

4. Stewardship

The purpose of this chapter is to document a broad range of existing programs available to help preserve and maintain the intrinsic qualities of Historic Route 66 and priorities for implementing those conservation and preservation measures. Chapter 4 recommends strategies for managing the potential effects of intrusions to the authentic travel experience documented in Chapter 3, especially focusing on utility-scale renewable energy development and the need to preserve remaining roadside historic features.

Stewardship Goal:

Preserve the unique character and qualities of Historic Route 66 through the Mojave Desert including the road, the communities and the landscapes through which it passes.

WHY PRESERVE HISTORIC ROUTE 66?

As described in Chapter 3, United States Highway 66, popularly known as Route 66, is significant in American history as one of the earliest and most important highways linking the United States east of the Mississippi River with the west and especially with popular destinations in Southern California. Route 66 more than any other cross country highway that evolved from the “Good Roads Movement” has captured the hearts and minds of travelers from the day it opened. It continues to attract travelers from around the world who wish to experience unique and authentic slices of American culture associated with the automobile era.

As Historic Route 66 preservation efforts have evolved over the last several decades, they have been facilitated and supported by several public actions that impact corridor management across the Mojave Desert:

- The California Legislature designated Route 66 in California as “Historic Highway Route 66” in 1991.
- Congress passed Public Law 106-45 to preserve the cultural resources of the Historic Route 66 corridor in 1999.
- San Bernardino County designated Historic Route 66 (National Trails Highway or Main Street) from Oro Grande northeast and east to the Arizona state line, excepting those areas within incorporated cities, as a County Scenic Route.
- On November 25, 2014, the California State Historic Preservation Office (SHPO) determined that the alignment of Historic Route 66 from Daggett to Mountain Springs Road is considered eligible for listing on the National Register of Historic Places (see page 45).

STEWARDSHIP CONSIDERATIONS

Throughout the outreach efforts conducted as part of the study noted on page 23, Historic Route 66 stakeholders identified many stewardship issues that warrant consideration in the development and implementation of the corridor management plan. The



Figure 67 Railroad preceded Route 66



Figure 68 View from the vicinity of Goffs Schoolhouse looking west



Figure 69 Old Spanish Trail mural in Barstow

considerations described below are grouped according to how they affect three management concerns of the Historic Route 66 corridor

- Corridor-wide Considerations (broad desert context)
- Roadside Features
- Roadway Considerations (including the dedicated right-of-way)

Corridor-wide Issues

Key stewardship issues associated with the broad desert context of the Historic Route 66 corridor include the following:

- Lands that can be seen from Historic Route 66 (its viewshed) within the “middle ground” and “background” have not changed much since the road was designated as Route 66 in the 1920s, especially in areas east of Ludlow and west of Needles.
- Extensive lands within the viewshed are preserved through legislative actions. Mojave National Preserve is located to the north along the eastern end of the corridor, and multiple wilderness and wilderness study areas are found along the route. In addition, there are areas that are managed primarily to protect sensitive plants or wildlife by the Bureau of Land Management (BLM), and recognized as Areas of Environmental Concern in various Desert Renewable Energy Conservation Plan (DRECP) documents released to date. (See Map 2: Land Ownership (http://www.lardnerklein.com/CART66cmp/draftreportmaps/CART66_LandOwn_032414r.pdf)
- The proposed Mojave Trails National Monument would include protection for the area between the Mojave Preserve and Historic Route 66 (primarily north of the Goffs Road alignment).
- Scenic and conservation values associated with the vastness of the desert landscape, its ephemeral qualities such as desert light and color, wildflower blooms, night sky, and its geologic significance and interest were strongly expressed throughout the public outreach process.
- Cultural significance of Historic Route 66 is primarily associated with its long history as a travel corridor—including Native-American foot trails, the Mojave Road, the Old Spanish Trail, early railroad history, the National Trails Highway, Historic Route 66, and the construction of I-40 (see page 36).
- A portion of the Historic Route 66 context appears to be eligible for nomination as a rural historic landscape (east of Ludlow and west of Needles along the Goffs Road route)¹.
- As part of the proposed DRECP, BLM will adopt Visual Resource Management (VRM) objectives that will establish four levels of scenic protection. These VRM classification levels, VRM Class I

¹ A rural historic landscape is a geographical area that historically has been used by people, or shaped or modified by human activity, occupancy, or intervention, and that possesses a significant concentration, linkage, or continuity of areas of land use, vegetation, buildings and structures, roads and waterways, and natural features (http://www.nps.gov/nr/publications/bulletins/nrb30/nrb30_3.htm)

to VRM Class IV, correspond to distinct levels of scenic significance. They give the BLM an important management tool in conserving scenic and historic values associated with lands not protected by legislation or other means. Other supportive tools BLM uses to protect the landscape (delineating areas as No Surface Occupancy (NSO), Controlled Surface Use (CSU), Exclusion Areas, and Avoidance Areas) can add increased protection when used in combination with more protective VRM Class designations.

- The County of San Bernardino wants to be a partner in supporting the culture of Route 66 and the Corridor Management Plan, although not to the detriment of economic development and mining.
- In areas within the viewshed of Historic Route 66 where the proposed DRECP will encourage the future siting of renewable energy projects, design guidance may be needed to reduce potential visual contrast and impacts to scenery.
- High-voltage electric transmission line corridors (either the expansion of existing or the introduction of new corridors in designated areas) represent a significant level of change that may have significant negative impact on the Historic Route 66 context.
- Concerns were expressed as part of the public outreach efforts for the project about the potential impact of groundwater withdrawals by the Cadiz Water Project on historic resources relative to the potential lowering of the water table. This issue is important, but beyond the scope of the CMP.
- Existing off-premise sign (billboard) regulations for San Bernardino County and the City of Needles provide the necessary controls to meet the requirements of National Scenic Byway designation. The City of Barstow allows off-premise signs for four types of commercial and manufacturing zoning districts. However, existing City of Barstow ordinances limit off premise signs to 600' apart and only on vacant and undeveloped parcels. There are very few locations in Barstow where new billboards can be installed.

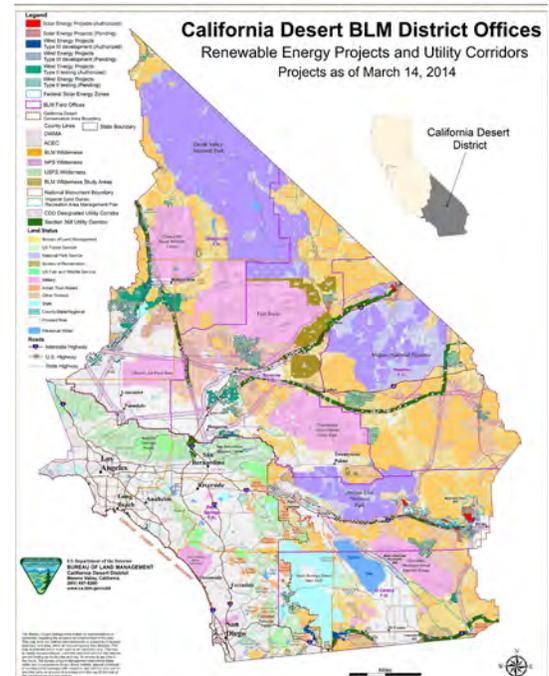


Figure 70 Renewable energy projects and utility corridors in the California Desert District as of March 2014 (Source: BLM)



Figure 71 Former store and hotel in Daggett

Roadside Features

The following key issues and concerns are associated with roadside features (primarily related to auto and tourism businesses):

- Many features of historic and cultural interest in the foreground areas along the roadside of the corridor have been disappearing at a fairly rapid rate since I-40 was built.
- Cultural features are in a variety of conditions from relatively good to poor. Decisions will need to be made and priorities established to determine: which features should be stabilized;

which can be rehabilitated or adaptively re-used; and, which should be let go and interpreted using photographs or other means.

- The U.S. Highway 66 Multiple Property Document Form (MPDF) provides historic contexts for use in nominating properties for listing on the National Register of Historic Places (National Register). The four contexts identified include:
 1. Development of U.S. Highway 66 in California, San Bernardino and Los Angeles Counties, California, 1926-1974
 2. U.S. Highway 66 as a Migratory Route, San Bernardino and Los Angeles Counties, California, 1926-1974
 3. Auto and Tourism Businesses on U.S. Highway 66, San Bernardino and Los Angeles Counties, California, 1926-1974
 4. Recreation and U.S. Highway 66, San Bernardino and Los Angeles Counties, California, 1926-1974
- Although some roadside features would qualify for listing on the National Register, others do not retain enough integrity to be designated. According to the MPDF, the relative scarcity and lack of comparable properties should be used to argue for an expanded degree of acceptable alterations when evaluating historic integrity, a National Register criteria.
- Where roadside features no longer exist or have deteriorated beyond recognition, interpretive information can be used to describe these features as they existed during the heyday of the route (see Chapter 5, Enhancing the Visitor Experience).



Figure 72 Existing timber bridge rail with 'C' shaped metal approach rail



Figure 73 Underside view of existing timber bridge structure



Figure 74 Timber trestle bridge at Avon Wash

Roadway Considerations

The following key issues and concerns are associated with the preservation of Historic Route 66 and its transportation and bridge features²:

- The Historic Route 66 alignment between Daggett and Mountain Springs Road is considered eligible for listing on the National Register. All of the bridges between Daggett and Mountain Springs Road have been formally evaluated for NRHP eligibility by the California SHPO (see Appendix III). Related roadside architectural features will need to be evaluated separately for eligibility.
 - The relatively large number of bridges between Daggett and Mountain Springs Road is a significant issue that could potentially alter the quality of the travel experience and the historic significance of the route. This portion of the roadway, maintained by San Bernardino County, contains a staggering number of aging timber trestle bridges (128) that are 80-years old, more or less. In comparison, *there is an estimated total of only thirty 80-year (+/-) old bridges currently carrying automobile and truck traffic*
- 2 Information about the condition of the bridges was provided by San Bernardino County as part of the ongoing work of their cultural resource consultant, Roger Hatheway (2014).

on Route 66 across the seven other U.S. Highway 66 states and counties (including Los Angeles County, California) combined.

- According to San Bernardino County’s latest analysis related to the maintenance and/or replacement of these bridges, the following provides accurate information about the number and condition of the bridges:
 - There are 136 bridges and large culverts on Historic Route 66 between Daggett and Mountain Springs Road.
 - 128 are timber trestle bridges/structures constructed from 1929 to 1935. Four are reinforced concrete bridges, three are pipe culverts, and one is a concrete box culvert. San Bernardino County currently maintains these 128 timber trestle bridges.³
 - Of these 128 timber trestle bridges, 127 are on National Trails Highway (NTH). One timber trestle bridge is on Ludlow Road, an original portion of the California U.S. Highway 66 alignment immediately west of Crucero Road.
 - Of the 127 timber trestle bridges/structures on NTH, 31 are less than 20 feet and not eligible for federal historic bridge repair and/or replacement funding. They are officially classed as culverts and not bridges.
 - By the mid-1940s, the State of California recognized the need to rebuild its aging timber trestle highway bridges statewide, and several articles were published by the Division of Highways detailing the need for reconstruction. At that time, the State of California clearly recognized that all U.S. Highway 66 timber trestle bridges between Daggett and Mountain Springs Road were quickly approaching the end of their design and economical service life. Seventy years later, San Bernardino County is still attempting to maintain the same bridges—a very difficult and expensive task.
 - California’s State Historical Building Code (http://www.dgs.ca.gov/dsa/AboutUs/shbsb/shbsb_health_safety.aspx) provides a tool for historic preservation:

“18961. All state agencies that enforce and administer approvals, variances, or appeals procedures or decisions affecting the preservation or safety of the historical aspects of qualified
- ³ Timber trestle highway bridges were commonly built nationwide for the first two decades of the twentieth century. Beginning around 1920, however, they began to be regarded by many highway design engineers as temporary structures, although they continued to be used in specific locales due to the fact that they could be erected quickly and inexpensively. A 1920 book by Milo S. Ketchum, C.E., entitled *The Design of Highway Bridges of Steel, Timber and Concrete*, states that “Timber Highway bridges were formerly quite generally used, and are still in use for temporary structures and in localities where transportation is difficult and where suitable timber is available.” In very simple terms, timber trestle highway bridges were built nationwide with a limited anticipated lifespan.



Figure 75 View of bridge rail and abutment walls at Amboy bridge



Figure 76 I-40 closure at Ludlow required a detour on Route 66

historical buildings or structures shall use the alternative provisions of this part and shall consult with the State Historical Building Safety Board to obtain its review prior to undertaking action or making decisions on variances or appeals that affect qualified historical buildings or structures.”

- Two potential issues and/or concerns with the utilization of the California State Historical Building Code on Historic Route 66 have been raised as they apply to historic roads.
 - First, if any bridge has been determined to not qualify as eligible for the National Register, then it cannot be regarded as an historic property. Thus, the historic building code would not apply.
 - Second, FHWA’s funding process utilizes NEPA and Section 106 guidelines. Therefore, the legal mechanism providing for utilization of a State Code on a federal project have been determined by CalTrans to be not applicable to federally funded bridge replacement projects.
- Vehicles affected by sudden closures on the I-40 often divert onto Historic Route 66/National Trails Highway. The alignment has never been officially designated as an emergency route by the State of California and, as such, it is not regarded as eligible for receipt of either federal or state funding targeted specifically for emergency detour routes.
- Nearly all of the distinct segments of the road with I-40 access have some bridges that are weight limited, and San Bernardino County is faced with a difficult challenge of keeping the road open to all vehicles. A consulting firm hired by San Bernardino County Department of Public Works is currently preparing a study evaluating the manner in which the State inspects and evaluates bridges on Historic Route 66 in the County and how this translates into the posting of load limits.
- A study evaluating the individual National Register eligibility of all of the 136 bridges and large culverts between Daggett and Mountain Springs Road on Historic Route 66 was prepared as part of San Bernardino County’s Dola and Lanzit Bridge replacement projects.

STEWARDSHIP STRATEGIES

Three distinct groups of strategies are recommended to preserve the character-defining features and context of Historic Route 66 from Needles to Barstow.

1. Management framework for use in guiding potential conservation and preservation strategies
2. Strategies for preserving the context of Historic Route 66
3. Strategies for preserving the roadway and directly related features

1. MANAGEMENT FRAMEWORK STRATEGY

A management framework is needed to associate certain types of conservation or preservation actions with a unique geographic area. The management framework includes the following actions that can be utilized to implement the management framework strategy.

- 1.1 Each jurisdiction is encouraged to adopt an official map and definition of the travel route and corridor. The text and maps defining the travel route can be referenced directly from page 2 of this CMP document. The text and maps defining the width of the corridor can be directly referenced from page 4 of this CMP document. As described in Chapter 1, the width of the corridor should include all lands, structures or other alterations that can be seen from the defined route alignment up to a distance of twenty miles.
- 1.2 Landscape management units provide a tool for organizing and applying proposed stewardship practices in a holistic manner across landscapes with similar characteristics. BLM utilizes landscape units in its Visual Resource Management System in applying Best Practices to management of lands in their jurisdiction. Since the CMP addresses lands managed by multiple agencies and owners—both public and private—common geographic boundaries are suggested to be adopted for use by each agency with management or planning responsibilities in the corridor to be possibly considered as overlays. The following units are proposed:
 - A. Colorado River (east of Needles)
 - B. Needles
 - C. U.S. 95 and Goffs Road to Essex
 - D. Goffs (historic community)
 - E. Fenner (I-40 interchange)
 - F. Essex (historic community)
 - G. Essex to Amboy
 - H. Chambless (historic community)
 - I. Amboy/Amboy Crater
 - J. Amboy Crater to Ludlow
 - K. Ludlow
 - L. Ludlow to Newberry Springs
 - M. Newberry Springs
 - N. Newberry Springs to Daggett
 - O. Daggett
 - P. Daggett to Barstow
 - Q. Barstow

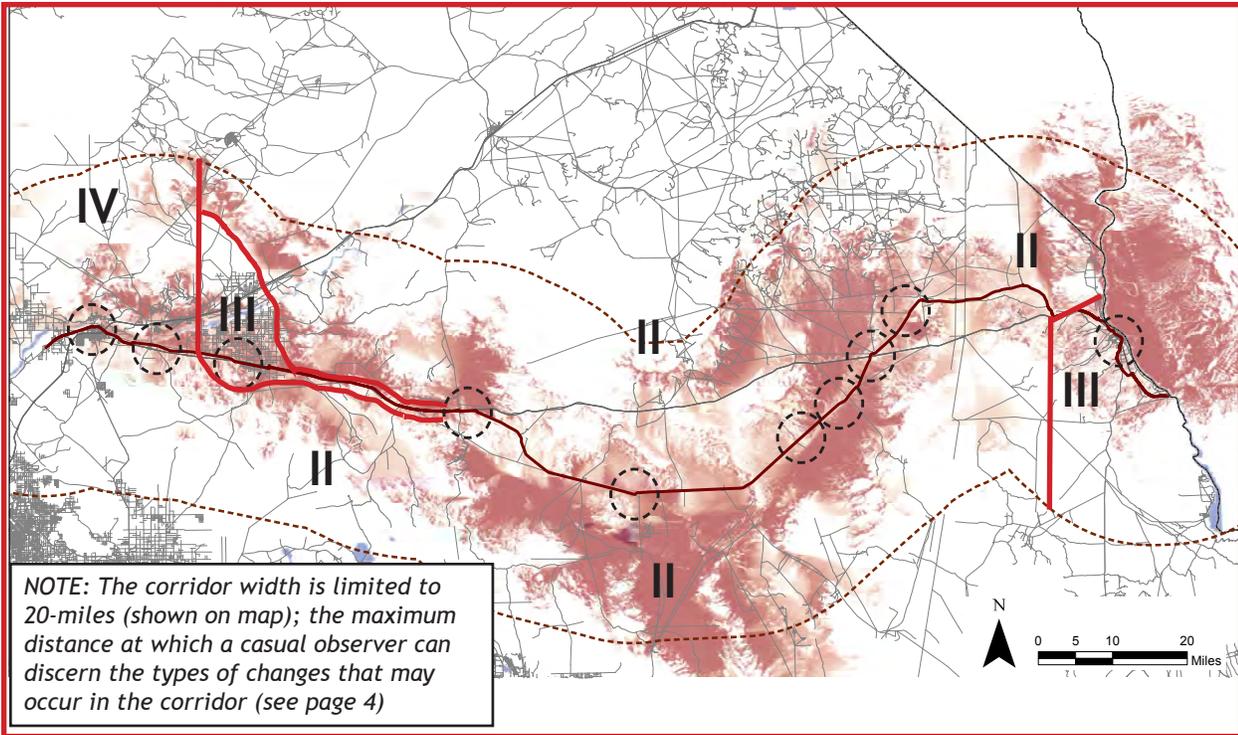


Figure 77 Recommended Visual Resource Management Objectives for lands that are visible (red tint) from Historic Route 66

2. PRESERVE THE CONTEXT OF HISTORIC ROUTE 66

One of the most significant aspects of this section of Historic Route 66 is that the corridor-wide context—lands that can be seen from Historic Route 66 and form its distinctive setting—have changed little since the time when Historic Route 66 was commissioned in 1926 and indeed, back into prehistory. A significant portion of the road’s Mojave Desert context (approximately 86 percent) is already preserved through legislation or has been identified for future preservation action in the proposed DRECP. The following strategies and actions are recommended to preserve the remaining fourteen percent of the context of Historic Route 66, focusing on that part of the corridor defined by its viewedshed.

- 2.1 Identify and establish priorities for delineating additional lands associated with Historic Route 66 as part of the National Lands Conservation System (NLCS).
- 2.2 Use BLM Visual Resource Management Objectives to guide land use decisions on federal lands (including renewable energy, utility and transmission line corridors, mining, etc.). Objectives should consider the international recognition and high degree of interest in the preservation and enhancement of Historic Route 66 for heritage-based tourism and economic development. Further study and coordination is needed through the proposed DRECP and updates to local government comprehensive plans. The following are general recommendations for establishing Visual Resource Management Classes for the corridor, (see Figure 77):

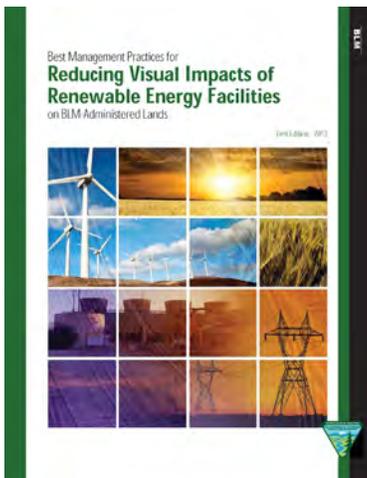


Figure 78 Best management practices should be applied to all renewable energy projects proposed for the Route 66 corridor viewedshed (http://www.blm.gov/pgdata/etc/medialib/blm/wo/MINERALS_REALTY_AND_RESOURCE_PROTECTION/energy/renewable_references.Par.1568.File.dat/RenewableEnergyVisualImpacts_BMPs.pdf)

- **Wilderness Areas, Mojave Preserve, ACECs, National Monuments** -
Recommended designation: *VRM Class I*
- **Colorado River to Needles (Landscape Units A) -**
Recommended designation: *VRM Class III*
- **Goffs Road to east of Ludlow (Landscape Units C, G, and J) -**
Recommended designation: *VRM Class II, excluding existing communities and areas designated as Class I*
- **Ludlow to Newberry Springs, mid and background (Landscape Unit L) -**
Recommended designation: *VRM Class II*
- **Newberry Springs to Barstow (north side of Landscape Unit N)**
East of transmission line corridor -
Recommended designation: *VRM Class III*
West of transmission line corridor -
Recommended designation: *VRM Class IV*
South side east of transmission line crossing -
Recommended designation: *VRM Class II*
- **All communities (Landscape Units B, D, E, F, H, I, K, M, O, and Q):** *suggested to be addressed through the updates to the County of San Bernardino's, the City of Barstow's and the City of Needles' Comprehensive Plans as per strategy 2.5, below.*

- 2.3. Develop a scenic resource management protocol for consideration on private lands and lands within identified communities that complements the BLM VRM system. Coordination is suggested to ensure that Historic Route 66 is duly considered in land use decisions that permit commercial and/or utility scale energy development within the viewshed of Historic Route 66. It is recommended that BLM VRM Level II and/or III be considered as the minimum standard outside of existing communities and previously developed areas and utility corridors to ensure conservation of the Historic Route 66 context.
- 2.4. County of San Bernardino, working with BLM, should consider the application of design guidelines adapted from the BLM's recently completed "Best Management Practices for Reducing Visual Impacts of Renewable Energy Facilities on BLM-Administered Lands." Guidelines are needed to reduce the potential visual contrast of renewable energy projects within the viewshed of Historic Route 66 (up to 20 miles distance). Consideration should also be given to guidelines for ancillary facilities such as fencing, roadways, maintenance buildings, lighting, and other visible elements.
- 2.5. Identify distinct boundaries around existing communities and consider establishing new or additional policies, and if appropriate, eventually ordinances, that facilitate business development and heritage-based tourism within those communities. These could be included as part of current

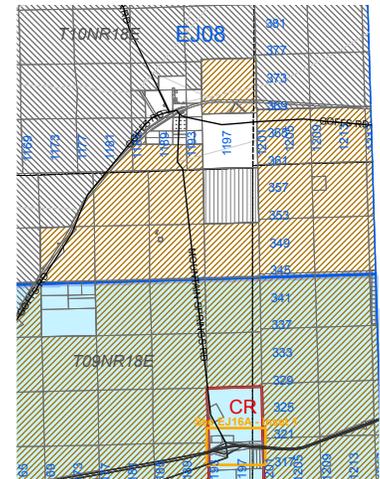


Figure 79 Existing zoning map for Goffs indicating Rural conservation zoning. The nearest Commercial zoning of any kind is at the Essex Road interchange with I-40



Figure 80 Goffs



Figure 81 Former Whiting Brothers Garage, Newberry Springs

General Plan update for the County of San Bernardino, City of Barstow's Route 66 Business Corridor and Downtown Business and Cultural District Specific Plan and future City of Needles General Plan Updates. Note that smaller unincorporated communities such as Essex, Amboy and Ludlow are currently delineated by commercial zoning categories.

- 2.6. Consider additional off-premise sign regulations in Barstow to demonstrate that the proposed route for National Scenic Byway designation is in compliance with all existing local, State, and Federal laws on the control of outdoor advertising.

3. PRESERVE HISTORIC ROUTE 66 AND DIRECTLY RELATED FEATURES

As noted in Chapter 3, the economic vitality and lifeblood of Historic Route 66 disappeared nearly instantly with the opening of Interstate 40. Many of its original communities and related roadside attractions were abandoned and have been disappearing at a fairly rapid rate. There still remains, however, a significant number of historic structures that can be preserved and in some cases adaptively re-used for new purposes emphasizing and supporting businesses related to heritage tourism. Several preservation tools are available to help property owners preserve these historic structures. Recommended actions include strategies that:

- 3.1. Use the Multiple Property Document Form (MPDF), currently in final draft form, to seek nomination of the route for listing in the National Register (East of Ludlow to Needles). Incorporate the results of recently released San Bernardino County study evaluating the individual National Register eligibility of all of the 136 bridges and large culverts between Daggett and Mountain Springs Road on Historic Route 66.
- 3.2. Seek designation for properties that still retain integrity or whose rarity would contribute to NRHP eligibility.
- 3.3. Support the ongoing state and county efforts to use a comprehensive treatment plan meeting the Secretary of Interior's Guidelines for Rehabilitation as the best approach to retaining the character-defining features of the entire system of berms, dips and bridges that are unique to this section of Historic Route 66.
- 3.4. Focus advocacy and support efforts by San Bernardino County to maintain and/or reconstruct bridges so that weight limitations do not further limit opportunities for heritage tourism-related businesses (e.g. tour buses and large recreational vehicles currently exceed the weight limits on some bridges).
- 3.5. Utilize volunteers, students and/or consultants to prepare National Register nominations for individual properties eligible within the MPDF. Such nominations may include thematic nominations (e.g. Needles' motels).

- 3.6. Identify properties worthy of stabilization and rehabilitation. Facilitate actions for their conservation and/or adaptive reuse.
- 3.7. Encourage establishment of locally designated “community heritage areas” and/or recognition programs in Barstow (Main Street) and Needles (Front Street and Broadway routes) to bring awareness to historic resources associated with Historic Route 66 and to establish policies that help preserve and enhance Historic Route 66 related resources.
- 3.8. Develop and implement an “adopt a bridge” program to support needed maintenance and rehabilitation actions.
- 3.9. Establish a “circuit rider” program in which multiple jurisdictions and organizations might share and pay for resources of a professional preservation consultant to provide information about preservation options and technical assistance to owners of historic properties desiring to adaptively reuse historic structures in accordance with Secretary of Interior Standards.

IMPLEMENTATION TOOLS FOR CONSERVATION AND PRESERVATION

Conservation and preservation strategies outlined above can be facilitated by working in conjunction with programs that are already in place and/or underway. These include:

- Input to the proposed Desert Renewable Energy and Conservation Plan (DRECP)
- Input and incorporation of management strategies into the update to the San Bernardino County General Land Use Plan
- Adoption of design guidelines for renewable energy development projects by San Bernardino County
- Establishment of a Historic Route 66 preservation program to assist property owners in their efforts to better take advantage of existing programs for the preservation and adaptive reuse of historic structures along the Historic Route 66 corridor

DESERT RENEWABLE ENERGY AND CONSERVATION PLAN

As noted in Chapter 2, page 9, the purpose of the proposed Desert Renewable Energy and Conservation Plan (DRECP) is “to conserve and manage plant and wildlife communities in the desert regions of California while facilitating the timely permitting of compatible renewable energy projects.”⁴

Historic Route 66 is referenced in the proposed DRECP in two ways: 1) primarily as a cultural resource; and 2) occasionally, as a geographic identifier for other elements of the proposed DRECP.

4 <http://www.drecp.org/whatisdrecp/> accessed March 08, 2014

When Historic Route 66 is referenced as a cultural resource, it is generally described as one of several cultural resources that were considered as part of the proposed DRECP and would be protected as part of the National Landscape Conservation System. The alternatives presented within the proposed DRECP differ in the proposed extents of National Conservation Lands boundaries and the extent to which they intersect with Historic Route 66. The Preferred Alternative and Alternative 2 are the best alternatives that protect Historic Route 66 under National Conservation Lands designation. All alternatives show a significant Development Focus Area near Barstow in the area between I-40, Historic Route 66 and I-15.

Given the concurrent timing of the reviews of the proposed DRECP and the unknowns surrounding changes that may occur to the proposed DRECP as a result of the review process, a two phase strategy is recommended: 1) pursuit of National Conservation Land Status through the proposed DRECP or through designation of the Mojave Trails National Monument; 2) until NLCS designation is achieved, manage the corridor as a Special Recreation Management Area.

Extensive coordination efforts have been taking place between BLM and San Bernardino County regarding operational and maintenance considerations for Historic Route 66. The continuation of this ongoing partnership effort is fundamental to the effective stewardship of Historic Route 66.

Pursue National Conservation Lands Status Through DRECP

More recognition of Historic Route 66 is needed in the proposed DRECP document as a historic, cultural or scenic resource of national and international significance. The proposed DRECP recognizes that “Route 66 has been evaluated as potentially eligible for the National Register and is part of the National Park Service (NPS) multi-state Route 66 Corridor Preservation Program.”⁵ Since the publication of the proposed DRECP, the State Historic Preservation Office has concurred with the CalTrans finding that the U.S. Route 66/ National Trails Highway (P36-002910, CA-SBR-2910H) from Daggett to Mountain Springs Road is eligible under the MPDF using Criteria A and C with a period of significance from 1926 to 1974.

Criteria noted in the proposed DRECP for including cultural resources as part of the National Conservation Lands require that the area:

- Contains a nationally significant prehistoric or historic cultural site that is eligible for the National Register of Historic Places
- Contains a nationally significant cultural landscape that provides context and setting for historic properties or is of religious or cultural importance to Indian Tribes.⁶

5 III.8-60, Proposed DRECP and EIR/EIS

6 II.3-315, Proposed DRECP and EIR/EIS

Additional criteria are noted in the proposed DRECP for classifying cultural resources as the National Conservation Lands:

- Development pressure - Area has natural or cultural values representative of other areas under development pressure, or adjoins DFAs.
- Landscape intactness - Relatively undisturbed features, unmodified natural environment of fairly large size, and not impacted by numerous developments (e.g. absence of extensive road network, multiple physical facilities such as communication sites, power lines etc.)
- Scenic quality - Higher levels of scenic quality as determined by the BLM Visual Resources Inventory process.
- The proposed DRECP should recognize the identification of views from Historic Route 66 as key views in any future assessment of visual impact associated with renewable energy development.

Therefore, under the definitions of National Landscape Conservation Lands noted above (NR Eligible and Landscape Intactness), Historic Route 66—the entire route in California and its relatively undisturbed context between Ludlow and U.S. Route 95 on the Goffs route—should be included in the NLCS. This would be consistent with the recommendations to manage the lands between Ludlow and U.S. Route 95 under the VRM system as VRM Management Class I and II.

This would imply that the lands associated with Historic Route 66 would by reference become part of the National Conservation Lands system and be implemented as part of the final DRECP. The adoption of the corridor management plan by BLM would then serve to implement that recommendation.

Special Recreation Management Area Option

As noted in Chapter 2, page 10, Senator Feinstein is seeking Congressional action for the designation of the Mojave Trails National Monument. The boundary of the proposed monument includes much of the Historic Route 66 corridor west of Needles and east of Ludlow. Passage of the bill would result in the inclusion of these lands in the NLCS. If language is not included in the proposed DRECP, the route could be managed as part of BLM’s Recreation and Visitor Services Division. Under this circumstance, the corridor should be designated as a Special Recreation Management Area up until the time that Congress Acts on Senator Feinstein’s Bill or the lands are included in the NLCS as part of the proposed DRECP.

DESIGN GUIDELINES FOR RENEWABLE ENERGY DEVELOPMENT

The focus of the remaining strategies for conserving the context and roadside features of Historic Route 66 would then be on private lands where there continues to be a need to provide guidance for accommodating future renewable energy development and resource extraction activities.



Figure 82 Existing high voltage electric transmission lines east of Daggett

San Bernardino County Definition of Commercial Solar Energy Generation Facility.

The components and subsystems that, in combination, convert solar energy into electric or thermal energy primarily for the purpose of off-site consumption, and may include other appurtenant structures and facilities. The definition includes, but is not limited to, photovoltaic power systems and solar thermal systems.

The BLM Visual Resource Management System suggests restricting development in high value viewsheds. While 86 percent of the lands within the Historic Route 66 corridor are protected by legislative designations or are designated for conservation as part of the proposed DRECP under consideration, several areas remain unprotected, as discussed in Chapter 3.

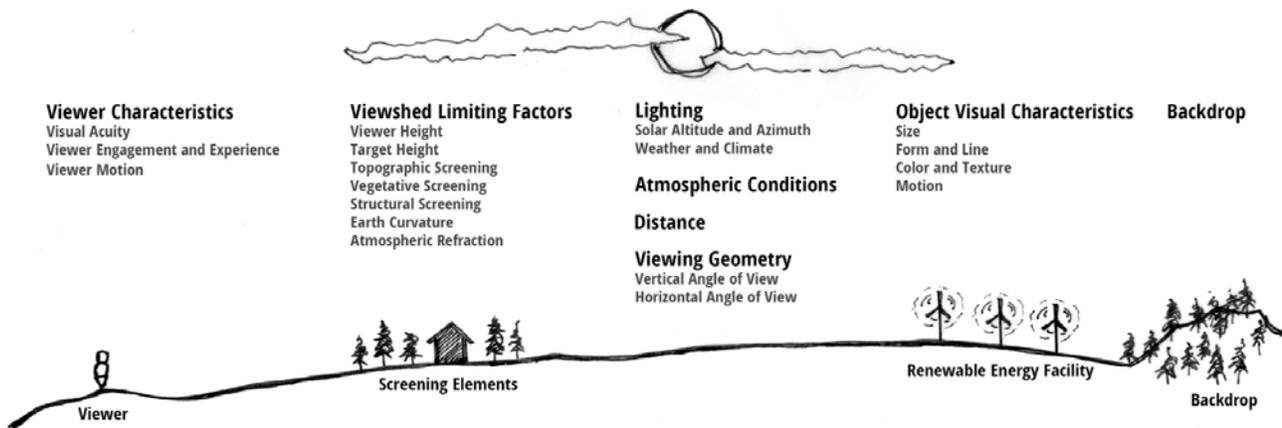
Strategy 2.3 on page 77 recommends that San Bernardino County consider adopting BLM Visual Resource Management objectives for private lands within the viewshed of Historic Route 66. The recommended VRM objectives, shown on Figure 77 on page 76, recommend no less than VRM level II east of Ludlow and VRM level III west of Ludlow and east of the transmission line near Daggett. Level II allows development only if it is not conspicuous to the casual observer. In practical terms, this means new development would have to be screened from view, be distant from the road, or be designed to blend in with the natural landscape character. Level III allows for somewhat greater visibility and visual contrast of development projects, but below the point where the development would dominate the natural landscape.

San Bernardino County recently adopted a solar development ordinance that regulates private solar development. It is suggested that the County consider adopting further guidance to include wind turbines and transmission lines. It is recommended that the County consider providing guidance to help developers achieve a visual standard equivalent to the recommended VRM Objectives IV east of the existing transmission line and north of Historic Route 66. This would allow significant change to scenery, but include design and mitigation provisions. Developers could achieve renewable energy project goals while reducing visual impacts to Historic Route 66.

Figure 83 The various factors that affect people’s visual perception of renewable energy development in the landscape (Courtesy of : Lindsey Utter, Argonne National Laboratory)

Landscape Character Analysis

Conservation of scenery within areas proposed for energy development is encouraged to begin with a landscape character analysis (as it currently exists) that precedes the design or layout of



a project. Too often, projects are designed to optimize engineering considerations before aesthetic analysis has begun. By analyzing the visual character of an area from the outset, opportunities for layout and design that lessen impacts can avoid project delays and costly arbitration.

Landscape character analysis describes the overall impression created by a unique combination of visual features, including landform, vegetation, water, and structures, usually in terms of form, line, color, and texture. The Historic Route 66 corridor lies within the southern Mohave Desert, which is characterized by broad, mostly level valleys and plains interrupted by discreet hills and relatively low to moderate height mountain ranges. Vegetation cover is, for the most part, well spaced, low shrubs, and primarily creosote bush. Dominant colors are tans, browns, and grays. There is no visible surface water except at the Colorado River.

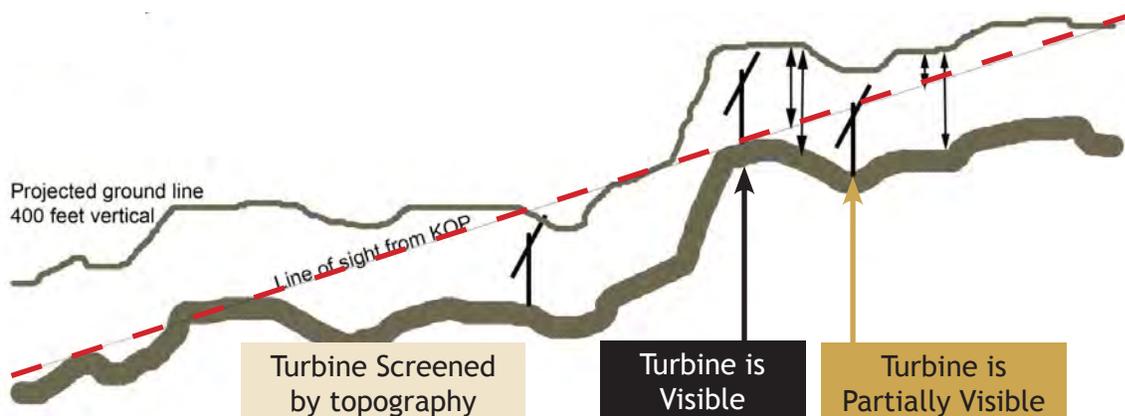
There is, however, a lot of variability. Many hills, small mountains, and mountain ranges flank the Historic Route 66 viewshed, including (from east to west); Chemeheuvi, Dead, Castle, Piute, Stepladder, Old Woman, Clipper, Bristol, Cady, Rodman, and Newberry Mountains, among others. Some of these are fairly high (approximately 3,000- to 5,500-feet) and steep sided. Together, they frame and contain the view from the road. Additional natural features with strong visual interest include volcanic cones, lava fields, sand dunes, and dry lake beds. Visual intrusions are found mainly at the east and west ends of the route. For about two-thirds of the total distance, natural features dominate the view, with the exception of the occasional transmission line, cell tower, railroad and view of I-40.

DESIGN GUIDELINES AND BEST MANAGEMENT PRACTICES

The following two determinations would provide useful perspective in addressing, evaluating, and meeting VRM Objectives, Guidelines, and Best Management Practices:

1. Measures common to all potential renewable energy projects
2. Measures that apply to specific project types (wind, solar)

Figure 84 Using local topography to screen wind turbines from a view point (Courtesy of John McCarty, BLM)



For additional information refer to the bibliography and consult the following sources:

1. *BLM BMP Renewable Energy Manual* (Sullivan, McCarty)
2. *Wind Power In View* (Pasqualetti)
3. *VIA Methodology for Offshore development* (Cape Cod)
4. *Visual Assessment Process for Wind Energy Projects* (Vissering)
5. *25 Points About Wind Energy for Landscape Architects* (Thayer)
6. *Wind Power on the Horizon, The New Energy Landscape* (Power Point)
7. *Visual Assessment of Wind Farms Best Practice* (Scottish National Heritage)
8. *Offshore Renewables - guidance on assessing the impact on coastal landscape & seascape*
9. *American Wind Energy Association Siting Handbook* (AWEA)
10. *BLM Reno Training Module: Wind Power on the Horizon*
11. *BLM Reno Training Module (Solar)*

Recommended Measures Common to All Potential Renewable Energy Projects for Consideration

- Require a spatially accurate map and photo or computer representation of the proposal.
- Minimize ground disturbance and repair. This is a standard recommendation in visual and scenic resource management. It means restricting the footprint of development to only what is necessary to build the project.
- Identify Key Observation Points (KOPs). A project should be designed to reduce impacts from specific viewpoints, generally known as KOPs. Historic Route 66 should be treated as a KOP for any projects within the viewshed.
- Site facilities away from most prominent land features. For the corridor, this means avoiding placement of facilities within the direct line of sight of key local landforms that attract the eye.
- Minimize night sky impacts. The desert sky is an important scenic feature along Historic Route 66. Any projects that are developed should minimize lighting, and avoid lights that project upwards.
- Use topography to hide or screen development. When possible, site facilities so that they are behind local landforms when viewed from Historic Route 66. The taller the landform is, and the closer it is to Historic Route 66, the better it can serve as a visual screen. Consider utilizing the guidelines created by the International Dark-Sky Association (<http://www.darksky.org>)
- Between Barstow and Needles, try to site facilities in already disturbed landscapes or clearings, away from the Historic Route 66 viewshed. The west end of the Historic Route 66 viewshed has fairly large areas of previously disturbed or developed lands that could be used for energy development without despoiling more natural landscapes, especially those natural areas east of Ludlow.
- As per San Bernardino County Renewable Energy Ordinance, avoid or mitigate impacts to significant cultural and historic resources, as well as sacred landscapes
- Practice good housekeeping. Avoid visual clutter, including signs, extraneous buildings, above ground wires, litter, or other materials that do not need to be in view.
- Reduce the scale of the project. Build less rather than more. This can mean a smaller footprint of development.
- Avoid ridge tops and the middle of valleys. Projects tend to blend in better when they are located below ridges and at the edges of valleys, where they are seen against landforms rather than against the sky.
- Avoid building access roads on side slopes, where cuts and fills exacerbate disturbance.
- Repair damaged areas with native vegetation and topsoil stockpiled for this purpose.

MEASURES THAT APPLY TO SPECIFIC PROJECT TYPES

Wind

Given military concerns over tall towers and concern over viewshed impacts, it is unlikely that large scale wind energy projects will be proposed within the Historic Route 66 corridor; however, if such facilities are proposed, the following practices are encouraged to be used:

- Set turbines well back from the travel route. The large size of modern utility scale wind turbines begins to visually dominate the landscape at a point five to 10 miles away from a viewing platform, depending on atmospheric conditions, sun light angles, and whether the turbines are on the ridgeline or have a landscape backdrop. What is ordinarily considered to be a background distance is more like a middle ground viewing distance when it comes to utility scale wind turbines. The trend in technology is toward wind turbines becoming even larger.
- Requiring setbacks from the highway will also reduce or eliminate the chance for “shadow flicker” impacts to development near the highway, or to road users.
- Use non-linear turbine patterns. The landscape of the Historic Route 66 viewshed is variable, but hills and mountains are always in view. This means that long lines of regularly spaced turbines would contrast with the variable topography. It is better to place turbines in small clusters viewed against, not above the landforms.
- Break up the clusters. Allow sufficient distance between clusters so that the landscape remains the dominant visual element.
- Create visual order within and between turbine clusters. Chaotic or random patterns draw more attention and have higher impact than orderly arrangements of turbines. In particular, avoid having turbine clusters overlap each other in any prominent or long duration views.
- Use audio visual warning systems (AWS) to reduce night sky impacts. Because of their height, the FAA requires turbines to have day and nighttime strobe lighting. AWS systems are inactive when aircraft are not in proximity.
- Require visual uniformity in turbine design. This is very important



Figure 85 Line of wind turbines in Sherman County, Oregon showing effect of distance on visibility



Figure 86 Wind turbines in the mid-ground ridgeline

Figure 87 Photograph of Nevada Solar One near Boulder City, Nevada illustrating very high levels of visual contrast and the expansive scale of a utility scale solar facility. Credit: Robert Sullivan, Argonne National Laboratory.



if multiple projects are being considered within a part of the viewshed seen as a whole, but by different developers.

- Better to use fewer, larger turbines than a higher number of smaller ones to get the same amount of energy

Solar

Utility-scale solar energy projects have different visual characteristics and issues than wind energy. They tend to have large, continuous ground footprints, unlike wind energy, which retains lots of undisturbed space between turbines. Some are low profile, ground mounted Photo-voltaic (PV) collectors. Some projects include very tall (up to 650') highly reflective towers set amidst fields of mirrors. These mirrors reflect light and cause glare issues. The towers themselves emit very bright light. “Dust glow” is another visual characteristic of some solar projects.

From a visual resource perspective, lower profile, less reflective technologies like ground mounted PVs have much less visual impact than other technologies. Topography can be used to screen collectors from highway views. Outer edges of collector fields can be broken up or feathered out into the surroundings to reduce strong edge effects. Back sides of collectors are suggested to be color treated to the appropriate color choice from the BLM Environmental Color chart to reduce contrast.

Recommendations include minimizing disturbance, roads, and extra facilities as important ways to reduce potential visual impacts of solar projects.

Towers, which generally cannot be hidden, could be designed to look interesting architecturally, but if these are used within the Historic Route 66 viewshed, the best approach is to maintain as much distance as possible.

Transmission Lines and Towers

The most likely energy development within the Historic Route 66 viewshed is major transmission lines, probably along freeways. Visual impacts from transmission lines come from the following characteristics:

- Towers create form, line, and color contrasts with open, naturally vegetated areas
- Access and service roads can create additional color and line contrast
- Lines (conductors) create their own color and line contrast, especially when the sun is reflecting off of them
- Glass insulators can create refracted light
- Additional facilities, like substations create additional contrasts

The main ways to reduce visual contrast and impacts and suggested guidance includes:

BLM Standard Color Chart



http://www.blm.gov/style/medialib/blm/ut/vernal_fo/energy/o_g_operators_packet.Par.69802.File.dat/3%20-%20Standard_Environmental_Colors.pdf

- Placing towers so that they are viewed against the ground or landforms instead of against the sky
- Keeping towers and lines as far as possible from the road. Research shows that in western landscapes, untreated lattice and large monopole towers are visible to the casual observer at distances up to 10 miles and are a major visual feature at distances up to 3 miles. When a tower is placed within a quarter mile of a road, it's best to use a color treated monopole. At distances ½ mile out, a properly color treated non-specular lattice tower is preferred in an open landscape like the corridor.
- Reducing scale. Smaller H frame towers have lower visibility than larger lattice or monopole towers
- If larger towers are necessary, suggest using the BLM Environmental Color Chart to create color treated monopoles that better blend with desert scenery than galvanized steel lattice towers
- Minimize roads and other support facilities, and use appropriate landforms and vegetation to mask these when necessary, is recommended

Fluid Minerals

Existing subsurface natural gas transmission pipelines are found within the Historic Route 66 corridor. The designation of Historic Route 66 as a National Scenic Byway or All-American Road will not change existing right-of-way permits across federal lands. For new oil and gas projects, including transmission pipelines across BLM managed lands, best management practices (BMPs) are considered as part of existing BLM policies and procedures (see http://www.blm.gov/wo/st/en/prog/energy/oil_and_gas/best_management_practices/technical_information.html).

The primary emphasis of the BMPs is to:

- Minimize the contrast between new facilities and the existing landscape
- Manage the visual resources as seen from key observation points that reflect viewer sensitivity to the resources
- Reduce surface disturbance
- Maximize other resource benefits

Quarrying and Related Extraction Activities

San Bernardino County has identified the need for stockpiling, soil disposal and quarrying operations. From the perspective of maintaining the character-defining features of Historic Route 66, efforts should be made to use existing quarries first, including those whose stone was used for original construction and later for road and bridge maintenance.

Opportunities to utilize existing, already disturbed locations has additional advantages. New quarrying and disposal operations can be used to reclaim and reshape the landscape to reflect the general appearance of the natural landforms that existed before quarrying operations took place.

U.S. Secretary of Interior Historic Preservation Management Approaches

Although historic preservation project managers must choose one over-arching approach, or goal, to guide a preservation project:

- Preservation
- Rehabilitation
- Restoration
- Reconstruction

... in practice, more than one approach might be employed for specific elements. For example, in a large Rehabilitation or Restoration project, approval might be given to replace inappropriate aluminum windows by reconstructing original wooden window frames, if they had been adequately photo-documented.

Here on Historic Route 66...

The eminently historic Alf's Blacksmith Shop and museum in Daggett will involve a number of major, high-priority challenges and approaches. Age and fragility of many buildings and objects in this private historic treasure trove recommends that the initial priority should be large-format photo-documentation of historic buildings, extensive array of Route 66 road-building equipment, and twenty-mule-team borax mining gear and paraphernalia.

Choosing which of the four approaches listed above should guide subsequent preservation management will depend largely on reasonable and practical goals of the property owners once photo-documentation is complete.

Permitting for quarrying and disposal operations outside the original permit area could be considered as part of an overall operations plan, developed by a qualified reclamation designer, which results in the desired reclaimed condition. The value of the additional materials extracted beyond the original permit area can be utilized to offset any added cost for a more carefully orchestrated quarrying operation.

ROADSIDE HISTORIC PRESERVATION OPTIONS AND PRIORITIES

While one of the most significant characteristics of Historic Route 66 through the Mojave Desert is the relatively intact landscape that is strongly evocative of its heyday period, especially east of Ludlow, there have been many changes to roadside features since I-40 was open to the public. Many historic sites associated with the road have been either abandoned or have disappeared altogether as the commercial enterprises that supported travelers have moved on to I-40 interchanges.

Secretary of the Interior Standards for Historic Preservation

Secretary of the Interior Standards are neither technical nor prescriptive, but are intended to promote responsible preservation practices that help protect our significant cultural resources.

There are four approaches to management of historic properties as described under the Secretary of the Interior's Standards:

- Preservation
- Rehabilitation
- Restoration
- Reconstruction

These treatments are both philosophical and practical. The Standards ensure a consistent method for helping to protect resources with significant national and local history.

The goal of **Preservation** is to retain all remaining historic fabric of a property representative of its development over time. The life of a property may include changing occupants and respectful changes or updates in appearance. As a property ages, it changes, and these changes are part of the historical record. Preservation maintains the property and its important features that convey its history. Preservation offers a stabilization approach to include rebuilding and applying roof materials to preserve existing walls, foundations and interior features.

Rehabilitation is the treatment approach when the integrity of a historic property has been compromised such as from lack of upkeep. Rehabilitation allows for the use of replacement materials where original architectural elements are beyond repair. Rehabilitation returns the property to its historic appearance.

Restoration is treatment approach when a more intensive solution is required, such as when non-historic materials have been applied to cover historic features. Restoration returns the property to its appearance during its period of historic significance. This treatment allows for the removal of materials that are not in keeping with that period.

Reconstruction may be the only available treatment for the re-creation of a historic property when that property is no longer extant. By nature of the treatment, reconstruction uses new materials. Reconstruction is usually limited in use. Philosophically, a historic site may readily convey its history even while missing a former building or structure. Therefore reconstruction must be sensitive to the historic setting and not compromise the authenticity of the site.

There are several considerations in selecting the appropriate treatment for a historic property. Condition of the property is certainly a key determinant in choosing a treatment. The importance of the property relative to other historic resources also plays a role. For example, a building that is part of a historic district generally does not represent the same significance as a building that is recognized for its individual excellence. Intended use of a historic property will be another consideration if the building will be adapted for a new use. Increasingly, older buildings are finding new uses while still retaining a high degree of architectural integrity. If a private building will become publicly used or renovated for multiple occupancies, for example, building codes add another layer to the selection process for treatment of a historic building.

There are some additional concepts of historic preservation that may be considered in concert with the four main treatments for historic properties:

Documentation

Documenting a building's history not only records important details about its past, but also assists in planning for its future. If the building has never been the subject of historical research, the first step in documentation is to determine its date of construction and historical significance. Building materials, architectural elements, and any special regional examples of construction methods or craftsmanship should be noted. Additions and alterations should also be documented. Locating old photographs, former owners, or oral history contributors are excellent sources of detailed information.

Stabilization

When an immediate treatment cannot be applied to a historic property, stabilization is the method used to prevent further deterioration. The structure of a building is essential to its stability.

Historic Integrity

Properties eligible for listing in the National Register or California Register must retain integrity. Historic integrity is defined as the property's historic identity, evidenced by the survival of physical characteristics that existed during the property's period of significance. Historic integrity is the accumulation of seven qualities:

- *Location - is the property at its original location?*
- *Design - does the property resemble its design from its period of significance?*
- *Setting - is the property's surroundings or setting compatible with its period of significance?*
- *Materials - does the property retain most of its original materials?*
- *Workmanship - is the original workmanship evident?*
- *Feeling - does the property retain its sense of time and place from its period of significance?*
- *Association - does the property still associated with its architectural and historical context?*

Historic integrity enables a property to illustrate significant aspects of its past. For this reason, it is an important qualification for National Register and California Register listing.



Figure 88 Postcard of Carty's Camp in Needles at Broadway and Dobson



Figure 89 Present day Carty's Camp gas station



Figure 90 Present day tourist cabins



Figure 91 View of Essex in 1932



Figure 92 Present day Wayside Café

Stabilization reinforces the load bearing components of a building to stop deterioration that can lead to its collapse. A key aspect of stabilization is protecting the internal framework from exposure to the elements. Specifically, attention to a building roof is critical.

Mothballing

The concept of “mothballing” a historic property is closely related to stabilization. Mothballing a property is the term for means by which a building is securely kept while future planning and/or funding can be arranged. Ensuring structural stability is the first step of mothballing, which also includes making necessary repairs to exterior surfaces and closing up the building to prevent vandalism. Closing up a building can accelerate internal deterioration, however, without attention to adequate ventilation. Fencing off these properties in disrepair will also aid in their protection until an appropriate preservation treatment can be initiated.

Priorities for Preservation

It is recommended that the following historic properties along Historic Route 66 follow the Preservation treatment standards set forth by the Secretary of the Interior:

Carty's Camp Cabins Needles, CA

Carty's Camp was one of the first tourist camps built in Needles and was established by William Carty in 1925. Carty's Camp had gas pumps and a store fronting Historic Route 66 and offered lodging. Tents were later replaced with side-by-side cabins. Carty's Camp is noted as the backdrop for one of the scenes in the movie “The Grapes of Wrath.” Remarkably, the camp's cabins built of particle board and steel frames in the 1930s still exist although in ruinous condition. These cabins are a rare remaining example of tourist accommodations before the construction of more permanent cabins and motels. Carty's Camp facilities should undergo preservation/stabilization efforts to prevent further deterioration.

Essex Café/Gas Station, Essex, CA

Essex retains a number of examples of roadside architecture such as the Wayside Café and an adjacent gas station, as well as a school and post office. The old town well is still extant. It was installed by the Automobile Club of Southern California and provided free water to travelers along Historic Route 66 in the 1930s. Essex was also the site of one of Patton's training areas. The Desert Training Center's California-Arizona Maneuver Area established military camps across a vast 12 million-acre area. One camp was located northwest of Essex and called Camp Clipper, named for the Clipper Mountains. It is recommended that the Gas Station and Café at Essex undergo preservation/stabilization efforts to prevent further deterioration and preserve the remaining roadside architecture in Essex.

Road Runner Café, Chambless, CA

The town of Chambless was named for homesteader James Albert Chambless, who settled near the National Trails Road and Cadiz Road in the early 1920s. After the designation of Historic Route 66 a store was built at the Chambless site in the late 1920s. In the 1930s, Chambless built a gas station, motel, post office, a café, and a row of concrete block cabins. Businesses at Chambless were aided by drilling of wells into the Cadiz Aquifer, an underground pool of water, which allowed for planting of trees and other vegetation. Shade trees and other amenities made Chambless a popular stop for Historic Route 66 tourists. West of Chambless was the Road Runner's Retreat Café, which was built in the late 1950s. This was a popular truck stop and café and consisted of a gas station and restaurant. Like most other businesses it closed soon after the completion of I-40 to the north. This site consists of the abandoned buildings and its original sign. It is recommended that the Road Runner's Retreat Café and sign undergo preservation/stabilization efforts to prevent further deterioration.

Row of Gas Stations/Buildings, Ludlow, CA

Established in 1883, the town of Ludlow originated as a water stop for the Atlantic and Pacific Railroad and the railhead for the Tonopah and Tidewater Railroad (T&T) which transported borax ore. In the early 1900s Ludlow was a busy railroad town with several businesses located along Main Street and numerous dwellings. By the late 1920s, the mines that Ludlow served began to dwindle. Establishment of Historic Route 66 brought new businesses to the town and these located to the north of Main Street along the new highway alignment. Several gas stations, motels and restaurants were built at Ludlow along Historic Route 66. Construction of I-40 resulted in the closing of many of these businesses but others opened at the Ludlow I-40 interchange. The Ludlow Café built in the 1960s continues to remain in operation. There is little left in Ludlow that reflects its Historic Route 66 heyday except for the original Ludlow Café built in the 1930s along with several abandoned gas stations. These properties may be eligible for the National Register as part of a thematic nomination for the community.

Whiting Gas Station/Gas Stations and Henning Motel Neon Sign, Newberry Springs, CA

Newberry Springs was originally called "Water," in reference to its location as a source of water for wagon trains coming to California in the 1850s on the old Mormon Trail. In the 1880's, Newberry Springs was an important station for the Atlantic and Pacific Railroad, which hauled tank cars of water from here to its other stations and towns along the rail line. On the east side of Newberry Springs were several gas stations, cafes and at least one motel. The Henning Motel neon sign remains visible as does a well-preserved Whiting Brothers gas station. It is recommended that the Whiting Gas Station, Gas



Figure 93 Present Day Road Runner Cafe



Figure 94 By the 1930s most businesses had moved to the "New Main Street" along Route 66 in Ludlow. This view is from ca. 1940.



Figure 95 Original Ludlow Cafe, present day



Figure 96 Whiting Brothers gas station at Newberry Springs



Figure 97 The former Henning Motel original neon sign in Newberry Springs.



Figure 98 Present day view of Essex School



Figure 99 Present day view of Danby Justice Court c. 1952



Figure 100 Roy's Original office



Figure 101 Roy's Original sign and cafe



Figure 102 Roy's Original cabins

Stations of Newberry Springs, and the Henning Motel Neon Sign undergo preservation/stabilization efforts to prevent further deterioration.

Priorities for Rehabilitation

It is recommended that the following historic properties along Historic Route 66 follow the Rehabilitation treatment standards set forth by the Secretary of the Interior:

Essex School, Essex, CA

Essex retains a number of examples of roadside architecture as well as a school, post office and old town well. The old town well installed by the Automobile Club of Southern California is still extant. The Essex School was originally built in 1937 and present-day building was constructed several decades later. This building provides opportunities for a wide variety of adaptive reuses such as a tourist-oriented business and overnight lodging.

Danby Courthouse, Danby, CA

Danby was established in the 1880s as a railroad community but the town relocated to the north once Historic Route 66 was completed. In its heyday Danby had a handful of dwellings and at least one gas station. An auxiliary San Bernardino County court building was constructed in Danby in the 1930s (since relocated to Goffs). Because of the isolation of this area of the county a judge heard court cases in the Danby Justice Court (1952), a small building facing Historic Route 66. This unique court building remains standing on the south side of the highway. Danby also retains an abandoned gas station and several dwellings. It is recommended that the Danby Justice Court undergo rehabilitation efforts to prevent further deterioration due to its particular significance in the history of Historic Route 66.

Amboy, Amboy, CA

Amboy, settled in 1858 and established in 1883, was originally a mining site before the railroad. With establishment of Historic Route 66 in the 1920s, Amboy became a popular stop between Needles and Barstow. At its height there were numerous Historic Route 66 businesses here including Bill's Service Station, Bender's Service Station and Camp, and Conn's one-stop service station and cabins. In the 1930s, Roy and Velma Crowl owned a large part of Amboy, building a cafe, motel, and service station. In 1938, Roy's Motel and Café opened as one of the most modern motels in the Mojave Desert. In 2005, Albert Okura, owner of the Juan Pollo restaurant chain, purchased the property and has preserved many of the original buildings. Today, Roy's Café, currently operates as a fuel and snack stop. It is recommended that Roy's continue to undergo rehabilitation efforts including placing the motel and cabins back in operation or other compatible uses. Also at Amboy are other important historic resources such as the Amboy School and Church which are presently vacant and offer opportunities for adaptive reuse.

Daggett Properties

During the mining period of the late nineteenth century, Daggett was the outfitting hub and commercial center of the Mojave Desert. The town was originally founded in the 1880s just after the discovery of silver in area mines. Completion of the Southern Pacific Railroad from Mojave to Daggett in 1882 led to its growth and development. The original alignment of Historic Route 66 ran through the older commercial area of Daggett for many years. This commercial area contained several general stores and the Stone Hotel which is extant along with three other buildings. Just to the west, at “A” St. and National Trails Hwy is an eye-catching, white clapboard bldg. with a Russian Orthodox-influenced roof style that served as a Café for Route 66 travelers (see Figure 141 on page 113). This collection appears to meet National Register criteria for their architectural and historical significance.

Another notable building nearby is the Seymour Alf Blacksmith Shop built in 1890. Alf operated his blacksmith shop for many years and also used his “Fresno Graders” to build and grade sections of the Old National Trails Highway, which later became Route 66. As traffic increased along Historic Route 66 the highway was relocated to the south side of the railroad tracks and a few businesses and gas stations remain extant in this section of the community.

It is recommended that the Stone Hotel and the adjacent buildings undergo stabilization efforts to prevent further deterioration. It is recommended that the blacksmith shop, including all the equipment (objects), both within the primary historic structure, displayed in adjacent buildings, and outside, within the fenced compound, be photographed and documented and then undergo preservation and restoration efforts as a high priority. The Seymour Alf Blacksmith Shop should also be listed in the National Register and interpretive information added to the site.

Priorities for Restoration

Restoration treatment for properties along Historic Route 66 will be most applicable for motels and gas stations in Needles and Barstow which have been remodeled in recent decades. Many of these motels remain in use as either operating motels or low-income housing. The motels in Needles retain a high degree of integrity and many appear to meet criteria for listing in the National Register. Listing would provide property owners with tax credits which could encourage restoration of these properties back to their original exterior appearance. In Barstow many motels remain extant but the majority of these have undergone significant remodeling. Common changes in recent years include the removal and replacement of historic windows and doors, new signage and the application of modern exterior wall treatments such as faux stucco. Because of the extent of these changes the majority of motels in Barstow no longer retain



Figure 103 Stone Hotel and Store in Daggett



Figure 104 The Best Motel in Barstow is an example of a remodeled motel from the early 1960s. This was originally an Imperial 400 Motel which was designed with a distinctive “gull wing” roof at its lobby. The building has added exterior wall surfaces, windows and doors.



Figure 105 El Garces, Needles



Figure 106 Union 76 Station, Needles

For further information on the State of California National Register nomination procedures and policies, contact:

*California State Parks
Office of Historic
Preservation 1725
23rd Street, Suite 100
Sacramento, CA 95816
Jay Correia, Supervisor,
State Historian III
Phone: 916-445-7008
jay.correia@parks.
ca.gov*

sufficient integrity to meet National Register criteria. However, property owners should be encouraged to consider future restoration in keeping with their original appearance to cater to the Historic Route 66 visitor.

Reconstruction

No historic properties along Historic Route 66 between Needles and Barstow have been identified with sufficient architectural or historical significance to be recommended for Reconstruction. Dozens of buildings have disappeared in this section and in many cases only foundations remain. There are many historic photographs of buildings no longer extant at various museums and archives. These could provide sufficient documentation for reconstruction if so desired. However, preservation efforts should first be focused on conserving the extant structures and other roadside features.

NATIONAL REGISTER OF HISTORIC PLACES

A number of properties along Historic Route 66 between Needles and Barstow meet the criteria for listing in the National Register of Historic Places. The National Register is the nation's official list of buildings, districts, structures, sites and objects that have architectural, historical or archeological significance on the local, state or national level. The National Register is maintained by the National Park Service. Nominating eligible properties to the National Register is highly encouraged in order to gain this honorary recognition and qualify for possible tax credits and grants.

The California State Parks Office of Historic Preservation (CSOHP) staff routinely assists in the completion of nominations to the National Register of Historic Places. Nominations are often prepared by property owners, universities, local governments, historical societies or professional firms, and once reviewed by the staff these nominations are presented to a group of preservationists who comprise the State Historical Resource Commission. The Commission meets at least four times a year to evaluate significance of the state's historic properties and make nomination recommendations to the National Park Service. The nomination process may take up to a year to complete.

According to the National Park Service regarding listing on the National Register:

From the Federal perspective (the National Register of Historic Places is part of the National Park Service), a property owner can do whatever they want with their property as long as there are no Federal monies attached to the property.

If federal tax credits are accepted, then modifications to the building must follow the Secretary of Interior's Standards. Listing on the National Register (or eligibility for listing) offers protections from

certain federal actions under Section 106 of the National Historic Preservation Act. There are no requirements for public access to privately-owned properties. There are no guidelines property owners must follow. Owners or a majority of owners must consent to listing.

Benefits of National Register Listing

Listing on the National Register provides a number of important benefits:

- Provides information about historic resources for federal, state, local, or private agencies to use as a planning tool
- Makes the public aware of historic resources by documenting their importance
- Expedites the federally mandated review of federal undertakings (funding, licensing) that could affect historic resources. This review includes mitigation which attempts to limit the adverse impacts on historic resources
- Makes owners of historic properties eligible to apply for federal grants to undertake preservation projects when funds are available
- Enables owners of income-producing depreciable historic properties to use federal historic preservation tax credits for rehabilitation that follows the Secretary of the Interior's Standards

The California Legislature is considering passage of a state tax credit for rehabilitation. This could provide an income tax credit, under both the Personal Tax and Corporation Tax laws equal to 20 percent of qualified rehabilitation expenditures on an historic structure.

Cultural resources along Historic Route 66 have intrinsic value to the history and evolution of the highway. Commercial properties within the Historic Route 66 corridor between Needles and Barstow can benefit greatly from National Register listing. The downtown area of Needles is among those which appear to possess eligible properties. Listing would provide property owners with the option of undertaking a substantial building rehabilitation and receive a 20 percent federal tax credit if the work meets certain guidelines. This tax credit has been widely used across the state and has resulted in millions of dollars in investment.

How Are Properties Listed?

Properties may be listed in the National Register, either individually, as historic districts, or as part of a thematic or multiple property group. Properties individually eligible must retain a high degree of integrity of their original location, setting, feeling, association, design, workmanship and materials. These properties may be significant for their historic context, association with an important person or event, architecture or archeology.

A concentration of properties with notable architecture and/or historical significance may be eligible as an historic district. These are properties which collectively display a particular sense of time and place from a period in history. Properties may also be eligible as part of a thematic listing where numerous non-contiguous buildings, structures or sites represent a particular time period or have similar historical associations across time. A geographic area such as a community or county may also have properties eligible as part of a Multiple Property Documentation Form. This approach allows the listing of all eligible properties within a certain geographic area as long as they meet National Register criteria individually or collectively.

Individual Listings are National Register nominations focused on an individual building, structure, objects, site, or landscape. The following briefly describes each category:

- **Buildings:** must include all of their basic structural elements. Parts of buildings, such as interiors, facades, or wings, are not eligible independent of the rest of the existing building. The whole building must be considered, and its significant features must be identified.
- **Structures:** must include all of the extant basic structural elements.
- **An Object:** is that which is primarily artistic in nature or relatively small in scale and associated with a specific setting or environment as opposed to a building or structure.
- **A Site:** is the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historic, cultural, or archeological value regardless of the value of any existing structure.
- **A Landscape** may be eligible if it has significance as a design or work of art, was consciously designed and laid out by a master gardener, landscape architect, architect, or horticulturist to a design principle, or an owner, has historical association with a significant person, trend, event, etc., or a significant relationship to a theory or practice of landscape architecture.

Historic District Listing is a nomination focused on a collection of historic buildings and sites. A district derives its importance from being a unified entity, even though it is often composed of a wide variety of resources. The identity of a district results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment or be an arrangement of historically or functionally related properties. A district must be significant, as well as be an identifiable entity. It must be important for historical, architectural, archeological, engineering, or cultural values. Therefore, districts that are significant will usually meet the last portion of Criterion C plus Criterion A, Criterion B, other portions of Criterion C, or Criterion D. A district can contain buildings, structures, sites, objects, or open

spaces that do not contribute to the significance of the district. The number of noncontributing properties a district can contain yet still convey its sense of time and place and historical development depends on how these properties affect the district's integrity. In archeological districts, the primary factor to be considered is the effect of any disturbances on the information potential of the district as a whole.

Multiple Property Documentation Form nominates groups of related significant properties through themes, trends, and patterns of history shared by the properties organized into historic contexts and the property types that represent those defined themes, trends, and patterns. The Multiple Property Documentation Form (MPDF) is used to nominate and register thematically-related historic properties simultaneously or to establish the registration requirements for properties that may be nominated in the future. The nomination of each building, site, district, structure, or object within a thematic group is made on the MPDF. The name of the thematic group, denoting the historical framework of nominated properties, is the multiple property listing. When nominated and listed in the National Register of Historic Places, the Multiple Property Documentation Form, together with individual Registration Forms, constitute a multiple property submission. This Form helps to streamline the method of organizing information collected in surveys and research for registration and preservation planning purposes. As a management tool, the thematic approach can furnish essential information for historic preservation planning because it evaluates properties on a comparative basis within a given geographical area and because it can be used to establish preservation priorities based on historical significance.

Existing National Register Listed Properties

There are currently only seven individually listed properties on the National Register within the project area of Route 66. These are as follows:

- Archeological site D-4 (address restricted),
- Archeological site D-7 (address restricted)
- Archeological site D-12, (address restricted)
- Archeological site Topock Maze, Needles
- El Garces Harvey House, Needles
- Goffs Schoolhouse, Goffs
- Harvey House, Barstow

While many other Historic Route 66 properties have been well documented by enthusiasts and road historians, no other official National Register work has been completed to date. It is recommended that many properties along the route be listed in the National Register for designation, protection, and assistance with preservation and rehabilitation efforts.

Properties Recommended for National Register Individual Listing

Properties recommended for listing include:

- Individual nomination for the Historic Route 66 Highway alignment between Needles and Ludlow. This nomination would include the alignment and associated bridges, guardrails, culverts and other associated features. Additional sections of alignment may also be eligible in the area from Ludlow west to Barstow. However, the presence of Interstate 40 adjacent to the Historic Route 66 alignment may disqualify this section.
- Individual nomination for the Needles Theater at 825 W. Broadway, Needles
- Individual nomination for the Claypool & Co. Building at 725 W. Broadway, Needles
- Multiple Property Documentation Form for Historic Route 66 related motels, hotels and gas stations in Needles.
- Individual nomination for the Chambless Café and cabins in Chambless
- Historic District nomination at Amboy
- Historic District nomination at Daggett
- Individual nomination for the Alf Blacksmith Shop in Daggett
- Individual nomination for the El Rancho Motel at 100 E. Main Street, Barstow
- Intensive survey is also recommended to identify any additional eligible Historic Route 66 resources in Barstow besides the El Rancho Motel. Motels and gas stations in Barstow appear to have undergone more significant changes and alterations than those in Needles. However, a survey of these resources may identify others with sufficient integrity to meet National Register criteria.



Figure 107 Historic Route 66 east of Amboy

Priorities for Individual Nomination to the National Register

- **Individual nomination for the Historic Route 66 Highway roadbed between Needles and Barstow:** United States Highway 66, popularly known as Historic Route 66, is significant in American history as one of the earliest and most important highways linking the Midwest and California. The designation of Historic Route 66 in 1926 signified the nation's growing commitment to improved transportation arteries and the increased influence of the automobile on American lifestyles. From 1926 to 1937, Route 66 was transformed from interconnecting segments of paved, gravel and dirt roads into one continuous paved highway connecting Chicago, Illinois on the east to downtown Los Angeles and ultimately to Santa Monica. With Route 66's growing prominence, hundreds of businesses were created along the highway to cater to travelers and tourists. As a result, Route 66 had a transformative effect on the American landscape through which it passed. This landscape continues to provide a visual narrative history of America's automobile culture of the 20th century and its legacy of related commerce and architecture. At this time,

the California Department of Transportation, CalTrans (with concurrence from the SHPO), has deemed the roadbed eligible for National Register listing and plans to fund the listing in the near future. Nominating the roadbed for National Register listing would include road associated structures such as the associated alignments, bridges, guardrails, culverts, etc.

- Individual nomination for the Needles Theater at 825 W. Broadway, Needles, CA:** The Needles Theater was constructed in 1929 by the local Masonic Order for approximately \$120,000. The building was designed by architect DeWitt Mitcham of San Bernardino. The Masons occupied the upper floor, while the ground floor housed a real estate company and a Sweet Shoppe along with the theater. Opening on March 1, 1930, the theater offered seating for 700 and included a full stage, orchestra pit and a water-based heating and cooling system. In its later years, the building served as a local community center for a variety of performances and events, including the Miss Needles contest. After a fire burned the building's roof in 1992, it sat vacant for five years. In 1997, the Masonic Order donated the building to the City of Needles. The Area Chamber of Commerce commenced a \$4 million renovation project in 2002, but soon realized limited funding prevented completion. The Chamber sold the property to a private owner in 2006. The "Friends of the Needles Theater" organization has raised \$400,000 to help with restoration of the historic theater.
- Individual nomination for the Claypool & Co. building at 725 W. Broadway, Needles, CA:** The Claypool & Co. building is a 1930 Art Deco-style building originally used as a general store selling hardware, groceries, lumber, and clothing. The business was established by William Claypool and the company remained in business until 2002. The Claypool family donated the building to the Palo Verde Community College District which received funds for the building's restoration. The building now serves as a satellite campus for PVCC. This building is the best example of the Art Deco architectural style in the city.
- Individual nomination for the Chambless Café and cabins in Chambless, CA:** The town of Chambless was named for homesteader James Albert Chambless, who settled near the National Trails Road and Cadiz Road in the early 1920s. After the designation of Route 66 a store was built at the Chambless site in the late 1920s. In 1932, Chambless built a gas station and motel. In 1939, the Chambless post office opened, and a café and a row of concrete block cabins were added. The businesses at Chambless were aided by the drilling of wells into the Cadiz Aquifer, an underground pool of water, which allowed for the planting of trees and other vegetation. The shade trees and other amenities made Chambless a popular stop for Route 66 tourists. These businesses closed after the opening of I-40 in the early 1970s. The Chambless store and tourist cabins are vacant



Figure 108 Needles Theater at 825 W. Broadway



Figure 109 Claypool & Company, Needles



Figure 110 Cabins at Chambless



Figure 111 Seymour Alf Blacksmith Shop, Daggett



Figure 112 El Rancho Motel, Barstow



Figure 113 This 1925 photo shows Amboy and the Old National Trails Highway. Amboy retains the original office for Roy's Motel, cabins, café and sign.

but are notable examples of the types of businesses that opened along Route 66 in the 1920s and 1930s. This complex of buildings appears to meet the criteria for listing in the National Register.

- **Individual nomination for the Seymour Alf Blacksmith Shop in Daggett, CA:** See page 93.
- **Individual nomination for the El Rancho Motel at 100 E. Main Street, Barstow, CA:** Route 66's influence on the growth of Barstow is evident in the increase of auto-related establishments listed in road guides published by the automobile associations from the 1910s through the 1950s. By the mid-1950s, nine motels on Route 66 were open for business, many embracing the western desert landscape in their names: El Rancho Motel, Sage Motel, Sands Motel, Cactus Motel, Desert Lodge Motel, Dunes Motel, and Skyview Motel. Many of these motels remain extant and continue to be used for overnight lodging. The majority of these motels have been remodeled in recent decades with new exterior materials, windows and doors and no longer retain integrity of their original design. However, the most intact historic motel in Barstow is the El Rancho Motel at 100 E. Main Street, which was built in 1947. Cliff Chase constructed the motel of discarded railroad ties from the Tonopah & Tidewater Railroad line. The motel was built in a U-shaped plan and retains much of its original materials, design, setting and prominent sign. The motel appears to meet National Register criteria for its architectural and historical significance. Barstow contains over a dozen other motels built from the 1940s to the 1970s with varying degrees of their original design.
- **Historic District nomination at Amboy, CA:** Amboy was originally a mining site before the railroad came. It was first settled in 1858, though the town was not established until 1883. Lewis Kingman, a locating engineer for the Atlantic and Pacific Railroad, created the town of Amboy as the first of a series of railroad stations to be constructed across the Mojave Desert. With the establishment of Route 66 in the 1920s, Amboy became a popular stop between Needles and Barstow. At its height there were once numerous Route 66 businesses here including Bill's Service Station, Bender's Service Station and Camp, and Conn's one-stop service station and cabins. In the 1930s, Roy and Velma Crowl owned a large part of Amboy, building a cafe, motel, and service station. In 1938, Roy's Motel and Café opened which was one of the most modern motels in the Mojave Desert. During the 1930s, a one-room schoolhouse was built in Amboy and a new school building was constructed in the 1950s. Operated by the Needles School District, it was last in use as a K-8 grade school until 1999. The current owner of the school property is the BLM, which is considering a range of uses for the complex. In 2005, Albert Okura, owner of the Juan Pollo restaurant chain, purchased the Town of Amboy and has preserved many of the original buildings. Today, Roy's Café currently operates as a fuel

and snack stop. Amboy is the best preserved Route 66 community between Needles and Barstow and its collection of buildings appears to meet the criteria for listing in the National Register. Not only is the roadside architecture significant but Amboy also retains its school, church and dwellings representative of the growth and development of the community.

- **Historic District nomination at Daggett, CA:** During the mining period of the late nineteenth century, Daggett was the outfitting hub and commercial center of the Mojave Desert. The town was originally founded in the 1880s just after the discovery of silver in area mines. The completion of the Southern Pacific Railroad from Mojave to Daggett in 1882 led to its growth and development and for a period the Pacific Borax Company used Daggett as the terminal for its twenty-mule-team run from Death Valley. The original alignment of Route 66 ran through the older commercial area of Daggett for many years. This commercial area contained several general stores and the Stone Hotel. Three of these buildings continue to stand to the west of the Daggett Garage and are an important remnant of the original community. This collection of buildings appears to meet National Register criteria for their architectural and historical significance.
- **Multiple Property Documentation Form for Historic Route 66 related motels, hotels and gas stations in Needles, CA:** The Needles Highway, an extension of Broadway through Needles, CA, contains a number of notable motels and gas stations. Some of the motels have been converted into low-income housing for Needle's residents while others continue to provide overnight lodging. These motels were largely built from the 1950s to the 1960s and retain much of their original design. A thematic approach to Multiple Property listing for all Historic Route 66 related motels and gas stations along the Needles highway will aid in preservation management of the wide array of resources located in Needles, CA.
- **Intensive survey for possible Multiple Property Documentation Form for Historic Route 66 related motels in Barstow, CA:** Barstow is the largest city in the Mojave Desert and had a population of approximately 23,000 residents in 2010. Route 66's influence on the growth of Barstow is evident in the increase of auto-related establishments listed in road guides published by the automobile associations from the 1910s through the 1950s. Even in 1927, one year after Route 66 was commissioned, the Central Garage and Machine Works was the only listing in Barstow. By 1940, however, listings included the Casa Loma Motel, Kail Court, Rio Grande Cottages, and Tom Tyler Motor Inn. By the mid-1950s, nine motels on Route 66 were open for business, many embracing the western desert landscape in their names: El Rancho Motel, Sage Motel, Sands Motel, Cactus Motel, Desert Lodge Motel, Dunes Motel, and Skyview Motel.



Figure 114 1908 Store at Daggett



Figure 115 Daggett Garage



Figure 116 Motel 66 sign in Needles (photo courtesy of Doran Sanchez, BLM).



Figure 117 Route 66 Motel in Barstow

Preservation Resources

- University of Southern California Certificate in Historic Preservation
204 Watt Hall, MC 0291
University Park Campus
Los Angeles, CA 90089
Contact: Serena Elliott
Phone: 213-821-2168
- CA State Polytechnic University Pomona
Department of Architecture
College of Environmental Design
3801 West Temple Avenue,
Building 7 Pomona, CA 91768
Phone: 909-869-2683
<http://www.csupomona.edu/~arc/>
- Southern California Institute of Architecture
960 E. Third Street
Los Angeles, CA 90013
Phone: 213-613-2200
- University of California, Los Angeles
Dept. of Architecture and Urban Design
1317 Perloff Hall
Los Angeles, CA 90095
Phone: 310-825-7857
- University of California, Riverside Department of History, Public History Program
Department of History
1212HMNSS Building
900 University Avenue
Riverside, CA 92521
Phone: 951-827-5401

(Continued on next page)

Many of these motels remain extant and continue to be used for overnight lodging. The majority of these motels have been remodeled in recent decades with new exterior materials, windows and doors altering the integrity of their original design. Barstow has grown significantly since the 1970s in part due to its location at the junction of Interstates 15 and 40. Barstow's Main Street is the historic alignment of Route 66.

Over the past several decades there has been extensive commercial development along this section of the highway and many of the original gas stations and restaurants have been replaced with modern structures. As a result of the preliminary inventory of Historic Route 66 related structures in Barstow, it is recommended that an intensive survey and evaluation be completed for all Route 66 related motels and gas stations in Barstow, CA. An intensive survey will further evaluate the condition and integrity of these properties for their eligibility in creating a thematic Multiple Property Listing.

Resources for Nominations to the National Register

Researching, writing and submitting a National Register nomination for an individual property, historic district, or multiple property listing requires many dedicated hours of work and access to resources. It is recommended that those interested in assuming the task of listing any or all suggested properties utilize the resources at surrounding universities and community colleges offering degrees or certificates in Historic Preservation. Often students studying within these programs benefit from internships offering experience writing National Register nominations. Internships can support the basic research necessary to complete these recommended nominations. Local universities and colleges with Historic Preservation or Public History programs are listed in the adjacent sidebars

ADDITIONAL PRESERVATION ACTIONS

Completing a nomination for the National Register of Historic Places is only one tool used to protect historic and cultural resources. There are many avenues that should be explored when developing a strategy for preservation planning for the resources located along Historic Route 66. These avenues can include creating historic preservation commissions, establishing certified local governments, creating a plan for a community heritage area, conducting intensive historic resource surveys, and incorporating statewide preservation standards and tools in with culture resource management plans of Route 66 resources.

Establish a Historic Preservation Commission and Historic Preservation Ordinance for Needles

A regulatory Historic Preservation Commission is established to review proposed projects within historic districts or involving historic resources for compliance with standards established for rehabilitation/alteration, new development, and demolition. Then binding decisions are made regarding the issuance or denial of municipal permits. The Historic Preservation Commission is charged with overseeing a Historic Preservation Ordinance that designates and regulates historic sites or historic districts and establishes design criteria and guidelines for their municipality.

- Step One: the local officials and municipalities must draft a Historic Preservation Ordinance (utilizing outside expert support, if needed).
- Step Two: Municipality adopts the approved Historic Preservation Ordinance.
- Step Three: A Historic Preservation Commission is structured based on guidelines outlined in the historic preservation ordinance. The commission is often comprised of members appointed by the Mayor with expertise in architectural history, building and construction or architecture, preservation, local history, and/or residents of the municipality. An experienced real estate professional committed to and experienced in preservation could be very effective on the Commission.
- Step Four: The Historic Preservation Commission creates design guidelines, policies and regulations regarding rehabilitation/alterations, new construction, and demolition.

Pursue Certified Local Government Designation for Needles, CA

The 1980 amendments to the National Historic Preservation Act of 1966, as amended, provided for the establishment of a Certified Local Government (CLG) program to encourage the direct participation of local governments in the identification, evaluation, registration, and preservation of historic properties within their jurisdictions and promote the integration of local preservation interests and concerns into local planning and decision-making processes. The CLG program is a partnership among local governments, the State of California Office of Historic Preservation, and NPS, which is responsible for administering the National Historic Preservation Program. Becoming a Certified Local Government through the California State Parks Office of Historic Preservation offers credibility, technical assistance, streamlining, involvement, funding opportunities, autonomy and economic benefits to the municipality apply for designation. For more information on becoming a Certified Local Government, contact: Lucinda Woodward, Supervisor State Historian III Ordinances, General Plans, CLG Coordinator. 916-445-7028

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- California State University, Fullerton Masters in History Department of History 800 N. State College Boulevard Fullerton, CA 92834 Phone: 657-278-3474
- California State University, San Bernardino CSUSB Public and Oral History Program 5500 University Parkway San Bernardino, CA 92407 Phone: 909-537-3836
- San Diego State University Department of History 5500 Campanile Drive, MC 6050 San Diego, CA 92182 Phone: 619-594-0930
- Department of History, Public History Graduate Program University of California, Santa Barbara Santa Barbara, CA 93106 Phone: 805-893-5681
- University of Nevada Las Vegas UNLV Department of History Public History Program 4505 Maryland Parkway Box 455020 Las Vegas, NV 89154 Phone: 702-895-3349

Create Conservation/Community Heritage Districts for downtown Needles and Barstow

Conservation or Heritage Districts are widely used to promote the historic and architectural character of a downtown area or neighborhood. In these districts a Design Review Commission is created by the municipal government to assist property owners in guiding appropriate new construction and rehabilitation. The guidelines are intended to provide property owners with information on how to rehabilitate historic storefronts and upper facades. New construction is also reviewed so that new buildings will be as compatible as possible with the existing older architecture.

Both downtown Needles and Barstow have numerous historic buildings, however, many of these have been remodeled with new windows and doors and synthetic exterior wall materials such as faux stucco. Because of the extent of these alterations, neither city's downtown areas meet the criteria for National Register listing. An alternative to National Register Listing is to create a Community/Heritage Conservation District. The District helps to facilitate the creation of a more attractive downtown and center for tourism. Rehabilitation and restoration treatments of historic buildings are encouraged. Establishing Conservation/Community Heritage Districts would create solutions and guidelines for appropriate rehabilitation and preservation. These types of districts can also delay demolition of Historic Route 66 and related historic resources for a period of time so that all possible avenues of preservation can be explored.

Conduct an Intensive Survey of Route 66 Properties Built Before 1970

Historic resource surveys are performed to identify, record, and evaluate historic properties within a community, neighborhood, project area, or region. Surveys provide information needed to make informed planning decisions, prioritize preservation goals and objectives, develop and implement land use policies; perform environmental review, develop adaptive reuse and heritage tourism initiatives, educate the public and increase the understanding of and appreciation for the built environment as a tangible reminder of the community's history. Surveys also assist in the identification of resources worthy of designation in a local register of historic resources, the California Register of Historical Resources, or the National Register of Historic Places, as well as properties potentially eligible for federal tax benefits or other state and local preservation incentives.

- Historic Resource Surveys are conducted and initiated by the local government in order to obtain financial assistance from the state. The survey recommendations can be used in the development of design guidelines, historic preservation overlay zones, conservation zones or historic preservation commission review.
- A thematic survey may also be conducted to focus on resource types facing the greatest potential for loss as the result of development efforts, neglect, vandalism or other disturbances.

For more information regarding survey standards and processes contact:

Amanda Blosser, State Historian II, Surveys Coordinator
916-445-7048
amanda.blosser@parks.ca.gov

Evaluate Potential for Establishing a Rural Historic Landscape District from Ludlow to Goffs

According to the National Park Service:

“Nominations are made on the National Register Registration Form (NPS 10-900 and processed according to the regulations set forth in 36 CFR Part 60. Where the study of rural area identifies several properties eligible for listing and related by common historic contexts, the National Register Multiple Property Documentation Form (NPS 10-900-b) is used to document the contexts, property types, and methodology; separate registration forms then document each eligible property.”

Incorporate Statewide Preservation Standards and Tools:

The National Cooperative Highway Research Program (NCHRP) completed a manual titled “The Guidelines for Design and Management of Historic Roads.” This manual was developed to address a specific type of historic property—historic roads—and intended to demonstrate how the inherent flexibility in the current policies, manuals, criteria, rules, standards, and data sets that underlie the transportation planning and project development process can be used to preserve historic roads and roads in historic districts and settings. The guidelines outline some of the approaches encouraging use of flexibility and how to apply it to develop balanced solutions tailored to all types of projects, from new construction to addressing site specific safety problems. The guidelines are specific to historic roads and roads in historic settings because they are frequently part of transportation projects, but it is in no way exclusive to them. It is recommended that Barstow, Needles, and San Bernardino County review the NCHRP guidelines for potential solutions along Historic Route 66.

Rural Historic Landscapes

The rural historic landscape is one of the categories of property qualifying for listing in the National Register as a historic site or district. For the purposes of the National Register, a rural historic landscape is defined as a geographical area that historically has been used by people, or shaped or modified by human activity, occupancy, or intervention, and that possesses a significant concentration, linkage, or continuity of areas of land use, vegetation, buildings and structures, roads and waterways, and natural features (McLelland, et al, 1999).

Preservation strategies for the road itself incorporating many of the recommendations from this manual are included in Chapter 6, Transportation.