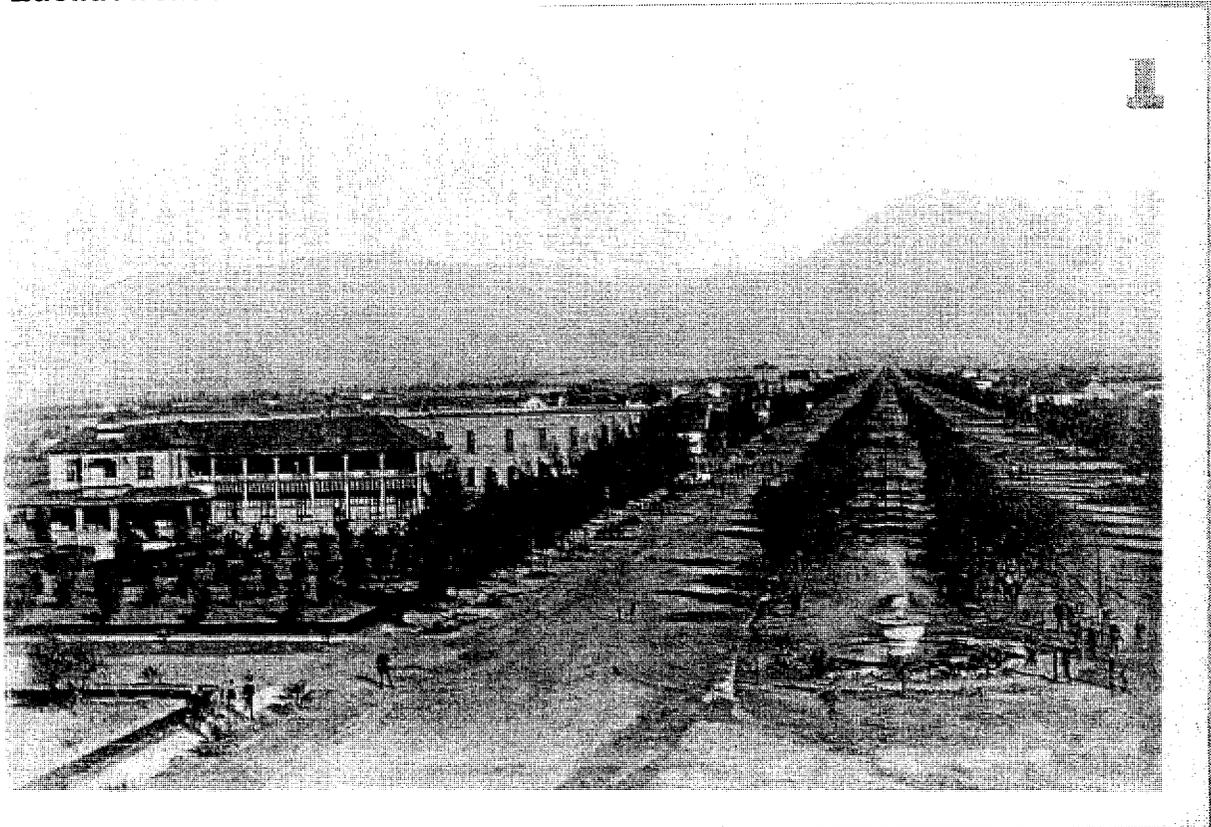
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7. Euclid Avenue - 1887



8. Euclid Avenue - Looking North from Holt Boulevard



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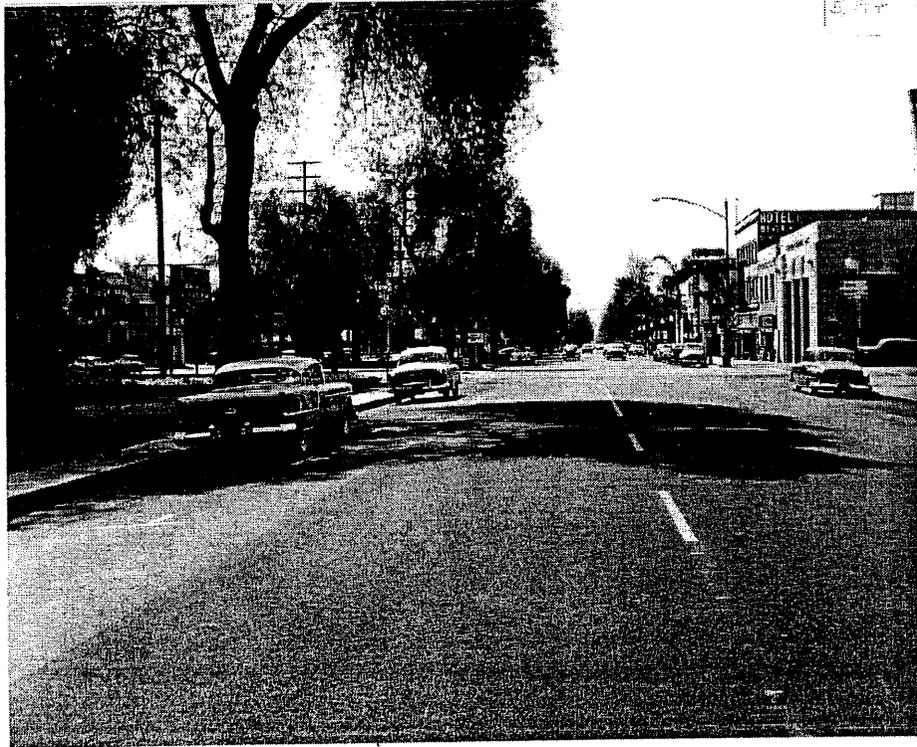
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9. Euclid Avenue - Looking South from B Street



10. Euclid Avenue - Looking North from Holt Boulevard



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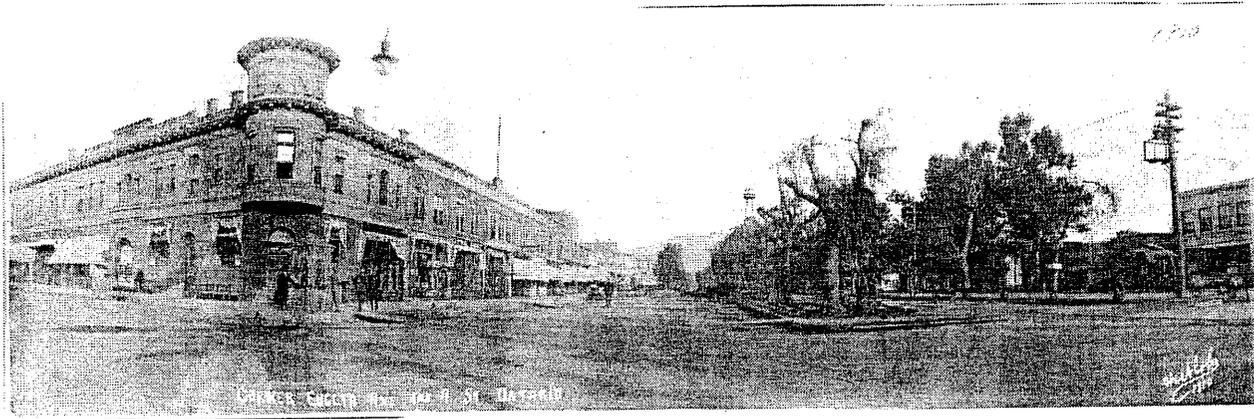
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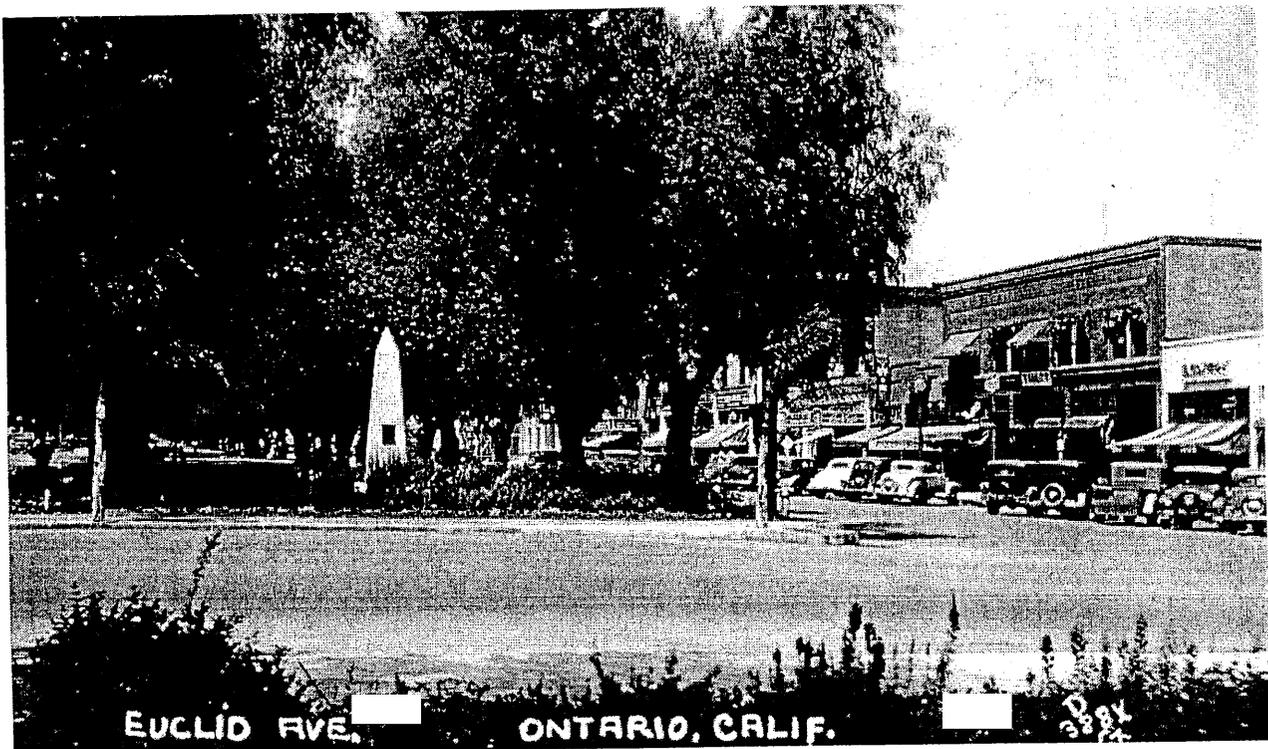
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11. Euclid Avenue - Looking North from Holt Boulevard



12. Euclid Avenue - Veteran Memorial on Euclid Avenue at Holt Boulevard



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Historic Photos

Mildura, Australia - All photos taken via the Internet from the State Library of Victoria, Australia

13. Deakin Avenue, Mildura Australia
14. Deakin Avenue, Mildura Australia
15. Deakin Avenue, Mildura Australia
16. Deakin Avenue, Mildura Australia
17. Deakin Avenue, Mildura Australia
18. Deakin Avenue, Mildura Australia
19. Deakin Avenue, Mildura Australia
20. Deakin Avenue, Mildura Australia
21. W.B. Chaffey Memorial Statue, Deakin Avenue, Mildura Australia
22. W.B. Chaffey Memorial Statue, Deakin Avenue, Mildura Australia
23. Chaffey Fountain, Deakin Avenue, Mildura Australia
24. Deakin Avenue, Mildura Australia

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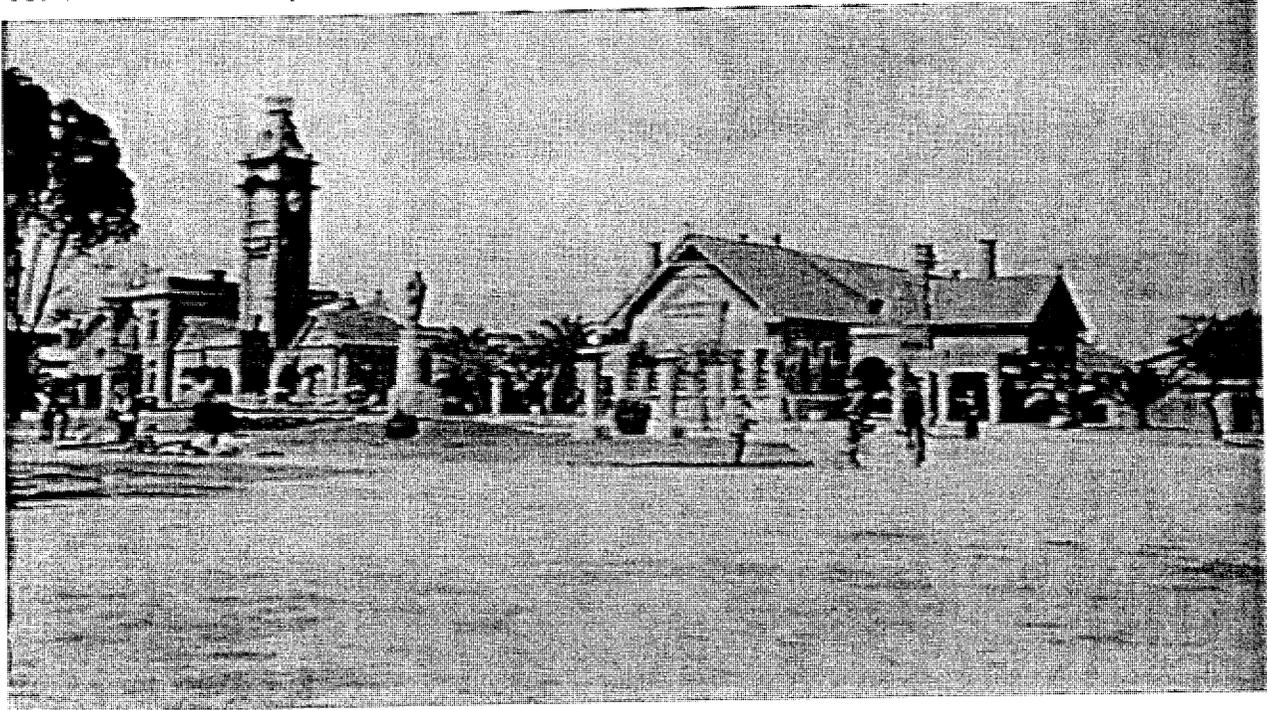
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13. Deakin Avenue, Mildura Australia



14. Deakin Avenue, Mildura Australia



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15. Deakin Avenue, Mildura Australia



16. Deakin Avenue, Mildura Australia



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17. Deakin Avenue, Mildura Australia



18. Deakin Avenue, Mildura Australia



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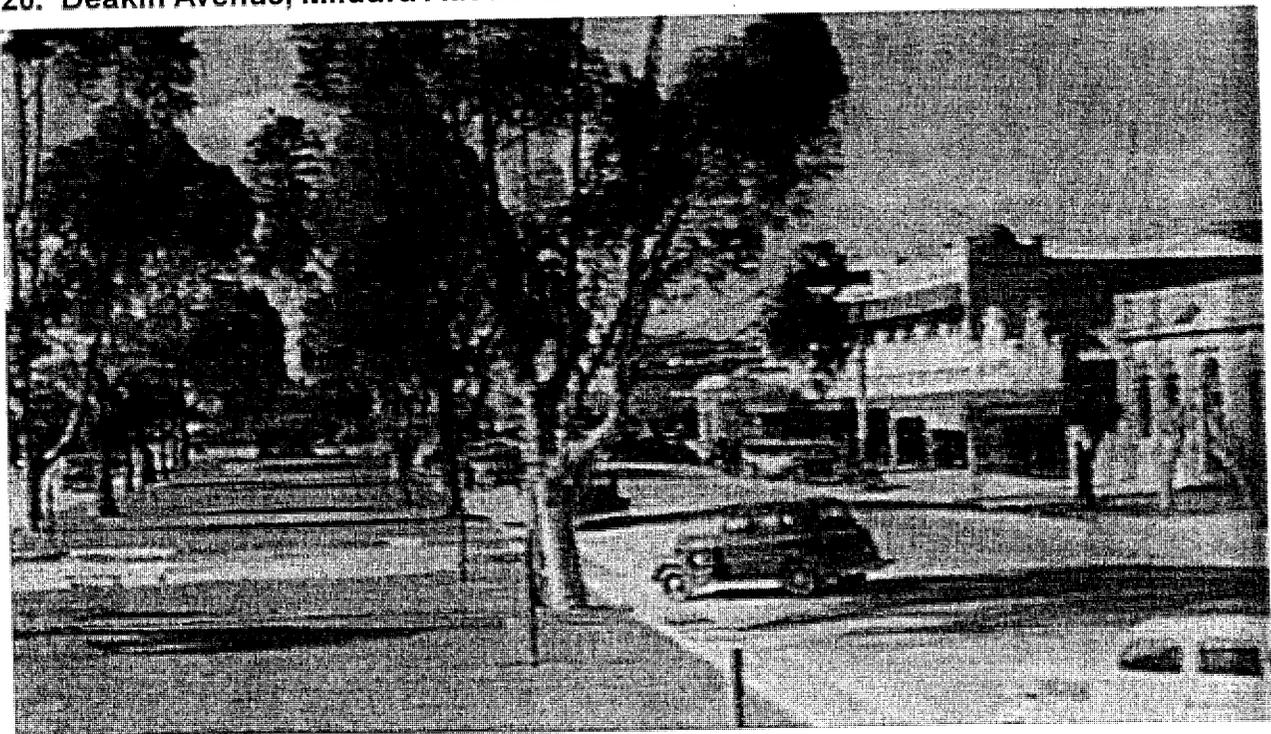
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19. Deakin Avenue, Mildura Australia



20. Deakin Avenue, Mildura Australia



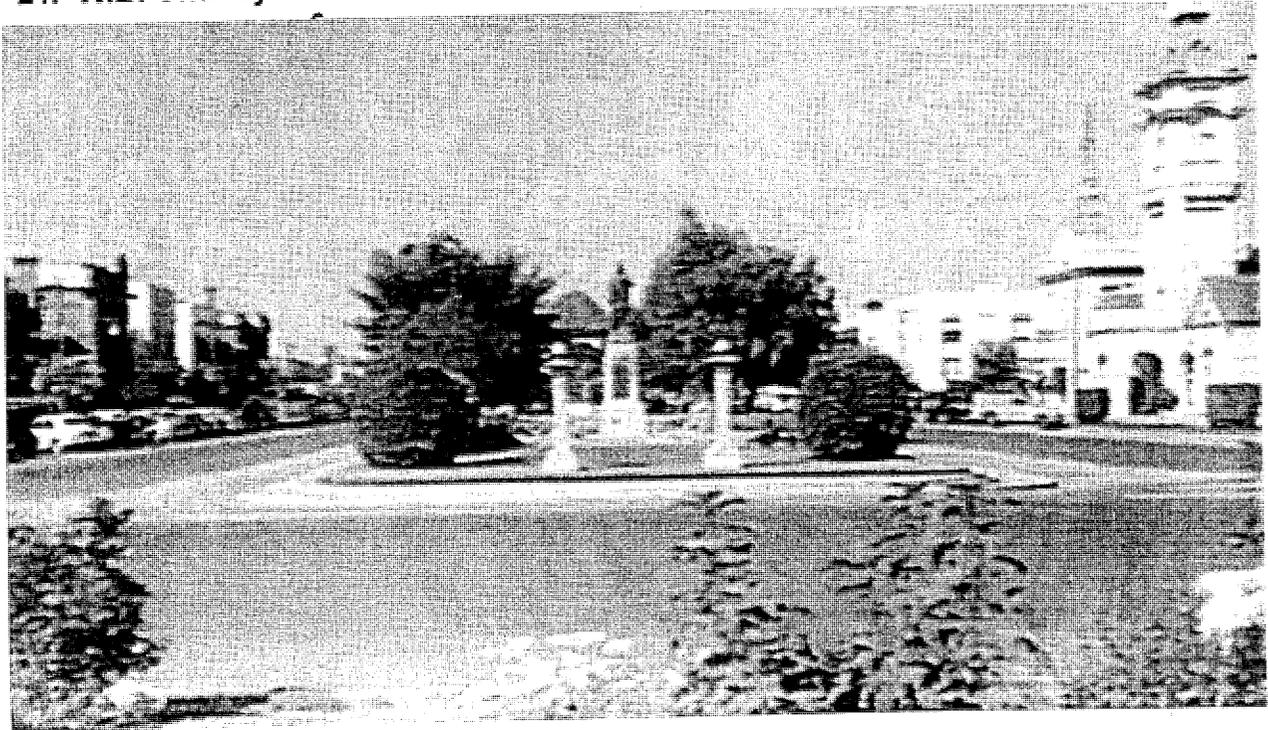
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21. W.B. Chaffey Memorial Statue, Deakin Avenue, Mildura Australia



22. W.B. Chaffey Memorial Statue, Deakin Avenue, Mildura Australia



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23. Chaffey Fountain, Deakin Avenue, Mildura Australia



24. Deakin Avenue, Mildura Australia



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All photos by Jeff Starns, 2003

Location of negatives: Ontario Planning Department, 303 East B Street, Ontario, CA 91764

1. Looking north from Philadelphia Street, Ontario
2. Looking west toward Euclid School, Ontario
3. Looking south toward the Southern Pacific and Union Pacific Railroad Underpass, Ontario
4. Looking east towards the Frankish Fountain and Old City Hall (just north of the Southern Pacific and Union Pacific Railroad Underpass), Ontario
5. Looking north at Holt Boulevard, Ontario
6. Looking north at C Street towards the R. Jack Mercer Community Bandstand, Ontario
7. Looking northwest at C Street towards the Granada Theater, Ontario
8. Looking west at the Gardiner Spring Auditorium, Chaffey High School, Ontario
9. Looking north towards the San Bernardino Freeway from 6th Street, Ontario
10. Looking north from the Burlington Northern Santa Fe Railroad, Upland
11. Looking south from Foothill Boulevard (Route 66), Upland
12. Looking north from Foothill Boulevard (Route 66) toward Madonna of the Trail, Upland
13. Looking north from Foothill Boulevard (Route 66) toward bridal path, Upland
14. Looking west at the Foothill Freeway, Upland
15. Looking south at rock curbs and drainage ditch, Upland
16. Looking north at rock curbs and drainage ditch, Upland
17. Looking south from 24th Street, Upland

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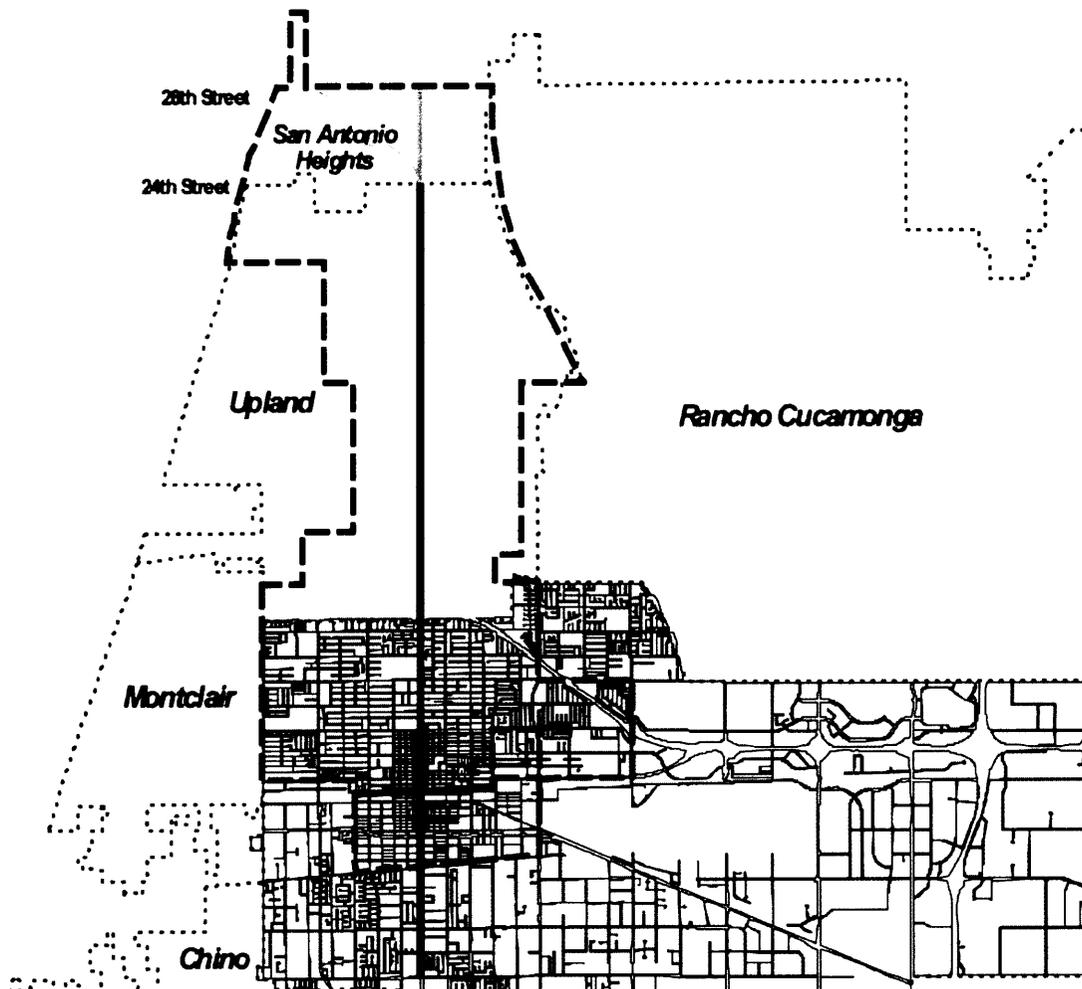
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SKETCH MAP



LEGEND

Euclid Avenue

Gray Section -

Portion of Euclid Avenue from 24th Street to 26th Street. Original Plan went to 26th Street, but removed shortly after construction

Red Section -

Section constructed by the Chaffey Brothers - 1882

Blue Section -

Section constructed by Charles Frankish - 1886

Red Outline -

Ontario Irrigation Colony Boundaries - Created by the Chaffey Brothers

Blue Outline -

South Side Tract Boundaries - Created by Charles Frankish

Green Outline -

Current City Boundaries

7



①

Euclid Avenue, Ontario

San Bernardino County

California



②

Euclid Avenue, Ontario

San Bernardino County

California

SPEED
LIMIT
45

NO
STOPPING
ANY
TIME

22
429
-860



3

Euclid Avenue, Ontario

San Bernardino County

California



④

Euclid Avenue, Ontario

San Bernardino County

California

Holt
1000
100 E

PAYSON

⑤

Euclid Avenue, Ontario

San Bernardino County

California



⑥

Euclid Avenue, Ontario

San Bernardino County

California



⑦

Euclid Avenue, Ontario

San Bernardino County

California



8

Euclid Avenue, Ontario

San Bernardino County

California

↑ Los Angeles
10
San Bernardino →

Los Angeles
10

→ 101



⑨

Euclid Avenue, Ontario
San Bernardino County
California



10

Euclid Avenue, Upland
San Bernardino County
California



11

Euclid Avenue, Upland
San Bernardino County
California



⑫

Euclid Avenue, Upland
San Bernardino County
California



Ye Bridle Path
FROM UPLAND TO THE MOUNTAINS

13

Euclid Avenue, Upland
San Bernardino County
California



14

Euclid Avenue, Upland
San Bernardino County
California



15

Euclid Avenue, Upland
San Bernardino County
California



16

Euclid Avenue, Upland

San Bernardino County

California

24 TH

STOP



WRONG
WAY



①7

Euclid Avenue, Upland
San Bernardino County
California