

# Exceptional Commercial Vacant Lots Available For Sale

## 5940 Mariposa Rd., Oak Hills, CA 92344



Asking Price: \$1,250,000

### *Property Features*

- APN: 0357-065-03 (±1.77 Acres)
- APN: 0357-065-04 (±1.30 Acres)
- Two lots totaling ±3.07 Acres
- Zoning: Regional Commercial
- The regional commercial uses envisaged in this zone include large-scale “big box” regional shopping centers, hospitality and entertainment uses such as movie complexes, a casino, hotels, convention spaces, as well as restaurants, specialty and supporting retail.
- High Visibility from I-15 with a traffic volume of over ±150,000 vehicles per day
- Located at the top of the Cajon Pass right just south of Oak Hill Road & I-15 Off-Ramp
- This is the former site of the historic Summit Inn
- Graded lots
- Water and power to the site.

LIC # 01057618

The  
**B**RADCO  
Companies  
a commercial real estate company

**Joseph W. Brady CCIM, SIOR**  
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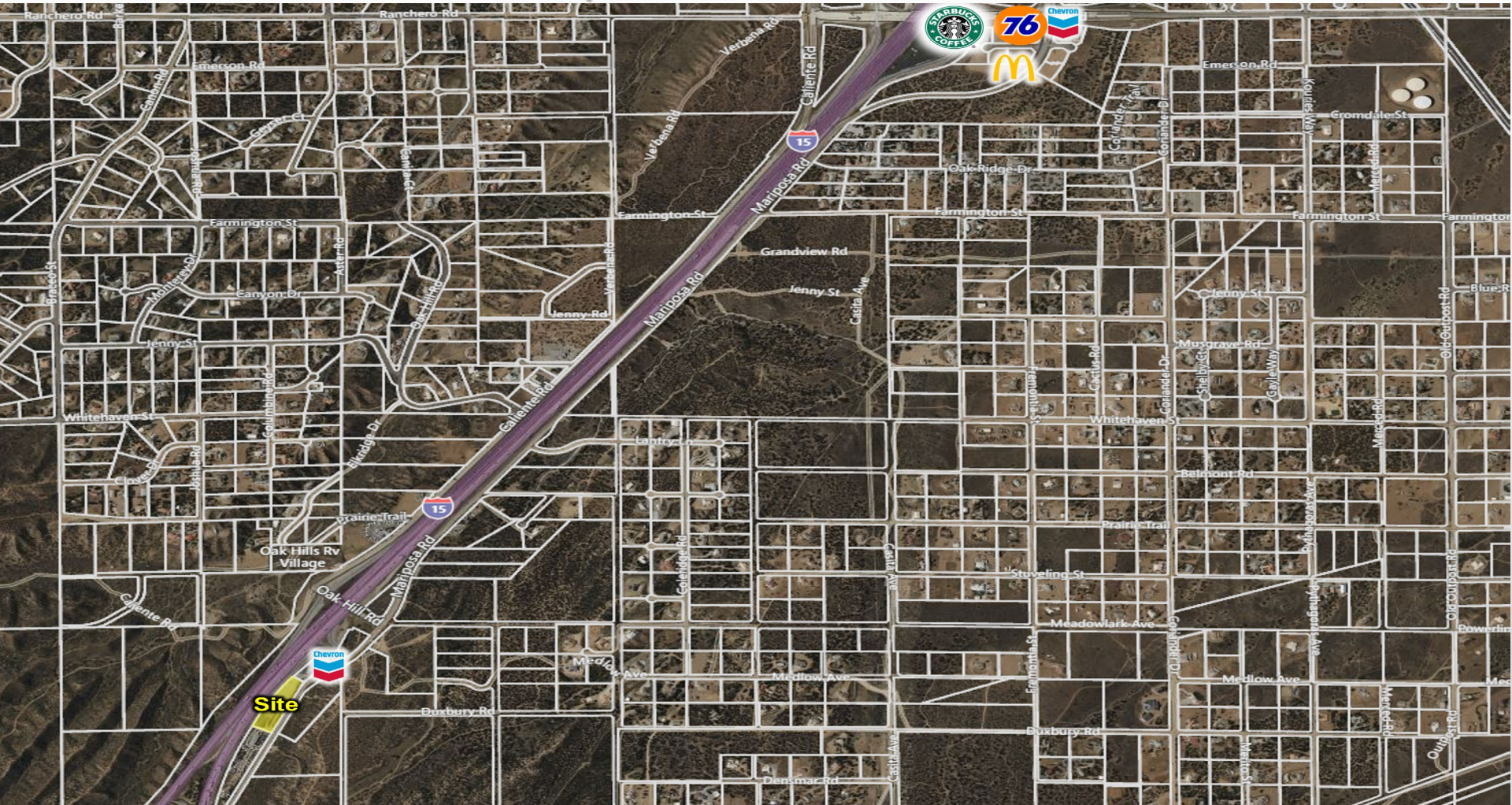
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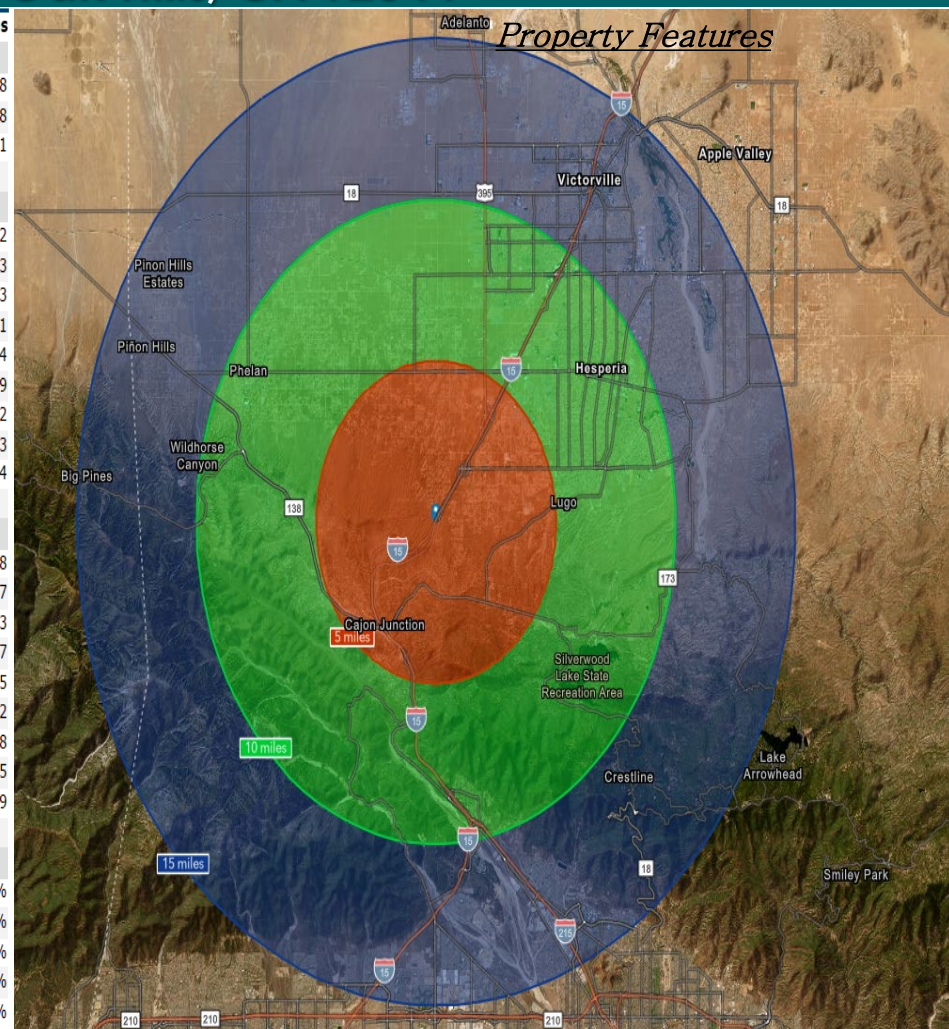
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### Demographics – Radius of Property

	5 miles	10 miles	15 miles
<b>Census 2020 Summary</b>			
Population	12,871	143,007	444,358
Households	3,733	41,431	130,918
Average Household Size	3.45	3.44	3.31
<b>2024 Summary</b>			
Population	13,389	148,511	460,912
Households	3,881	43,305	136,113
Families	3,202	34,176	105,223
Average Household Size	3.45	3.42	3.31
Owner Occupied Housing Units	3,285	30,289	95,244
Renter Occupied Housing Units	596	13,016	40,869
Median Age	38.6	35.2	35.2
Median Household Income	\$103,101	\$78,347	\$82,043
Average Household Income	\$128,450	\$99,325	\$107,804
<b>2029 Summary</b>			
Population	13,861	151,233	467,748
Households	4,067	44,656	139,727
Families	3,354	35,260	108,193
Average Household Size	3.41	3.38	3.27
Owner Occupied Housing Units	3,490	32,031	100,145
Renter Occupied Housing Units	577	12,626	39,582
Median Age	38.6	35.5	35.8
Median Household Income	\$115,462	\$89,909	\$95,435
Average Household Income	\$148,019	\$116,888	\$126,049
<b>Trends: 2024-2029 Annual Rate</b>			
Population	0.70%	0.36%	0.29%
Households	0.94%	0.62%	0.53%
Families	0.93%	0.63%	0.56%
Owner Households	1.22%	1.12%	1.01%
Median Household Income	2.29%	2.79%	3.07%



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Source: Esri forecasts for 2024 and 2029.  
 U.S. Census Bureau 2020 in 2020 geographies.

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### A Tale of Three Summit Inns

By Mark Landis

Travelers on the I-15 freeway have seen the iconic sign for the former Summit Inn at the top of the Cajon Pass for decades, but few know that the famous café was actually the third Summit Inn to greet travelers at the crest of the highway. Sadly, the third Summit Inn was destroyed by the Blue Cut Fire in 2016.

Automobile travel through the Cajon Pass was a new phenomenon in the early 1900s, and the first car made the trip over the Cajon summit on a rugged, unpaved wagon road in 1905.

Traffic over the pass increased dramatically over the next several years, and by 1923, about 35,000 automobiles per year were cresting the summit annually. Recent California Highway Patrol statistics show more than 58 million cars travel through the Cajon Pass annually.

In 1912, the road through the Cajon Pass became part of National Old Trails Road, the nation's first "ocean-to-ocean" highway that stretched from New York City to Los Angeles. The road through the pass wasn't fully paved from San Bernardino to the Cajon Summit until 1916, and there were few services for motorists traveling through the pass.

Around 1922, entrepreneur C.J. Whitlock obtained a permit from the U.S. Forest Service to build a café and service station at the summit of the Cajon Pass, along National Old Trails Road. The government reserved the right to revoke the permit at any time, so Whitlock was taking a gamble with the location, knowing that road alignments are often changed.

The first Summit Inn was opened in 1923 at the top of the Cajon Pass, and it became a welcome landmark for motorists making the arduous trek over the steep, winding road, that was only a wagon road a few years earlier.

The original Summit Inn started as a small café building with gas pumps, and it was quickly expanded with an addition to the main building, and a separate garage building. The elevation of the Cajon Pass highway summit at Summit Inn number one was 4,233 ft. In the 1920s, automobiles and trucks frequently needed to stop and cool their radiators after climbing a heavy grade, and with 35,000 automobiles climbing the Cajon Pass grade annually, Whitlock's Summit Inn had a booming business. The increasing traffic was a boon to business on the summit, but it ultimately created the need for a major realignment to the narrow, winding road, which was only 16 feet wide in the early 1920s!

According to Cajon Pass historian Gary Smith; "In 1929, the California Division of Highways began a realignment project that would bypass the Summit Inn number one. They wanted to straighten out the slow, dangerous curves on the existing 1916 road to improve traffic flow."

Whitlock was able to move his building and the business a few hundred feet northwest, where it would still occupy a prime location for a rest stop on the new alignment which would become Route 66.

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### A Tale of Three Summit Inns (continued)

By Mark Landis

Based on photos of the first and second Summit Inns, it appears the twin café structures were essentially moved and reassembled at the second site. The elevation of the Cajon Pass highway summit at Summit Inn number two was 4,301 ft. The second Summit Inn was expanded, adding a separate gas station building and several small rental cabins, making it a full-service rest stop for travelers. National Old Trails Road became part of Route 66 in 1926, and business at the second Summit Inn remained brisk with the ever-increasing flow of traffic through the pass. Summit Inn number two had a large parking lot with easy access from the highway, and it became a favorite rest stop for motorists and buses traveling in and out of Southern California.

Increased traffic and another major road realignment finally doomed Summit Inn number two, and the business was bypassed around 1954 with the construction of the new 4-lane Route 66 over the Cajon Pass. Summit Inn number three opened in 1955, along the newly widened and straightened Route 66 alignment, just south of the present-day intersection of the 1-15 freeway, and Oak Hill Road. It was built and owned by Burton Riley.

Riley's Summit Inn number three was wedged between the new and older alignments of Route 66, and it had easy access to the busy new highway. As with the previous Summit Inns, it was an ideal location for weary Route 66 travelers to get a good hot meal, fill up their gas tanks, and get some sleep in one of the inn's motel rooms. The elevation of the Cajon Pass highway summit at Summit Inn number three was 4,255 ft.

Because of its location on the new highway alignment, the third Summit Inn was a convenient stop for buses and motorists heading for the newly booming Las Vegas hotels and casinos. Celebrities traveling between Hollywood and Las Vegas became regular customers who could enjoy the quiet privacy of a booth in the back of the restaurant. In October of 1966, Cecil A. Stevens, an Apple Valley resident and local gas station owner, purchased the Summit Inn from Burton Riley for \$335,000. Stevens, also known as "C.A." wasn't really interested in the restaurant and motel, but Riley was only offering the property as a "package deal." After 50 years of operating the landmark, Stevens sold the Summit Inn to the Recinos family, on July 1, 2016. The Recinos' planned to do some upgrades while maintaining the original look and feel of the classic 50s-style diner.

On August 16, just 47 days after the sale, Summit Inn number three was destroyed by the Blue Cut Fire. Today, all that remains of the third Summit Inn is the iconic sign, which has been temporarily covered up.

Will there ever be a fourth Summit Inn at the top of the Cajon Pass? Gerald Busch, current owner of the property, would like to see a new Summit Inn at the site, but infrastructure concerns have hindered progress; "There are a lot of restrictions limiting our options there. I would like to preserve the original Summit Inn sign, and at this point, it's not going anywhere," said Busch.

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