SECTION 5.5
HISTORIC RESOURCES

5.5 HISTORIC RESOURCES

This section evaluates the potential impacts of the proposed project on historical resources, both on- and off-site. The discussion of impacts presented in this section is based on the analysis, conclusions, and recommendations contained in the *Riverside Fox Plaza CEQA Historical Resource Evaluation* prepared by Architectural Resources Group, Inc. (ARG) in March 2008, and the *Cultural Resources Survey and Evaluation of Impacts for the Proposed Fox Block Project*, prepared by JM Research & Consulting (JMRC) in March 2008. Both studies analyze the current significance and integrity of potential historical resources in the project area under the eligibility criteria of the National Register of Historic Places, the California Register of Historical Resources, and the City of Riverside Cultural Resources Ordinance contained within *Title 20* of the City of Riverside *Municipal Code*. The *Riverside Fox Plaza Draft CEQA Historical Resource Evaluation* (prepared by Architectural Resources Group Inc.) and the *Cultural Resources Survey and Evaluation of Impacts for the Proposed Fox Block Project* (prepared by JMRC) are included in their entirety as Appendix G1 and Appendix G2, respectively. Additional historic resource information was obtained from the *Fox Theater Rehabilitation Project Initial Study/Mitigated Negative Declaration*, prepared by RBF Consulting (September 2006).

5.5.1 REGULATORY FRAMEWORK

FEDERAL

Section 106 of the National Historic Preservation Act

Section 106 of the National Historic Preservation Act requires that, before beginning any undertaking, a Federal agency must take into account the effects of the undertaking on historic properties and afford the Advisory Council on Historic Preservation an opportunity to comment on these actions. Specific regulations regarding compliance with Section 106 state that, although the tasks necessary to comply with Section 106 may be delegated to others, the Federal agency is ultimately responsible for ensuring that the Section 106 process is completed according to statute. The Section 106 process has four basic steps:

1. Initiation of the Section 106 process, including definition of the area of potential effect (APE) and the scope of identification efforts;
2. Identification of historic properties;
3. Assessment of adverse effects on historic properties; and
4. Resolution of adverse effects on historic properties.

National Register of Historic Places

The *National Register of Historic Places (NRHP)* is the official list of properties recognized for their significance and deemed worthy of preservation. The *NRHP* Criteria for Evaluation offer a guide to be used by Federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment. Specific *NRHP* significance criteria are applied to evaluate cultural resources and are defined in *36 Code of Federal Regulations (CFR) §60.4* as follows:

> *"The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workman-ship, feeling, and association. In general, the resource must be 45 years or older to be identified as potentially eligible historic structures."*

The *NRHP* includes significant properties classified as buildings, sites, districts, structures, or objects. To qualify for the *NRHP*, a property must represent a significant part of the history, architecture, archaeology, engineering, or culture of an area, and it must have characteristics that make it a good representative of projects associated with that aspect of the past.

Properties determined eligible for listing on the *NRHP* must meet one or more of four criteria. Properties eligible for listing:

1. Are associated with events that have made a significant contribution to the broad patterns of our history; or
2. Are associated with the lives of persons significant in our past; or
3. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
4. Have yielded, or may be likely to yield, information important in prehistory or history.

STATE

California Environmental Quality Act

The *California Environmental Quality Act (CEQA)* requires that agencies (in this case, the City of Riverside) that finance or approve public or private projects assess the effects of the project on cultural resources. Cultural resources are defined as buildings, sites, structures, or objects, each

of which may have historical, architectural, archaeological, cultural, or scientific importance. *CEQA* requires that, if a project results in significant effects on important cultural resources, alternative plans or mitigation measures must be considered; only significant cultural resources, however, need to be addressed. Therefore, prior to the development of mitigation measures, the importance of cultural resources must be determined. The steps that are normally taken in a cultural resources investigation for *CEQA* compliance are as follows:

1. Identify cultural resources;
2. Evaluate the significance of resources;
3. Evaluate the effects of a project on all resources; and
4. Develop and implement measures to mitigate the effects of the project only on significant resources.

The *CEQA* statutes define a significant cultural resource (an historical resource) as "a resource listed or eligible for listing on the *California Register of Historical Resources (CRHR)" (Public Resources Code [PRC] § 5024.1 and 21084.1; 14 CCR § 15064.5)*. In addition, *CEQA* distinguishes between two classes of archaeological resources: archaeological sites that meet the definition of a historical resource as above, and "unique archaeological resources."

CEQA states that a substantial adverse change in the significance of a resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. Actions that would materially impair the significance of a historical resource are any actions that would demolish or adversely alter those physical characteristics of a historical resource that convey its significance and qualify it for inclusion in the *CRHR* or in a local register or survey that meet the requirements of *PRC §5020.1(k) and § 5024.1(g).* The significance-conveying, physical characteristics of a historical resource vary with the specific resource under consideration. For this reason, *CEQA* and the *CEQA Guidelines* do not define significance-conveying features. A project that follows *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* is considered to have mitigated any potential impacts to a less-than-significant level. Demolition of a historical resource cannot be mitigated to a less-then-significant level.

For *CEQA* compliance considerations, the *State of California's Public Resources Code (PRC)* establishes the definitions of and criteria for "historical resources," which require similar protection to what *NHPA* Section 106 mandates for historic properties. "Historical resources," according to *PRC §5020.1(j),* "includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant

in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California."

More specifically, the *CEQA Guidelines* state that the term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the *California Register of Historical Resources,* included in a local register of historical resources, or determined to be historically significant by the Lead Agency *(Title 14 CCR §15064.5(a)(1)-(3))* or identified as significant in an historical resource survey meeting the requirements of section 5024.1(g) of the Public Resources Code. The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in Section 5024.1(g) shall not preclude a lead agency from determining whether the resource may be an historical resource. According to *CEQA Guidelines* §15064.5(a)(3), a lead agency can find a resource has been determined to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the determination is supported by substantial evidence in light of the whole record.

California Register of Historical Resources

The California Register of Historical Resources is an authoritative guide to California's significant historical and archaeological resources to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state, and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change. In 1992, the Governor signed AB 2881 into law establishing the *California Register of Historical Resources (CRHR)*. The CRHR is used as a guide by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate which properties are to be protected, to the extent prudent and feasible, from substantial adverse change. The *CRHR* automatically includes all California properties already listed in the *NRHP* and those formally determined to be eligible for the *NRHP* (*Categories 1 and 2 in the State Inventory of Historical Resources),* as well as specific listings of State Historical Landmarks and State Points of Historical Interest. The *CRHR* may also include various other types of historical resources that meet the criteria for eligibility, including:

- Individual historic resources.
- Resources that contribute to a historic district.
- Resources identified as significant in historic resource surveys.

Other resources included in the *CRHR* are those with a significance rating of Category 3 through 5 in the State Inventory. Categories 3 and 4 refer to resources with potential eligibility for listing in the *NRHP*, while Category 5 indicates a property with local significance.

Properties eligible for listing in the *CRHR* include buildings, structures, objects, or historic districts that retain historic integrity and are historically significant at the local, state, or national level under one or more of the following four criteria:

1. It is associated with events or patterns of events that have made a significant contribution of the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, state, or the nation.

Historical Integrity

To qualify for either the *NRHP* or *CRHR,* in addition to having significance, resources must have integrity for the period of significance. The period of significance is the date or span of time within which significant events transpired, or significant individuals made their important contributions. Integrity is the authenticity of a historical resource's physical identity as evidenced by survival of characteristics or historic fabric that existed during the resource's period of significance. Alterations to a resource or changes in its use over time may have historical, cultural, or architectural significance. Simply, resources must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the *CRHR* if, under Criterion 4, it maintains the potential to yield significant scientific or historical information. There are seven elements of integrity recognized and employed by the *NRHP* and the *CRHR.* The seven elements of integrity are: location, design, setting, materials, workmanship, feeling, and association.

LOCAL

Historic Preservation Regulations

City of Riverside Cultural Resources Ordinance

The City of Riverside *Municipal Code* includes *Title 20*, the Cultural Resources Ordinance (CRO), which provides for the identification, protection, enhancement, perpetuation and use of improvements, buildings, structures, signs, objects features, sites, places, areas, districts, neighborhoods, streets, works of art, natural features and significant permanent landscaping

having special historical, archaeological, cultural, architectural, community, aesthetic or artistic value in the City. Three designation categories applicable to the project exist under the CRO: Historic District, Landmarks, and Structures of Merit, which are defined as follows:

- *Historic District* refers to "any delineated geographic area having historical significance, special character or aesthetic value which serves as an established neighborhood, community center, or distinct section of the city, possessing a significant concentration, linkage, or continuity of site, buildings, structures, or objects united historically or aesthetically by plan or by physical development, and which has been designated a historic district pursuant to this title or is listed in the *National Register of Historic Places, the California Register of Historical Resources*, or is a State Landmark."

- *Landmark* refers to "any site, including significant trees or other significant permanent landscaping, located on a site, place, building, structure, street, improvements, street furniture, sign, work of art, natural feature or other object representative of the historical, archaeological, cultural, architectural, community, aesthetic or artistic heritage of the City, and which has been recommended for designation by the Cultural Heritage Board and designated a landmark by City Council."

- *Structure of Merit* refers to "any site, building, or structure which contributed to the broader understanding of the historical, archaeological, cultural, architectural, community, aesthetic or artistic heritage of the City and which has been recommended for designation by the Cultural Heritage Board and designated a landmark by the City Council."

Historic District

The Riverside City Council may designate a geographic area as an historic district upon the recommendation by the Cultural Heritage Board if it meets one or more of the following criteria:

1. Exemplifies or reflects special elements of the City's cultural, social, economic, political, aesthetic, engineering, architectural, or natural history; or
2. Is identified with persons or events significant in local, State, or national history; or
3. Embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or
4. Represents the work of notable builders, designers, or architects; or
5. Has a unique location or is a view or vista representing an established and familiar visual feature of a neighborhood community or of the City; or

6. Embodies a collection of elements of architectural design, detail, materials or craftsmanship that represent a significant structural or architectural achievement or innovation; or
7. Reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of park or community planning; or
8. Conveys a sense of historic and architectural cohesiveness through its design, setting, materials, workmanship, or association.

Landmark

The Riverside City Council may designate a property as a landmark upon the recommendation by the Cultural Heritage Board if it meets one or more of the following criteria:

1. Exemplifies or reflects special elements of the City's cultural, social, economic, political, aesthetic, engineering, architectural or natural history; or
2. Is identified with persons or events significant in local, state or national history; or
3. Embodies distinctive characteristics of a style, type, period or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or
4. Represents the work of a notable builder, designer or architect; or
5. Contributes to the significance of an historic area, being a geographically definable area possessing a concentration of historic or scenic properties or thematically related grouping of properties which contribute to each other and are unified aesthetically by plan or physical development; or
6. Has a unique location or singular physical characteristics or is a view or vista representing an established and familiar visual feature of a neighborhood community or of the City; or
7. Embodies elements of architectural design, detail, materials, or craftsmanship that represent a significant structural or architectural achievement or innovation; or
8. Is similar to other distinctive properties, sites, areas, or objects based on an historic, cultural or architectural motif; or
9. Reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of park or community planning; or
10. Is one of the few remaining examples in the City, region, State, or nation possessing distinguishing characteristics of an architectural or historical type or specimen.

Structure of Merit

The Riverside City Council may designate a property as a structure of merit upon the recommendation by the Cultural Heritage Board if it meets one or more of the following criteria:

1. Represents in its location an established and familiar visual feature of the neighborhood, community or City; or
2. Materially benefits the historic, architectural or aesthetic character of the neighborhood; or
3. Is an example of a type of building which was once common but is now rare in its neighborhood, community or area; or
4. Is connected with a business or use which was once common but is now rare; or
5. Contributes to an understanding of contextual significance of a neighborhood, community, or area.

5.5.2 ENVIRONMENTAL SETTING

The project site, and its immediate surroundings, consists mostly of commercial buildings. Block A is mainly comprised of buildings related to the auto industry, while Block B is comprised of one- and two-story older commercial buildings, a church, and several vacant parcels. The half-block that comprises Block C is currently used for surface parking, and no structures exist on this half-block. The half-block of Block D includes the Stalder Building and surface parking. The historic Fox Theater occupies the southern corner of Market Street and Mission Inn Avenue, but is not a part of the project site.

Residential dwellings, dating from the early to mid-20th century, lie to the northwest of the property. The historically significant Mission Inn is located to the east of the project site and occupies the block bounded by Mission Inn Avenue to the south, 6th Street to the north, Main Street to the west and Orange Street to the east. Northeast of the project site are surface parking lots and large commercial buildings constructed within the last 30 years. This area of Riverside is a section of the original "Mile Square" town development.

Historical Resources Study Methodology

Two separate historic consultants were used to assess historic impacts resulting from the various components of the proposed project. ARG consulted on blocks B, C, and D and JMRC consulted on Block A. The following describes the methodologies used by each.

ARG

The methodological approach for the *Historical Resource Study* prepared by ARG for the proposed project consisted of a site visit, and property and neighborhood research conducted at the City of Riverside Planning Department and the Riverside Public Library. Supplemental research on the property and the surrounding area was conducted via the Internet and using ARG's in-house library. Additionally, a review of all historical site and survey records on file with the California State Office of Historic Preservation's California Historical Resources Information System (CHRIS) - Eastern Information Center was conducted to determine whether documentation was previously submitted for properties within a ½-mile radius of the project site for inclusion in the CHRIS files. The history and significance of previously identified historic resource are summarized in these files but these resources were not re-evaluated as part of the study.

Archaeological resources were not included in the evaluation.

Site Visit

In September 2005, ARG conducted a windshield and walking survey of the Fox Plaza project site, Blocks B, C, and D, and the surrounding blocks. During the site visit the project area and the surrounding environment was photographed and notes were taken regarding the features of each building within the project site for use in the evaluation. The vacant parcels or surface parking lots within the project area were not surveyed.

Eastern Information Center Records Search

A historical site records search was requested on September 22, 2005 and again on October 3, 2005 and received in October 2005, from the Eastern Information Center (EIC) of the California Historical Resources Information System (CHRIS) at the University of California, Riverside (UCR). As previously discussed, the records search included a review of the CHRIS files for all previously recorded historical sites within a ½-mile radius of the project site. Site records for two historical sites within the prescribed radius were provided with the records search results.

Historical Research

Research conducted at the City of Riverside Planning Division included a review of historic property files, designation reports, past environmental review documents, and historic subdivision maps for the proposed project area and those blocks immediately surrounding the project site. Additional property-specific research was conducted at the City's Building and Safety Division. Information obtained from the Building and Safety Division includes historical building permit records and water and sewer connection records for the buildings located

within the project site. Many of the buildings in the current survey effort had been reviewed during past historic resource surveys including: Charles Hall Page & Associates, Inc. (1977), Aegis (1992), and Myra L. Frank & Associates, Inc. (1993 and in 1997).

Similar property and neighborhood research was conducted at the Riverside Public Library including a review of Riverside City Directories, historic photographs, and the library's newspaper clipping files/vertical files for any additional reference resources related to the project area, past occupants and owners, and its surroundings.

Historical maps and records on file in the Map Collection of the Science Library at the University of California, Riverside were reviewed as part of the analysis. Maps reviewed include city maps from 1930, 1956, and 1965. The 1933 Blackburn Map of Riverside was also obtained. Digital photocopies of historic Sanborn Fire Insurance Maps for the study area from 1887, 1891, 1895, 1908, 1951, and 1952 were reviewed through the Los Angeles County Library.

JMRC

The methodology for the JMRC *Cultural Resources Survey and Evaluation of Impacts for the Proposed Fox Block Project* is described below.

Pre-Field Research

JMRC conducted pre-field research to determine if the properties within the Block A Survey Area had been previously surveyed, determined eligible for designation, or designated. JMRC consulted with the City of Riverside Historic Preservation Officer and completed research at the City of Riverside Community Development Department, Planning Division, which included a review of the *City of Riverside Historical Resources Inventory Database,* as well as survey, address, and architect files.

Field Work

JMRC completed an Intensive-Level survey of the Block A property in early August 2007 to record and digitally photograph the property, assess architectural quality and integrity, and note the development trends and extant property types in the area in order to guide historic context development, which would provide a framework within which to evaluate the property for significance. Several return visits to the property were made during August to resolve inconsistencies in field notes, improve photograph selection, reexamine features, study alterations, and compare the results of building-specific research and survey findings with the extant property.

Fieldwork conducted indicated that the buildings located within Block A had been constructed in the early 20th century, from 1924-1936, and all but one were related to the auto industry, which set the tone for the development of the historic context. Façade features indicated a mix of Early 20th Century Modern, Art Deco, Spanish Colonial Revival, and Exotic Revival styles and an array of alterations through the decades. Though identified in all previous surveys two distinct buildings, the continuous rear elevation of 3601-65 Market Street indicated common construction. In addition, an original parkway on 6th Street and a circa-1917 streetlight on Fairmount Boulevard were noted.

Post-Field Research

Post-field research included the collection and review of a variety of primary and secondary source information. This research assisted in determining the construction history of the property and in developing the historic context statement. Research locations and sources included:

- City of Riverside, Building and Safety Department (plans on file, and building permits online)
- City of Riverside, Community Development Department, Planning Division (Historic Resources Inventory Database, Sanborn maps, CHB files, and address, survey, and architect files)
- Riverside Municipal Library (City Directories, newspaper articles, and database files)
- Riverside Metropolitan Museum (historic photos)
- Riverside County Assessor's Office (Assessor's records and maps)

CONSULTATION WITH LOCAL HISTORICAL GROUPS & INTERESTED PARTIES

On August 4, 2007, JMRC contacted by email local historical groups and interested parties to assist in identifying the nature and location of primary and secondary source material and to seek input regarding the potential historical significance of properties within the Survey Area to the local community. The groups and individuals contacted included:

- Dave Leonard, President, and Board Members of the Old Riverside Foundation
- Steve Lech, President of the Riverside Historical Society
- Laura Klure, local history writer
- Bill Wilkman, Principal, Wilkman Preservation Services
- Kevin Hallaran, Archivist, Riverside Metropolitan Museum
- Nanci Larsen, City of Riverside Cultural Heritage Board

- Marion Mitchell-Wilson, Fund Development manager, City of Riverside Municipal Library
- Lynn Voorheis, Museum Curator of Historic Structures and Collections, Riverside Municipal Museum
- Jean Keller, Cultural Resources Consultant

Comments and information from local historical groups and interested parties were incorporated into the context statement and considered when evaluating potential significance, impacts, and recommendations (refer to Section 6.4 in Appendix G2).

Historical Overview of the City of Riverside

The cultural history of the project region includes prehistoric developments and ethnographic cultures that are not included in this discussion.

Early European Settlement and Occupation

With the landing of explorers Serra and Portolá at San Diego in 1769, California's Spanish period commenced. Upon claiming California, the Spaniards developed a series of religious outposts, or Missions, in Alta California. While no Mission site was developed in what would become Riverside County, the San Gabriel Mission claimed lands in the present-day cities of Jurupa, Riverside, San Jacinto, and near the San Gorgonio Pass. These vast areas provided lands to graze large herds of cattle and sheep supporting Mission settlements. Mexico later desecularized the Missions, and began to dismantle vast Spanish Mission holdings awarding land grants, called "ranchos," to the wealthy and politically connected. One of these areas near Riverside was part of Don Juan Bandini's large holdings, which included over 32,000 acres of property accounting for nearly 17 square miles of the Santa Ana valley. After California became part of the United States in 1850, a part of the Bandini grant was sold to Louis Rubidoux. These lands passed through at least two other owners before the completion of the transcontinental railroad in 1869, which easily brought land speculators, developers, and colonists westward to Southern California.

Southern California Colony/Riverside Town Site

In 1870, Judge John W. North and his partners, Dr. James P. Greves and Captain John Brodhurst, purchased more then 8,600 acres of land from what had been Rancho Jurupa, thereby establishing the Southern California Colony, which would later be named Riverside, since it was located along the Santa Ana River. Originally platted in 1870 as the Southern California Colony by the engineering firm of Goldsworthy & Higbie, Riverside was first incorporated as a town in 1883. The 1870 Goldsworthy & Higbie town site featured a standard

grid pattern comprised of 182 blocks measuring approximately 350 feet by 350 feet. Today, the original town site is commonly known as the 'Mile Square' and is generally bounded by 1st Street to the north, the 91 Freeway to the east, 14th Street to the south, and Pine Street to the west. The Mile Square town site is within the boundaries of the City of Riverside *Downtown Specific Plan*. A review of Sanborn Fire Insurance Maps for Riverside discloses a record of land-use in the Mile Square from at least 1884 when the first Sanborn Map was published for the area. The July 1884 and January 1885 Sanborn Maps depict the original town settlement as centered primarily along Main Street between 6th and 9th Streets, with residential and commercial structures scattered around the vicinity.

During the 1870s, Riverside's growth was generally concentrated within the Mile Square as shown on the Sanborn Maps. In the 1880s, homesteading outside the Mile Square was a typical occurrence, and into the 1890s numerous new land subdivisions were platted outside of the Riverside town site. By 1895, when the Sanborn Map Company published an updated survey of Riverside, substantial residential growth and related agricultural activities had occurred immediately beyond the southeast town site section, including recordation of the following subdivisions outside the Mile Square:

- Victoria Place, 1887
- Scotia Place, 1887
- Prospect Place, 1888
- D.C. Twogood's Orange Grove Tract, 1888
- Bedford Place, 1897

According to the City's historic property files, contrary to the intentions of the City's founders, much of the Mile Square, Riverside's original two sites, remained agricultural until the turn of the 20th century. With downtown land dominated by agriculture, residential development was required to occur elsewhere, with the above neighborhood subdivisions representing some of the first such developments.

<u>The Citrus Industry and the Early Success of Riverside</u>

Riverside's first citrus trees were planted in 1871, but the industry was bolstered two years later, when Riverside's Mrs. Eliza Tibbets received two Brazilian navel orange trees from the Department of Agriculture in Washington. She found these trees grew exceptionally well in the Southern California climate. Others soon followed suit in planting this adaptable species of citrus and thereafter the navel orange industry rapidly expanded. In just over 10 years, by 1882, there were more than one-half million citrus trees in California, with almost half of these in Riverside. The development of both the refrigerated railroad car and successful irrigation

practices further enhanced the citrus industry, resulting in Riverside becoming one of the wealthiest cities per capita in California by 1890s.

Overview of Downtown Riverside Development

This new wealth helped establish downtown Riverside as the commercial center for what would become known as the Inland Empire. Over time, concentrated commercial uses replaced agricultural uses in the downtown area. The commercial and civic structures built in the Riverside's historic downtown reflect changing ideas about architectural design in California. In the first decades of the 20th century, the Mission Revival and Spanish Revival Styles were the dominant typologies used in downtown residential and commercial structures. After the 1920s, downtown Riverside continued to change and its physical appearance started reflecting new trends in design. Some structures were demolished and replaced with modern structures. Many owners remodeled their businesses in the effort to stay abreast of the modern architectural styles, including Art Deco and Streamline Moderne. Representations of these architectural styles are still evident in some of the commercial structures in the area.

Businesses such as hotels, saloons, livery stables, feed stores, opera houses, wagon shops, clothing stores, haberdasheries, supply stores, drug stores, and press offices were prevalent in downtown Riverside until the late 1910s. By the 1920s, automobile-related uses, theaters, hotels, department stores, specialty shops, and civic buildings such as City Hall and the post office replaced earlier outdated commercial enterprises.

During the post-World War Two era Riverside experienced extensive growth as residential neighborhoods began to develop to the north and west of downtown. This development caused a decrease in the number of people living within the downtown area. Many former residential buildings were converted to office space or multi-family housing.

The 1950s and 1960s were a period of extensive remodeling and demolition for Riverside's downtown. Parking lots and garages replaced many downtown uses. Extensive remodel of commercial buildings resulted in the obstruction of many facades with aluminum and metal siding. In many cases, two or more structures were covered with a unified façade giving the appearance of a single building. Some important examples of the Mission Revival style were demolished at this time, including the Carnegie Library (razed in 1964). The Pedestrian Mall (1967) closed Main Street to vehicular traffic between 5th and 10th Streets, providing a public space and gathering area in the downtown core. Incorporation of the downtown pedestrian mall became common in many smaller American cities, with some examples proving more successful then others.

Today, cultural facilities are located in the core of Riverside's Downtown area, primarily along Mission Inn Avenue and Main Street. The Mission Inn forms a strong visual, cultural, and

economic landmark in Downtown. The Metrolink is located in the present-day Marketplace area and provides linkages between Downtown Riverside and the greater region. University of California Riverside (UCR) is within close range of the Downtown core, fostering educational ties with the downtown, such as the UCR California Museum of Photography, located in the Downtown Mall. The natural setting surrounding Downtown Riverside includes Fairmount Park, Mt. Rubidoux, and the Santa Ana River, which frame the downtown area.

History of Uses in Project Blocks

The blocks bounded by Mission Inn Avenue on the south, Fairmount Blvd on the west, 5th Street on the north, and the alley east of Market Street have undergone a number of significant changes to the urban fabric over the last 130 years. All figure citations refer back to the cultural resource surveys in Appendix G1 and Appendix G2.

Block A

It was to this well-established automotive market of general and specialized service and merchandise shops that Hess added the 30,000-square-foot Hess Showroom-Garage in 1924 (Figure 5). Designed by Henry L.A. Jekel, the single, massive building featured a corner showroom, an automotive parts department, and a full-service public garage that spanned the original Lots 6, 7, and 8, a combined 165x198-foot (Hall 2003:185; PE 1924a-d; Assessors records). The Hess Showroom-Garage was hailed as not only an achievement in auto-related commercial development, but also another fine Jekel addition to the architectural fabric of Riverside.

Born in Buffalo, New York in 1876, Jekel had trained as a civil engineer and later worked with Bertram Goodhue on the 1908 Panama-California International Exposition in San Francisco. By the time of the construction of the Hess Showroom-Garage in 1924, he was known as a prominent local architect. The majority of his known works are done in the Spanish or Mission styles and several, including the Hess Showroom-Garage, were influenced by exotic designs, particularly Moorish, whose ornamentation inspired in Spain blended well Spanish themes.

Few examples of Moorish Revival architecture from the 19th century and brief 1920s revival period ever existed in America. Examples of any property type in the Moorish Revival style that remain are important for their representation of the style and stylistic period alone (Naylor 1987). Alterations to the southern portion of the Hess Showroom-Garage in 1949 have caused it to look like two different buildings (formerly known as 3601-65 Market Street), but the character-defining features seen on the northern portion, including flattened arches, converging and interlocking geometric floral designs, miniature engaged tourelles (turrets), and a pinnacled Moorish dome, were repeated on the southern portion and may be intact beneath the façade application (Figure 6).

From 1924 to 1932, a parade of auto dealers, parts, and repair shops temporarily occupied the northern portion of the building, including Ross, Fryer, & Kisler Autos of Corona, Roos and Delano Autos, De Jarld Autos, Capital Oil Company, A.W. Wade, H.W. Bower, Walter M. Murphy Motors Company, Sidney Tindall Auto Repair, C.H. Smith, and Glenwood Motors Company. The southern half saw a similar progression, and occupants included Charles Baisel's auto top & trimming shop and fumigation service, Paul K. Lobmiller's upholstery shop, and Wilson's Auto Top Shop, owned by Jason W. Wilson, followed by a succession of Chevrolet Motor Car distributors until 1965, including W. Frank White (1926-1929), A.F. Tilden (1930-1936), Jones Coulter Chevrolet (1937-1939), owned by W. Coulter Jones, and De Anza Chevrolet (1940-1965), owned by George Reade. In 1933, Fox and Helgeson (only Helgeson after 1942) leased the northern half (3605 Market Street) for their Buick and Pontiac dealership, and in 1944, Roy and Minnie Helgeson purchased only this northern portion (Lot 8) from Hess; the southern half of the building (Lot 7) was purchased from Hess in 1948 by De Anza Chevrolet. The building was then divided into Helgeson Buick and De Anza Chevrolet and owned by Helgeson and Reade until at least 1970. It was this separate ownership that prompted the remodel of the southern façade in 1949, presumably to make physically distinct the two competing dealerships to prospective shoppers.

Different from other early Riverside automobile pioneer dealers like John W. ("Bill") Kemp (Nash, Dodge, Pontiac, Cadillac and Franklin cars), W. Stewart Button (Chevrolet cars), and Harry and Carl F. Brainard (Paige-Jewett cars), Roy Helgeson was associated with the Riverside automobile industry from infancy far into the post-war period and may be one of the most well recognized names in local auto sales and service.

Soon after the completion of the showroom-garage on Market Street, Hess constructed the smaller public garage building at 3610 Fairmount Boulevard (1926) and immediately sold it to Sheldon R. Westfall (Figure 7).

Like others, the automobile industry seemed to suffer in the early 1930s with a number of businesses disappearing, but the adaptable nature of auto-related commercial architecture kept vacant spells brief, as other businesses were able to modify the spacious interiors behind the all-purpose storefronts, and surprisingly, two garages were constructed on this and the block to the north in 1934 at 3595 Market Street and in 1936 at 3620 Fairmount Boulevard, within the Survey Area. In 1926-7, Julius Hess had sold Lot 10 to Frank H. Ryerson, a building contractor and later City Building Inspector, who appears to have lost the property during the Great Depression. Assessor's records show the property transferred to the Riverside Community Building and Loan Association in 1935-36 before it was also acquired by Westfall, who immediately replaced the then extant orange grove with another large public garage (Figure 8).

Unexplainably, City Directories document a complete use and occupancy history for 3610 Fairmount Boulevard, but do not even list an entry for 3620 Fairmount Boulevard in any year

through 1960, and only the original permit and inspection notes are on file. As both 3610 and 3620 Fairmount Boulevard were under the single ownership by the time the building was constructed, this may indicate that the address, occupation and use of these buildings were linked, though research has not confirmed this. The public garage at 3610 Fairmount Boulevard went vacant only one year in 1933 and was used for auto painting in 1934 followed by many years of alternate use. From the mid-1930s to the early-1950s, at least 3610 Fairmount Boulevard was disassociated with the auto industry and housed Hubert M. Cook's furniture store (about 1936-1940), which offered new, used, and reconditioned furniture for sale and the Riverside Roller Skating Rink (about 1940-1951), which was operated by Daniel L. Almquist. By 1952, the building again became associated with the automobile, which is also when the 1952 Sanborn Map documents the use of 3620 Fairmount Boulevard as an auto body repair shop with a metal spray booth, while 3610 Fairmount Boulevard was being used for the sale of Nash cars by Bob Eubanks in the 1950s and Buick and Opel cars by Roy Helgeson from 1960 to 1965 when he relocated to the Riverside Auto Center.

Westfall retained ownership of both properties until at least 1970, but never occupied either building on Fairmount Boulevard. The public garage at 3610 Fairmount Boulevard (1926) was constructed by Robert Sankey, who had also built the Hess Showroom-Garage at 3601-65 Market Street in 1924. The façade exhibits some influence from the Mission Revival and Art Deco styles, but the building has been compromised by the blocking in of all of its 24 windows (by 1977). This alteration has made the original type of windows and pattern of storefront fenestration virtually unidentifiable and has made the whole appear unexceptional, nearly vernacular in design. The designer of 3620 Fairmount Boulevard (1936) is unknown, but the façade, the only visible portion of the building, was planned with a clearer stylistic intent than its northern neighbor. Five pilasters anchor the Art Deco storefront design and reach above the height of the parapet. Dimensionally articulated by a series of reveals that add depth, width, and height, the pilasters are balanced by stepped back reveals along their base and across the top of the façade. These pilasters also separate the façade fenestration into four bays, the right filled with a roll-up vehicular door, and the left three were filled with steel-framed, wired-glass windows set within wood mullions. Originally, the tall, narrow sash with top panes added further vertical elongation to the storefront, but the bottom half of the windows were boarded sometime between 1977 and 1991, which has diminished the effect of the pilasters, effectively shifting the emphasis from vertical to horizontal. While some panes remain full-length beneath the plywood covering, others have been reglazed with shorter panes of ordinary glass, sheet metal, or a similar material painted black.

In 1925, Julius Hess sold Lot 11, to Harry W. Hammond and Michael J. Westerfield, eventually only retaining the Hess Showroom-Garage fronting Market Street. Hess may have envisioned a block filled with automotive use, but Hammond and Westerfield immediately constructed *The Press* Printing and Binding House (Figure 9).

Hailing from a prominent "printing" family of Quaker stock in Fremont, Nebraska, Harry W. Hammond arrived in Riverside in 1894 and reportedly tried his hand at ranching before investing in 1899 as the fourth operating partner in the oldest local newspaper, established in 1878 by James H. Roe (PE 1967), which would become known by many names, including *The Press*, *The Riverside Press and Horticulturist*, *The Riverside Daily Press*, and *The Press-Enterprise*. In the 1893-4 History and Directory of Riverside County, one of the earliest examples of their printing and binding work, the newspaper is described alongside six other local publications and three other local job printers.

For the design of the building, Hammond and Westerfield chose, by then, well known architect Henry L.A. Jekel and the work was contracted to the local Cresmer Manufacturing Company. For a functional job order center, which accommodated a printing and binding office and production shop, *The Press* Printing and Binding Company was highly stylistic and remains virtually unchanged (Figure 10), reflecting many character-defining features of the popular 1920s Spanish Revival style, including its red tiled roof, narrow eave, massive entry tower, carved wood door, arched accents, casement windows with spiral column embellishments, and carved, low-relief ornamentation on the visible portion of the end wall, which separated this building from the adjacent orange grove to the north.

The large rear portion of the building provided the work space and was lit by multi-paned, wired glass sash, flush skylights, and nearly full-length inverted gable with multi-paned, continuous wired glass windows along the north and south sides (Figure 11).

At the same time, the building's size, mass, orientation, and setback was carefully designed to blend with the dwellings across Fairmount Boulevard and the residential feel of the neighborhood beyond.

The construction of the printing and binding house at 3650 Fairmount Boulevard in 1926 represents a major expansion for the newspaper company, as locations were divided into a business office with news staff at 8th and Market Streets, which was under major remodel in the same year, and a job office on Fairmount (PE 2007).

From 1938 to 1948, Harry W. Hammond is listed as owner of the printing and binding house jointly with Howard H. Hays who had purchased stock in the newspaper company in 1928 (PE 2007). He worked closely with Hammond through the purchase of the Riverside Enterprise. Upon the death of Hammond in 1948, Hays became president of the newspaper company and partnered in ownership with Citizen's National Trust and Savings Bank of Riverside in 1949. Hays' son, Howard H. "Tim" Hays, Jr. joined the company as editor about that time and later became vice-president and publisher (PE Online n.d.).

The printing company operated at the Fairmount Boulevard location until about 1965 when the operation relocated to another parcel on the block at the southwest corner of 6th and Market Streets (3605 Market Street). The Rubidoux Printing Company remained at this location until the mid-1990s when it was relocated to Corona (Klotz & Hall 2005:187). Undocumented in previous surveys, *The Press* Printing and Binding House is strongly associated with *The Press-Enterprise* and its directors, which have influenced the cultural, social, economic, political, and civic development of the city throughout the 20th century. Riverside's earliest newspaper was critical in the popularization of Riverside's navel orange and the early success of citriculture, as Riversiders engaged in agriculture knew that on horticultural matters, *The Press* was authority. The newspaper also debated local water rights and was influential in the incorporation of the City of Riverside (1883) and the creation of Riverside County (1893) through its editorials.

Julius Hess's vision for a block committed to auto-related use was furthered by the construction of a service station/auto repair building on the southwest corner of the block 6 Range 8 at 3893-99 Market Street/3660 Fairmount Boulevard (no longer extant) and willingly dashed by the addition of the grand Fox Theater in 1928, which now defines the block and the focus of redevelopment efforts by the City of Riverside.

Blocks B, C, and D

The 1884 and 1885 Sanborn Maps included only one sheet and the current project site was not mapped. The Sanborn Maps for 1887, 1888 and 1891 only show a small portion of the project site, but they do reveal that this area of downtown was largely occupied by orange groves and a few small, wood-frame residential and agricultural structures. An irrigation canal ran along Fairmount Boulevard (formerly Almond Street) providing water to the surrounding orange groves. All commercial development was centered along Main Street with an increase in building density south of 7th Street.

The 1895 Sanborn Map shows present-day Block B occupied by a small wood-frame dwelling, a corral, small hay barn, and an orange grove. Block C consisted of three small wood-frame dwellings, one with a corral and small hay barn. Block D included four wood-frame dwellings and several associated outbuildings.

However, the 1908 Sanborn Map indicates that the orange groves in the immediate blocks had been removed to accommodate commercial and residential growth. Orange groves remained across the irrigation ditch that ran down Almond Street (now Fairmount). The 1908 map also indicates the addition of an auto garage and saddle livery used by the Glenwood Mission Inn at the corner of 7th and Market Streets in Block D. These two commercial structures would later become components of the Stalder Building. By 1908, a branch of the Southern Pacific Railroad ran along Market Street, indicating an increase in urban growth and transportation for the City

of Riverside. A Round House and Turn Table were located at the southwest corner of 5th and Market Streets in Block B.

The next Sanborn Maps for Riverside were in 1951 and then updated again a year later in 1952. However, City Directories from the 1920s through the 1940s indicate that this area of downtown Riverside has housed automobile uses since the mid to late 1920s. Review of the 5500, 5600 and 5700 blocks of Market Street confirms these uses including such businesses as: Motor Service Express; Glenwood Tire and Rubber Co; Auto Beauty Parlor; Woodward-Bacon Co Autos; Auto Top Shop; Reliable Body and Fender Works; Maloof Cadillac Company and Brainard & Cundiff Autos. These auto-related uses spill over to Fairmount and 5th through 7th Streets in the 1930s and 1940s.

These 1950s Sanborn Maps indicate significant commercial growth in Riverside's downtown core. The blocks that form the project site housed commercial structures at that time. The dominant commercial businesses in these blocks were auto sales, auto service and auto repair, indicating the continued use of this area of downtown Riverside for commercial automobile focused uses, some of which had been established as early as the 1920s. The 1951 Sanborn map indicates the Fox Theater dominated the southeast corner of Mission Inn Avenue and Market Street. The Assembly of God Church, constructed just after World War Two, was located at the northwest corner of Fairmount Boulevard and 6th Street.

Downtown Riverside Auto-Related Resources

Born in Riverside in 1902, the automobile industry began not in service or sales but with the manufacture of The Magnolia, a runabout manufactured by Albert W. Miller and Watt L. Moreland on Riverside's Eastside. By 1914, Riverside's downtown commercial landscape had already been transformed by the automobile industry, which was evident more in the form of parcel size, lot density, and linear geographic extent and less in exterior changes to the commercial architectural form. In accommodating automobile-related uses, local builders chose to make subtle changes within the leading architectural form and style, which persisted through the first half of the 20th century. Local extant examples in the Mile Square show that the automobile was assimilated into the whole structure without much change in the exterior design or scale, and often, vehicular doors were substituted for man doors alongside standard, glazed storefronts. By 1917, the combined heading "Automobile and Carriage Painting" in City Directories suggests the transition from carriages to autos as a means of conveyance, while the juxtaposition of automobile-related headings and the heading "Agricultural Implements" illuminated the contemporaneous importance of the automobile and agriculture as economic industries. As land use needs, agricultural markets, and the inconsistencies of climate shifted economic interest away from agriculture and citriculture and into a variety of fields, the automobile found its way to the lead, and soon, auto merchandise and repair shops dominated the economic scene.

Most auto-related businesses were strung along major arterial streets with the majority in the 1920s located on West 7th and 8th Streets followed by Market and Main Streets, indicating the importance of the automobile to Riversiders and travelers, who must have been relieved to find the "Tourist Garage" at the Stalder Building on the northeast corner of 7th and Market Streets. In the 1925 City Directory, six pages of the classified business section are dedicated to the sale, repair, outfitting, and service of the automobile. Some businesses specialized in a single part or service, like Fogleman's Glass and Wind Shield Shop, Fisk Tires, Riverside Auto Radiator Works, Arlington Battery and Electric Shop, and Riverside Auto Beauty Parlor, an early car wash, while others, like Rubidoux Motor Company and Allbright's Motor Sales Depot, were automotive super shops.

By the 1920s and into the 1930s, cities across the nation were encountering an array of problems associated with the automobile including traffic accidents, loss of street space, and potentially fatal interactions between pedestrians, streetcars, and automobiles. In response, municipal governments "pushed back curbs, widened streets, and installed an array of directional signs, lights, and traffic controls to help the more nimble and potentially lethal motor traffic intermingle safely with horses, wagons, darting pedestrians, and lumbering, awkwardly maneuverable streetcars."

In his book *Main Street to Miracle Mile: American Roadside Architecture*, historian Chester Liebs provides a brief description of the types of automotive structures built in the early part of the 20th century stating that the storefronts were generally larger so that passerby's could catch a better glimpse of the cars displayed inside, and for structures without side or rear access, a large front doorway was included so that automobiles could be driven in and out. Varying in height generally between one or two stories, the interior configuration of these early automotive structures consisted of front automobile display space and a sales area, with a back room utilized for a repair shop with a range of automotive implements including workbenches, a lubrication pit, a wash rack, a turntable and parts storage space.

At present, a number of commercial automobile salesrooms, garages and shops, as well as other commercial structures reflective of this focused use remain in and around the immediate project site. Three of these buildings are worth noting for their architectural merit, as examples of the Art Deco, Moderne and Moorish Revival architectural styles. The structures at 3583 and 3595 Market Street were built in the Art Deco style and the two are still used for auto-related purposes. The building at 3601-65 Market Street was built in the Moorish Revivial style. They are visual reminders of auto development that occurred in this area of downtown Riverside prior to World War Two.

Previously Identified Historic Resources

The following are previously identified historic resources within or close to the project area.

3601-65 Market Street (Located in Block A)

This massive one-story, Moorish Revival style commercial building (1924) faces east from the southwest corner of Market and 6th Streets. The building fills two combined lots (historically three lots), totaling roughly 165x198 feet for a total of approximately 30,000 square feet of floor space. The main, unsheathed mass of the rectangular, brick masonry building is topped with a double convex roof behind a flat-roofed storefront masked by stuccoed parapet walls. Since a 1949 façade remodel of the southern storefront, the building has appeared, and has been mistakenly surveyed and designated, as two separate structures.

The original design of the double storefront building made it easy to divide. The northern storefront (3601-23 Market Street) displays one-half of the building's original four-bay design and is dominated by a centered, flattened arched, metal-framed glass entry within a heightened parapet. The entry separates two storefronts that are each further divided by a secondary entry, which is articulated by another step in the parapet that is trimmed with converging scrolls and punctured with deeply set, tapered square vents filled with four squares of interlocking scrolls and surrounded with a geometric floral design. The entry, secondary entries, and corner pilasters are each flanked by miniature engaged tourelles, or turrets, supported by a nearly continuous corbelled table, and the whole is capped by two angled courses of red S-shaped tiles over thickly-scrolled wood trim. Behind the entry, a square, rooftop platform supports a pinnacled Moorish dome (former flagpole/signpole removed between 1992 and 2001), which reportedly originally opened to vent the building. The original storefront consisted of enormous, single-paned showroom windows topped with ten panes in the larger openings and seven panes over the secondary entries. Original fenestration has been replaced with modern metal-framed doors and windows (circa 1949), and three segments of the original storefront have been filled with diamond-patterned concrete block (circa 1965).

The southern portion of the original façade (3633-65 Market Street) underwent a remodel in 1949 in which it appears the storefront was built out with brick-faced, stuccoed pilasters, filled with modern metal-framed doors and windows, and topped with a corrugated metal treatment. The centered, heightened entry continues to dominate the southern storefront and divide the bays, but is missing its crowning dome (ca. 1949). A setback portion on the right side of the storefront and the uneven alignment of the building with its northern half further substantiate the extension of the storefront. A door has been added to a portion of the storefront left of the entry. A roll-up metal vehicle door is tucked up beneath the corrugated metal façade over the entry, which has been filled with an entrance door flanked with scored pilasters and side

windows, and topped with a transom (circa 1949). Field study has indicated the original façade may be largely intact beneath of the corrugated metal application.

Beyond the storefront, the windows on the side (north) elevation are steel-framed, double-hung sash with brick sills and are grouped in four pairs plus one. A man door with transom is found behind the storefront on the north elevation and another door has replaced an original window; a paneled wood vehicle door is found near the rear. The continuous west (rear) elevation stretches the full length of the building and has eight pairs of steel-framed windows plus one and three vehicle doors, one of which may have been added (date unknown). All fenestration on the side and rear elevations is topped with a lintel of three continuous layers of poured-in-place concrete, and all windows have been boarded. The south elevation is only somewhat visible from the street as the narrow alleyway between this building and the Fox Theater to the south is walled off.

The building has a zero setback on both Market and 6th Streets, though a wide parkway strip on 6th Street filled with dormant turf and three trees deepens its distance from the street. Two small tree wells are cut from the narrow parkway on Market Street, which has otherwise been filled with heavily exposed aggregate concrete. On-street parking is available to patrons, and an asphalt alleyway, which is being used for private parking/storage, borders the rear of the lot.

<u>3510 Fairmount Boulevard: Assembly of God Church (Located in Block B)</u>

This large Assembly of God Church is sited on a corner lot (Figure 8). A surface parking lot is located to the south of the building, so that three facades are visible. There are elements of the Spanish Colonial Revival evident in this building: including stucco walls, tile roofs and arched windows and doors. The main structure has a large gable roof with engaged square towers on the north and south ends of the Fairmount Boulevard facade. Each tower has a hipped tile roof. The tower positioned at the northwest corner dominates the façade. The main entries are located on the north and west sides of the tower. The openings are large, double, wooden arched doors under a semi-hipped tile portico. Paired, double-hung windows with arched transoms are located on all four sides of the upper portions of the tower. Six, double-hung windows with arched transom ornament the west façade between the two towers. The six windows are arranged with a row of three on the lower level and a row of three above. On the north and south elevations there are pairs of double-hung windows with transoms centered between a series of engaged buttresses. On the rear of the structure is a one-story, flat roofed addition.

The Assemblies of God has its roots in a religious revival that began in the late 1800s and continued into the 20th century. The beginning of the modern Pentecostal revival is generally traced to a prayer meeting at Bethel Bible College in Topeka, Kansas, on January 1, 1901. The revival spread rapidly to Missouri and Texas, then to California. It is not known if this

congregation was housed in another facility prior to building this church in 1946. City of Riverside building permit number 3059 was issued on December 20, 1946 to the Assembly of God Congregation for construction of their new church. The total cost of construction was valued at $10,000. The architect is not listed on the permit. From 1950 forward City Directories consistently list the Assembly of God Church at this location.

Several attempts were made to contact the Church to determine if archives or congregation records could be reviewed. These telephone calls were not returned. During the weekday site visit in November 2007, the Church was locked and uninhabited. In January 2008, ARG submitted a written request for information; to date, this letter remains unanswered. ARG did not visit the Church during Sunday services. A review of historical files at the City of Riverside Public Library (Riverside Local History Resource Center at the Main Library) found that in 1999 the Riverside Press Enterprise reported on a 120-member congregation at the Riverside First Assembly of God Church. At that time the Church was one-eighth Hispanic, one-quarter African American, and one-half Samoan. The Church does not appear to have a website that might offer a history section. Research conducted at local archives revealed no further information on the Church's history or congregation.

Review of City Directories from 1930 to 1942 indicates only two addresses in the 3500 block of Fairmount: 3591 and 3593. It appears these were two residential properties and that several occupants resided in these houses over the years. Prior to 1930, these addresses were 591 and 593 Fairmount indicating that the numbering system changed after 1929. Sanborn Fire Insurance Company maps from 1895 show orange groves in the block bounded by 5th Street to the north, 6th Street to the south, Almond (Fairmount) to the west, and Market Street to the east. In 1908, the same block contained a railroad roundhouse. The 1951 Sanborn Map clearly depicts the Assembly of God church in the northwest corner of the block. The Assembly of God Church is within the boundaries of the identified Mile Square Northwest Historic District.

<u>Stalder Building: 3757-3789 Mission Inn Avenue and 3658 – 3666 Market Street (Located in Block D)</u>

The Stalder Building is located at the northeast corner of Market Street and Mission Inn Avenue (formerly 7th Street) in downtown Riverside (Figures 6 and 7). Originally, the Stalder building consisted of three separate structures that were unified by a Mission Revival façade designed in 1926 by noted local architect G. Stanley Wilson.

The Glenwood Mission Garage, built in 1904, originally occupied the western-most corner of the site. This garage was constructed to serve the Mission Inn, as well as provide auto repair service. Later this garage would become an auto dealership specializing in the sale of Studebakers.

To the east of the Glenwood Mission Garage, the center component of the three original structures, was originally constructed in circa 1900 as a livery stable, the O.K. Stables, but was later converted to an auto dealership in 1908. The third building, which now comprises the eastern end (or Mission Inn Avenue end) of the Stalder Building, was built in 1896. This structure is the only two-story portion of what is now known as the Stalder Building. The building originally served as Fire Department Station No. 1 for the Riverside Fire Department. All three of the original structures were brick construction.

The unified Stalder Building is faced in stucco and topped with a Mission Style scalloped parapet. The façade running along Mission Inn Avenue is a series of commercial spaces in a variety of glazed doors and windows. At the second-story, a series of arched windows with projecting sills have been boarded over. Along the Market Street façade are a series of inset commercial openings and commercial windows. Nearly all the commercial bays have been covered in raised, diamond pattern metal panels.

The Stalder Building is designated as a City of Riverside Historical Landmark. Additionally, the Stalder Building is a contributing building to the Mission Inn Historic District and the Seventh Street Historic District.

<u>Fox Riverside Theater: 3801 - 3849 Mission Inn Avenue (formerly 7th Street - Immediately Adjacent to the Project Site)</u>

Architect Clifford A. Balch of the design firm Balch and Stanberry designed the Fox Riverside Theater in 1927. Designed in the Spanish Colonial Revival style so common in downtown Riverside, this theater served the community as a combination cinema/vaudeville house and attracted well-known performers including Bing Crosby and Judy Garland. The theater was a popular location for motion picture previews and it was the site of the first public screening of "Gone with the Wind" in 1939.

By the late 1970s, the theater had fallen into disrepair and was underutilized. Today, planning efforts to restore the theater to active use are underway. The 1,600-seat venue is envisioned as Riverside's premier performing arts center, which would host Broadway-style shows, concert performances, ballets, and other live performances.

The Fox Riverside Theater is a designated City of Riverside Landmark and a contributor to the Mission Inn and Seventh Street Historic Districts.

<u>Mission Inn: 3649 Mission Inn Avenue (Outside Project Boundary)</u>

The Mission Inn is one of Southern California's most important landmarks and is a well-known tourist destination. Begun in 1876 as the Glenwood Inn, a two-story 12-room adobe boarding

house, the Inn became a lifelong project of Frank Miller, who envisioned an international center of art and culture. Miller built the Inn over several stages of construction around the original Glenwood Cottage guesthouse, employing the Mission and Spanish Colonial Revival styles. The Historic Mission Inn occupies an entire city block in the heart of downtown Riverside.

In 1902 Miller built a four-story, U-shaped hotel enclosing a large central courtyard. Over the next 30 years Miller added three more wings to the structure. The Cloister Wing, built in 1910, added more guest rooms, but there was an increased emphasis on public spaces, including the large Music Room, an Art and Gift Shop, and the St. Cecilia Chapel. The famous Cloister Walk, also called the Catacombs, with its niches, chambers, and art objects became a major attraction. The Catacombs are now closed to the public.

The Spanish Wing was executed next from 1913 to1914, and was designed by well-known Southern California architect, Myron Hunt. The Spanish Patio, reminiscent of Spanish castle courtyards, offered guests an outdoor dining experience. Frank Miller's growing collection of art and artifacts prompted the inclusion of the large Spanish Art Gallery to exhibit elements of his collection. Two floors of additional guest rooms, including the Author's Row suites and Miller's own private suite, were added in the late 1920's. The last structural addition, the International Rotunda Wing, was completed in 1931. After Miller's death in 1934, the Mission Inn fell into a period of decline until renovation efforts began in 1985 and the Inn was reopened in 1993.

The Mission Inn is a National Historic Landmark, a National Register Listed Property and a City of Riverside Landmark, and a contributor to the Mission Inn and Seventh Street Historic Districts.

Nearby Historic Districts

Several designated historic districts are located in the downtown core of Riverside. Residential and commercial properties comprise these historic districts. The various structures represent a wide variety of architectural styles, historical themes, and development patterns. Many of these properties are listed in the National Register of Historic Places and have been designated by the City in accordance with *Title 20* of the *Municipal Code* (Cultural Resources Ordinance).

<u>Mission Inn Historic District</u>

The Mission Inn Historic District, designated in June 1986, is a commercial historic district bounded by 6th Street between Main Street and the Riverside Freeway (State Route 91) on the north to 11th Street between Orange and Main Streets on the south and named after the Mission Inn hotel. The period of significance for this district is 1871-1946. The district also encompasses part of the Seventh Street Historic District and is distinctive for its embodiment of the Mission

Revival style. Block D, including the Stalder Building, is within the boundaries of this historic district, as are three of the buildings on Block A, two of which are in the project area.

Seventh Street Historic District

The Seventh Street Historic District was designated in August 1980. Its boundaries run along Mission Inn Avenue from Rubidoux Drive to Vine Street. The period of significance is 1889-1945. The district contributors of this district include many of Riverside's best commercial and residential architecture. This district is also known as City Landmark #40. The Seventh Street Historic District was designated prior to Seventh Street's name change to Mission Inn Avenue. A portion of Block D, the Stalder Building, and two buildings on Block A are within the boundaries of this historic district.

Heritage Square Historic District

The third historic district, adjacent to the proposed project site, is the Heritage Square Historic District, designated in September 1988. This district's boundaries are 1st and Mulberry Streets to 1st and Orange Streets on the north, with 5th Street as its southern boundary. The period of significance for this historic district is 1880 to the 1920s. This district is comprised mostly of residential properties. Architectural styles exemplify late-nineteenth and early-twentieth century architecture. None of the parcels within the project site are within the boundaries of this historic district.

Proposed Mile Square Historic District

There is a proposed historic district that has not been designated: the Mile Square Historic District. The boundaries of this proposed district are roughly as follows: the Westside of Fairmount on the east; the east side of Pine or Redwood on the west; the south side of First Street to the north; and the south side of 6th Street to the south. One building within the project site, 3510 Fairmount Boulevard, is within the proposed boundaries of this district.

POTENTIAL HISTORIC RESOURCES

There are a number of other buildings within the project site that appear to be at least 45 years old or older (buildings constructed before 1961) and therefore may be potential historic resources. The following is a description and historical overview of each of these structures. There are no pre-1961 buildings on Block C as it is currently used as surface parking. The only building in Block D is the Stalder Building, the remaining areas of that half-block are also used for surface parking. There are eight buildings that appeared to have been constructed prior to 1961 in Block B.

Market Street Properties

3505-3529 Market Street (Located in Block B)

This building is a single-story commercial building with a shed roof and projecting overhang (Figure 1). The building has a rectangular footprint, and is positioned in the northwest corner of a large commercial corner lot at the intersection of Market and 5th Streets. The building is comprised of cement block construction. The main façade is oriented east, facing Market Street. The northern half of the structure has been faced with brick in an American bond pattern. A single panel door marks the centrally located entry. To the north of this door is a large picture window, covered in security ironwork. A large blue awning extends over this window. A recessed series of windows accent the north elevation.

The 1951 Sanborn Map shows a gas station at this corner location. The 1952 Sanborn Map indicates that the gas station had been slightly remodeled, but the map read "gas and oil." It appears that the current Mission Auto Sales on this site may incorporate elements of the earlier gas station.

City of Riverside Building Permit number 13493 indicates the gas station was constructed in 1931. It was subsequently remodeled in 1942. At that time the address for this property was 3501 Market Street. The City Directories confirm that a gas station was housed at this site from the early 1930s until the early 1940s. It was Holley's Super Service, Ridgeway Service Gas Station, Phelps & Cummings Auto Repairs, and the Rightmyer Gas Station.

From City of Riverside Building permit number 24186, it appears that in the 1940s a café was added. Building permits do not indicate conclusively when the building took on its current appearance, but it was likely remodeled again in the 1960s. Building permit number 13366 was issued in 1966 for an unspecified alteration project valued at $600.00.

3547 Market Street (Located in Block B)

The R. B. Graphics building is a one-story, symmetrical, commercial building of poured concrete construction (Figure 2). The roof is gabled and covered in terra cotta tile. The side elevations have a raised parapet. Two arched doorways are centrally positioned. These doors are side-by-side in rounded arched recesses. On the east and west ends of the façade are two large arched windows comprised of four glazed panels, set within a flattened arch. A faux stone relief accents the arches at both the windows and doors.

Building permit #5688 was issued in 1947 at a value of $2,000.00, and the building appears on the 1951 Sanborn Map. At that time it was identified as a plumbing business. City Directory information indicates that as early as 1930, 3547 Market Street housed C.E. Stansell, plumber.

Mr. Stansell is identified as the business occupant of this address until at least 1952. It is unclear if there was an earlier building on this site or if the 1947 work was an alteration. By the 1960s, this building had been converted to auto uses housing such businesses as Lucky Transmission Center and others. Since at least 1977, it has housed R. B. Graphics.

3555 Market Street (Located in Block B)

This is a small, rectangular commercial structure of cement block (Figure 3). The roof is flat, but there is a stepped parapet. The structure has little architectural distinction and few decorative details. Two rectangular windows are on the east façade. The northern elevation has a single panel entry on the east end, followed by a series of square windows.

3555 Market Street is identified as Roos & Delano used car department in the 1930 City Directory. It is not listed in the 1931 City Directory. In 1933 it was C.T. Chamberlain Used Cars. A year later in 1934, it was F. V. Green Used Cars. By 1936, it was F. C. Schweitzer Used Cars and in 1937 Rubidoux Motor Company Used Car Department. The 1939, 1941, 1942, and 1943 City Directories identified 3555 Market as Rubidoux Motor Company. By 1952, it housed L. R. Brown Used Cars. It has housed Aamco Transmissions since 1993. No building permits were located for this property. It is unclear when this small structure was constructed; it may date to the early 1930s or there may have been an earlier structure here that housed the early auto uses. It does appear on the 1951 Sanborn Map.

3583 Market Street (Located in Block B)

This is a single-story commercial garage has a flat roof with a parapet (Figure 4). The structure is of poured concrete. A pair of glazed doors is located on the north end of the building, while a single glazed door occupies the southern end. A projecting overhang extends above the window wall, and runs the length of the façade. The parapet roof has a concave curve. It is ornamented by a series of relief rectangles. The Art Deco style is evident in the abstraction and geometric embellishments along the parapet roof.

The building was constructed in 1929 according to City of Riverside building permit number 11903, dated April 13, 1929 at a value of $14,000.00. The owner of the building was identified as A. H. Bradley and it was classified as a garage. The 1931 City Directory lists 3583 Market Street as vacant. By 1933, it housed R. B. Mansfield auto repair and Bert Upson autos. From 1934 to 1936 Brainard & Cundiff autos occupied this building. By 1937, the building is again listed as vacant. In 1939 Remo Motor Company had moved into the building. Four years later, in 1941, the building was occupied by Riv (likely Riverside) Motor Company. However, by 1943 the business tenant was Linton Motor Company. From 1947 until 1973, the occupant was Owl Auto Supply. In 1953, Owl Auto Supply Company was issued a permit number 11381 for an electric

neon sign. The building, including its distinctive concave entry is clearly marked on the 1951 Sanborn Map.

3595 Market Street (Located in Block B)

This single-story commercial garage has a rectangular footprint with a parapet roof (Figure 5). The building is covered in rough plaster. A central rolling garage door provides entrance into the building. One large rectangular showroom window, with a four-part transom is located on either side of the garage door. A large commercial sign is mounted atop the parapet roof, serving as an example of mid-twentieth century commercial signage. A series of eight, large multi-lite windows run the expanse of the southern elevation. This building is an example of an early 20th century commercial garage.

City Directories list the occupant of 3595 Market as Reliable Body & Fender Works in 1930, 1931, and 1933. By 1934, Bert Upson Autos is housed at 3595 Market. In 1936 F. C. Schweitzer Autos occupied this site. Rubidoux Motor Company used the building in 1937, 1939, 1941, 1942, 1947, 1952, 1953. Since at least 1967 it has been Aamco Transmissions.

City of Riverside Building permit number 6126 issued to Rubidoux Motors indicates that a balcony inside the building was remodeled in 1947 at a cost of $300.00. The following year, 1948, permit number 8289 was issued to remodel the skylights (three 8 x 12 ventilators) for a total of $228.00. In 1967, AAMCO Transmissions applied for a permit to install a new sign. An original building permit from the late 1920s or early 1930s was not located. The building is clearly indicated on the 1951 Sanborn Map.

Fairmount Boulevard Properties

3556 - 3558 Fairmount Boulevard (Located in Block B)

There are two small buildings located on this parcel (Figure 9). The building closest to Fairmount Boulevard is a tall rectangular building, which operates as a one-vehicle commercial garage. It has corrugated metal gable roof and large commercial garage opening on the west façade. Behind this commercial garage is the second of the two buildings. This structure is a small rectangular building with a flat roof. An entrance, covered with security grillwork is located in the southern corner. To the north of this entry are a series of glazed large rectangular windows the height of the entry.

City of Riverside building permit number 13674 was issued on August 21, 1951 for a project at 3558 Fairmount. The work was valued at $3,000.00 and consisted of a 24x7-foot cinder block building of 1,752 square feet to be used by Rubidoux Motors. This was likely the building closest to Fairmount Boulevard. An earlier permit from 1947 for a Building Alteration (#6493)

was issued for 3556 Fairmount Boulevard for use as a Sales Room. This project was valued at $1,200.00.

Review of City Directories from 1930 to 1942 indicates only two addresses in the 3500 block of Fairmount: 3591 and 3593. It appears these were two residential properties and that several occupants resided in these houses over the years. Prior to 1930, these addresses were 591 and 593 Fairmount, indicating that the numbering system changed after 1929. Commercial buildings in this block do not appear to have been constructed until after 1942.

Merle's Automotive has occupied the site since at least 1977.

3610 Fairmount Boulevard

This one-story, poured-in-place concrete commercial building (1926) faces west from the southeast corner of Fairmount Boulevard and 6th Street. The Early 20th Century Modern building is minimally embellished but displays some Mission Revival style influence. Stuccoed, parapet walls extend above the flat roof of the rectangular building and top the façade with a stepped arch and crenellated corners. A large, full-length rectangular reveal above the fenestration line topped by a smaller, matching reveal within the arch crown the façade's three-bay symmetrical design. A thin, recessed wooden man door is elevated two steps within the northernmost façade bay and secured with a flush, chain link gate. A former vehicle entrance disrupts the cadence of the side (north) elevation, which is a long, nearly continuous flow of sixteen large, paired openings. A deeply set, metal double-door man entry fills one opening and is secured by an accordion style, rolling metal gate. The recessed vehicle entrance has been filled with a series of entries, including what appears to be wood-framed French doors, then steel-framed windows with glass double man doors, and finally, flush metal security bars. The unsheathed rear elevation is a chain of seven openings, the southernmost of which shelters a recessed door with metal security bars. The type of windows and the pattern of the original storefront are unknown as all windows have been filled with concrete block (between 1952 and 1977); original window openings and concrete sills appear intact. A large, wood-framed stuccoed shed roof addition (by 1952) with a corrugated metal roof and boarded windows is found on the rear south elevation and is also attached to the building's adjoining southern neighbor at 3620 Fairmount Boulevard. The side (south) elevation was made common with 3620 Fairmount Boulevard when it was constructed in 1936, and all windows were filled in. Dormant turf is found in the parkway strip along Fairmount Boulevard and the 6th Street parkway, which also supports a tree. Building permits indicate that a 550-gallon gasoline tank and pump were installed in 1949 below ground just west of the now-filled vehicular driveway approach from 6th Street and may still be extant. An asphalt alleyway borders the rear of the lot.

3620 Fairmount Boulevard

This one-story, Art Deco commercial building (1936) faces west from the east side of Fairmount Boulevard. Stuccoed, poured-in-place concrete parapet walls extend above the flat roof of the rectangular building on the west and south elevations, and the stepped brick masonry rear wall is unsheathed. The façade is separated into four bays by five pilasters that reach above the height of the parapet and are dimensionally articulated by a series of reveals that add depth, width, and height. Stepped back reveals are also employed across the top of the façade and along the base of the pilasters. The steel-framed windows are set within wood mullions and are separated by the pilasters into three series, one in each left bay. Originally, the tall, narrow sash with top panes added further vertical elongation to the storefront, but the bottom half of the windows were boarded sometime between 1977 and 1991, which has effectively shifting the emphasis from vertical to horizontal. While some panes remain full-length beneath the plywood covering, others have been reglazed with shorter panes. Only a handful of original, wired glass panes remain with the majority replaced with ordinary glass and many replaced or covered with what appears to be sheet metal or a similar material painted black. The right bay allows both pedestrian and vehicular access with a single roll-up metal door that maintains the height of the fenestration line. A matching roll-up vehicle door and two groups of multi-paned wired glass windows that appear to be double-hung sash are found on the rear elevation. The asphalted rear yard is partially filled by an attached canopy supported by two round metal poles and a large, wood-framed stuccoed shed roof addition (by 1952) with a corrugated metal roof and boarded windows. This addition is also attached to the rear of the side elevation of the neighbor to the north at 3610 Fairmount Boulevard. The building is in good condition, and the property appears well maintained. Turf carpets the parkway strip on Fairmount Boulevard, which also supports an historic streetlight (circa 1917), and an asphalt alleyway borders the rear of the lot.

3650 Fairmount Boulevard

This one-story, Spanish Colonial Revival style commercial building (1925) faces west from the east side of Fairmount Boulevard. The original, front portion of the reinforced concrete building is rectangular and appears nearly residential in scale and design. The medium-pitched, side-gabled roof is topped with red clay tiles and shelters stuccoed walls. The narrow eave overhang is supported by short exposed rafters, and the exposed gable end on the south elevation is punctured by a deeply set, circular window. A massive, centered tower pierces the front center of the roof and anchors the symmetrical façade. The tower is topped by a low-pitched, pyramidal hip roof and embellished by a dropped course supported by corbels on at least three sides. Below, a painted board sign on the face of the tower hides another circular window and is flanked by corbelled, miniature twisted Corinthian pilasters; one corbel is missing. An original, carved, arched wood and glass door with inverted curves at the top corners and heavy hardware provides access from a deeply set, matching arched opening in the

tower. Two pairs of windows plus transoms with matching arches flank the tower, each with two pairs of wood-framed, casement sash separated by small turned spindles, and another is found on the south elevation. The façade windows are secured with metal security bars (circa 1990) and sheltered by corrugated metal awnings (added before 1977). The large rear portion of the building is capped with a nearly full-length inverted gable with multi-paned, continuous wired glass windows along the north and south sides. Additional skylights are set flush in the roof, and the side (south) elevation is lit by multi-paned, wired glass sash. A 21x50-foot addition was added to the rear in 1951. Two windows are found on the rear of the addition – one is boarded and the other has been replaced with wood-and-glass casement. Double sliding doors allow access from the rear, and a door is found on the south elevation as well. An original end wall on the north elevation ends in a short, elaborately crenellated, arched wall with a center, carved medallion featuring a cherub at the northern boundary of the front parking area. The wall first separated the property from the adjacent orange grove and later served to separate the building from its northern neighbor at 3620 Fairmount Boulevard (1936). The parkway strip on Fairmount Boulevard is filled with shrubs and three palm trees, which replaced a mature carob tree after 1991. An asphalt alleyway borders the side and rear of the lot.

RESULTS OF HISTORIC RESOURCE EVALUATION

Properties Determined Not to Be a Historic Resource

The following properties are not eligible for any level of designation, and therefore are not considered historic resources under *CEQA*. As a result, no further treatment is required under *CEQA* provisions or *Title 20*.

<u>3505-3529 Market Street</u>

It appears that this structure was originally constructed as a corner gas station. The current configuration of the building and site do not reflect this historical use or building type. As such, the building does not retain sufficient historic integrity including design, materials, feeling, and workmanship. Further, its historic setting has been altered. Since this structure has lost its integrity, it would not individually meet the criteria of the National or California Registers. Further, the building does not appear to meet the criteria of the City of Riverside Landmark or Structure of Merit. It does not possess significant architectural features or historic associations that would warrant this designation.

The building is not located within the boundaries of any of the nearby designated historic districts.

3555 Market Street

This small commercial building has been altered and its original date of construction is unknown. The current configuration of the building and site do not reflect this historical use or building type. As such, the building does not retain sufficient historic integrity including design, materials, feeling, and workmanship. Further, its historic setting has been altered. Since this structure has lost its integrity, it would not individually meet the criteria of the National or California Registers. Further, the building does not appear to meet the criteria of the City of Riverside Landmark or Structure of Merit. It does not possess significant architectural features or historic associations that would warrant this designation.

The building is not located within the boundaries of any of the nearby designated or identified historic districts.

3558 Fairmount Boulevard

The two structures on this lot appear to have been altered over time and do not retain historic integrity to their dates of construction. As such, the buildings do not retain sufficient historic integrity including design, materials, feeling, and workmanship. Further, their historic setting has been altered. Since these structures have lost their integrity, they would not individually meet the criteria of the National or California Registers. Further, the buildings do not appear to meet the criteria of the City of Riverside Landmark or Structure of Merit. They do not possess significant architectural features or historic associations that would warrant this designation.

The buildings are not located within the boundaries of any of the nearby designated or identified historic districts.

3610 Fairmount Boulevard

This property is not eligible for any level of designation, and therefore is not considered a historical resource under *CEQA*. This property was assigned a CHR Status Code of 6Z and does not require further treatment under *CEQA* provisions or *Title 20*. This garage was surveyed in 1977, 1992, and 2001-2003, the last a reconnaissance level study by Myra L. Frank and Associates, Inc. (MFA) to inform the City of Riverside Downtown Specific Plan. The survey information listed on the 2001-2003 MFA survey form and on the corresponding record in the City of Riverside Historic Database (Database) appears to be confused with the information for neighboring properties at 3620 and 3650 Fairmount Boulevard and the property was labeled as 3876-78 6th Street, though the historic Sanborn Maps and City Directories do not document this 6th Street address. The 2001-2003 MFA survey form assigned, and the Database list, only a now-outdated National Register of Historic Places (NR) Status Code of 5S3 – "Not eligible locally – is eligible for special consideration in Local Planning." However, in reviewing the

individual survey forms and the comprehensive survey map and table provided by MFA, it appears to be included as a Contributor within the survey's expansion of the National Register eligible Seventh Street Historic District, also known as Landmark 40, which would afford it a Status Code of 3D – "Appears eligible for National Register as contributor to a fully documented district," as was assigned to adjacent added properties.

Though it exhibits some Mission Revival influence, the building has been compromised by the blocking in of all the 24 windows, which has made the original windows and pattern of storefront fenestration virtually unidentifiable and has made the whole appear unexceptional, nearly vernacular in design. In addition, thought constructed for, and occupied by, auto-related commercial uses, the building has spent decades in alternate use, both historically and recently. The building was one of many associated with Riverside auto pioneer Roy Helgeson, but only during the years 1960-1965. This property does not individually embody the level of architectural integrity or strength of historic association that would merit listing on National Register of California Register of Historic Resources (CR) and the building is not likely to yield information important in history or prehistory. Therefore, the property is determined ineligible for individual listing on the NR or CR. Further, the property meets none of the Landmark or Structure of Merit Criteria outlined in *Title 20* of the Municipal Code and is accordingly determined ineligible for local individual designation. In reviewing the previous MFA 2001-2003 MFA survey and Database information, it can be reasonably concluded that MFA intended to include this property in its proposed expansion of the NR eligible Seventh Street Historic District. However, as described above, the findings of this intensive-level survey do not support that conclusion. Therefore, the property is now assigned a CR Status Code of 6Z – "Found ineligible for NR, CR or Local designation through survey evaluation."

Properties Determined to be a Historical Resource as a Contributor to a Historic District

<u>3510 Fairmount Boulevard</u>

This religious property houses the Riverside Assembly of God Church. Under the National Register Criteria Considerations, a religious property can be eligible for the National Register if it is directly associated with either a specific event or a broad pattern in the history of religion. Generally, however, a religious property cannot be eligible simply because it was the place of religious services for a community, or was the oldest structure used by a religious group in a local area. A religious property can be eligible the National Register for association with a person important in religious history, if that significance has scholarly, secular recognition or is important in other historic contexts. Further, that person's important activities should be linked to the structure being evaluated. No information was found that would indicate that the Assembly of God Church has any associated important persons or is associated with a significant broad pattern of history.

It should be noted that this structure appears to have been surveyed in the following previous survey efforts Charles Hall Page & Associates, Inc. (1977), Aegis (1992), and Myra L. Frank & Associates, Inc. (1993 and in 1997) and none of these earlier efforts discovered any additional historical information on the structure or congregation. Unless additional historical information comes to light it is unlikely the building would be individually eligible under either the National Register Criterion A or B. Further, since the California Register has similar Criteria Considerations it does not appear that this building meets either California Register Criterion 1 or 2.

A religious property significant for its architectural design or construction should be evaluated, as are other properties under Criterion C; that is, it should be evaluated within an established architectural context and, if necessary, compared to other properties of its type, period, or method of construction. While the church does possess some interesting architectural features, it does not appear to be the work of a master architect nor does it possess high artistic values within Spanish Colonial Revival architecture as employed in Riverside. Therefore, it does not appear that this building individually meets the significance criteria of the National or California Registers for architecture.

If additional historic information can be obtained regarding this building it is possible it could meet the City of Riverside Landmark Criteria. At the time of publication of this report, however, it does not appear that there are significant historical associations to warrant this designation.

The building does not appear to possess significant architectural characteristics or features that would justify its eligibility as a Landmark (local Criteria C or D). However, it does appear to meet Structure of Merit Criteria E: contributes to an understanding of contextual significance of a neighborhood, community, or area. As one of two community churches in this area of Riverside it would meet the Structure of Merit category.

Further, this structure is a contributing resource to the Potential Mile Square Northwest Historic District that contains only one other religious structure, Iglesia Ni Cristo located at 3292 Locust Street. As a contributing structure to this historic district, the building meets the definition of an historical resource under CEQA.

Properties Determined to Be a Potential Historic Resource

<u>3547 Market Street</u>

This one-story commercial building is significant within the context of transportation and the increased use of the automobile in the late 1920s and 1930s. The building appears to have changed little since the late 1920s. It housed automobile related uses early in its history. This

building appears eligible for the California Register under Criterion 3: it embodies the distinctive characteristics of a type and period, the 1920s or 30s automobile showroom/repair shop and it possesses high artistic values relating to this type. It does not appear to rise to the level of significance to meet the criteria for designation as a Riverside Landmark. However, it does appear to qualify as a Structure of Merit under the City of Riverside Planning Code under Criteria C: it is an example of a type of building which was once common but is now rare in its neighborhood and Criteria D it is connected with a business or use which was once common but is now rare. An inventory and context statement of auto related buildings in downtown Riverside is in progress.

The building is not located within the boundaries of any of the nearby designated or identified historic districts.

3583 Market Street

This 1929 one-story, Art Deco/Moderne Automobile showroom is significant within the context Transportation and the increased use of the automobile in the late 1920s and 1930s. The construction value of $14,000.00 in 1929 indicates the importance placed on housing auto uses in modern buildings. The distinctive concave entry area and the geometric parapet give the building its Art Deco/Moderne style.

This building appears eligible for the California Register under Criterion 3: it embodies the distinctive characteristics of a type and period, the 1920s or 30s automobile showroom/repair shop and it possesses high artistic values relating to the Art Deco/Moderne.

It does not appear to meet the criteria for designation as a Riverside Landmark. However, it does appear to qualify as a Structure of Merit under the City of Riverside Planning Code under criteria C: it is an example of a type of building which was once common but is now rare in its neighborhood and Criteria D: it is connected with a business or use which was once common but is now rare. An inventory and context statement of auto related buildings in downtown Riverside is in progress.

The building is not located within the boundaries of any of the nearby designated or identified historic districts.

3595 Market Street

This single-story, 1930s building has a long history of automobile related uses. It is significant within the context Transportation and the increased use of the automobile in the late 1920s and 1930s. The building has a distinctly Moderne appearance.

This building appears eligible for the California Register under Criterion 3: it embodies the distinctive characteristics of a type and period, the 1920s or 30s automobile showroom / repair shop and it possesses high artistic values relating to the Moderne style.

It does not appear to meet the criteria for designation as a Riverside Landmark, but would potentially qualify as a Structure of Merit under the City of Riverside Planning Code under Criteria C: it is an example of a type of building which was once common but is now rare in its neighborhood and Criteria D: it is connected with a business or use that was once common but is now rare. An inventory and context statement of auto related buildings in downtown Riverside is in progress.

The building is not located within the boundaries of any of the nearby designated or identified historic districts.

<u>3620 Fairmount Boulevard</u>

This building appears eligible for individual listing in the NR-eligible Seventh Street Historic District. This building was surveyed in 1977 and a reconnaissance level study by Myra L. Frank Associates, Inc (MFA) was completed in 2001-2003 to inform the City of Riverside Downtown Specific Plan. Various fields on the 2001-2003 survey form and on the corresponding record in the City of Riverside Historic Database (Database) appear to be mixed up with information from neighboring properties at 3610 and 3650 Fairmount Boulevard. The MFA survey expanded the National Register of Historic Places (NR) eligible Seventh Street Historic District, also known as Landmark 40, to include this property and assigned it a NR Status Code of 3D – "Appears eligible as contributor to a fully documented district," which has been slightly revised under the new California Register of Historic Resources (CR) Status Code system to read "Appears eligible for NR as a contributor to an NR eligible district through survey evaluation."

As the building adjoins its neighbors and borders on an alley in the rear, only the Art Deco storefront visibly contributes to the streetscape, which has been somewhat compromised by the alteration/replacement of the 24 storefront windows. In addition, although constructed for and occupied by, auto-related commercial uses as documented by building permits and previous surveys, a more complete history and historic association of the building is unclear. This property does not individually embody the level of architectural integrity or strength of historic association that would merit listing on National Register of California Register of Historic Resources (CR) and the building is not likely to yield information important in history or prehistory. Therefore, the property is determined ineligible for individual listing on the NR or CR. Further, the property meets none of the Landmark or Structure of Merit Criteria outlined in *Title 20* of the Municipal Code and is accordingly determined ineligible for local individual designation. Nevertheless, these findings do not affect the recommendation of the MFA survey

and the CR status code of 3D – "Appears eligible as a contributor to a fully documented district" remains appropriate.

3650 Fairmount Boulevard

This building appears eligible for individual listing in the NR and as a Contributor to the NR-eligible Seventh Street Historic District. This building was survey in 1977, 1992 and 2001-2003, the last a reconnaissance level survey by Myra L. Frank Associates, Inc (MFA). The MFA survey describes the building as an example of the Mission Revival style and did not discover or document the building's architect or the property's association with the evolution of the Press-Enterprise, its printing and binding department and its directors. This intensive-level survey has further investigated the intent at work in the design of the building and its historic association. JMRC concurs with the opinion expressed by the 1992 AEGIS survey, which labeled the building Spanish Colonial Revival and has identified its designer as prominent local architect, Henry L.A. Jekel. The commercial building reflects many character defining features of the popular 1920's style, including its red tiled roof, narrow eave, massive entry tower, carved wood door, arched accents, casement windows with spiral column embellishments and carved, low-relief ornamentation on the low wall between this property and the one to the north. Furthermore, this building has not been severely compromised by the 1951 rear addition.

The MFA 2001-2003 survey expanded the NR eligible Seventh Street Historic District, also known as Landmark 40, to include this property and assigned it a NR status code of 3D – "Appears eligible as contributor to a fully documented district," which has been slightly revised under the new CR status code system, of August 2003, to read "Appears eligible for NR as a contributor to a NR eligible district through survey evaluation." The property now appears eligible for listing on the NR and on the CR at the local level under Criterion A and Criterion 1, as it embodies an appropriate level of architectural integrity and is strong associated with *The Press-Enterprise* and its directors, which have influenced the cultural, social, economic, political and civic development of the city throughout the 20th century. The property is also eligible for listing on the NR and on the CR at the local level under Criterion C and Criterion 3, as it is associated with architect Henry L.A. Jekel. Thus the CR status code should be upgraded to 3B – "Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation." Similarly, the property appears eligible for local individual designation as a Landmark under Criteria A and B in *Title 20* of the Municipal Code (20.20.010 & 20.21.010) and a secondary CR status code of 5S2 – "Individual property that is eligible for local listing or designation" is assigned.

As the building adjoins its neighbors and borders on an alley in the rear, only the Art Deco storefront visibly contributes to the streetscape, which has been somewhat compromised by the alteration/replacement of the 24 storefront windows. In addition, although constructed for and

occupied by, auto-related commercial uses as documented by building permits and previous surveys a more complete history and historic association of the building is unclear. This property does not individually embody the level of architectural integrity or strength of historic association that would merit listing on National Register of California Register of Historic Resources (CR) and the building is not likely to yield information important in history or prehistory. Therefore, the property is determined ineligible for individual listing on the NR or CR. Further, the property meets none of the Landmark or Structure of Merit Criteria outlined in *Title 20* of the Municipal Code and is accordingly determined ineligible for local individual designation. Nevertheless, these findings do not affect the recommendation of the MFA survey and the CR status code of 3D – "Appears eligible as a contributor to a fully documented district" remains appropriate.

Properties Designated as a Historic Resource

<u>3660-3666 Market Street: Stalder Building, West Elevation and 3757-3769 Mission Inn Avenue: Stalder Building, South Elevation</u>

As a previously identified historic resource, ARG has summarized its history and significance below. This historic resource is located at the northeast corner of Market Street and Mission Inn Avenue (formerly Seventh Street) in downtown Riverside. Originally, the Stalder building consisted of three separate structures that were unified by a Mission Revival façade designed in 1926 by noted local architect G. Stanley Wilson.[1]

The Glenwood Mission Garage, built in 1904, originally occupied the western-most corner of the site. This garage was constructed to serve the Mission Inn as well as provide auto repair service.[2] Later this garage would become an auto dealership specializing in the sale of Studebakers. To the east of the Glenwood Mission Garage, the center component of the three original structures, was originally constructed in c. 1900 as a livery stable, the O.K. Stables, but was later converted to an auto dealership in 1908.[3] The third building, which now comprises the eastern end (or Mission Inn Avenue end) of the Stalder Building, was built in 1896. This structure is the only two-story portion of what is now known as the Stalder Building. The building originally served as Fire Department Station No. 1 for the Riverside Fire Department. All three of the original structures were brick construction.[4]

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1 City of Riverside Planning Department – Historic Property Files. Alan Curl, Historic Resources Inventory Stalder Building, July 26, 1979.

2 Tom Patterson, "New Version of the False Front," Landmarks of Riverside: And the Stories Behind Them, (Riverside: Press Enterprise Co.), 1964.

3 City of Riverside Planning Department – Historic Property Files Milford Wayne Donaldson, Stalder Building and Imperial Hardware Building (Historic Resources Survey, 2001) 13.

4 City of Riverside Planning Department – Historic Property Files. Milford Wayne Donaldson, Stalder Building and Imperial Hardware Building (Historic Resources Survey, 2001) 12.

The unified Stalder Building is faced in stucco and topped with a Mission Style scalloped parapet, urns and cartouches. At the second-story, a series of arched openings with projecting sills are currently boarded over. These arches form part of the high parapet wall that caps the structure. Historic photographs indicate these openings were glazed in 1926.[5] It is unclear when they were boarded or if the windows remain behind. The façade running along Mission Inn Avenue is a series of commercial spaces with a variety of glazed doors and windows. Along the Market Street façade are a series of inset commercial openings and commercial windows. The commercial bays have been covered in raised, diamond pattern metal panels.

The Stalder family established themselves near Riverside in the 1880s. Mr. and Mrs. Arnold J. Stalder purchased two square miles of undeveloped land in Mira Loma. Arnold Stalder was a farmer of wine grapes and eventually helped form the Riverside Vineyard Company. Mrs. Stalder was a postmistress, with the post office housed in their home. In 1900, the Stalders moved into Riverside where Arnold Stalder continued to farm, but extended his interests to property development and automobile sales and service, including the Glenwood Mission Garage.[6] Their son, Gordon Stalder was born on January 11, 1893. Gordon Stalder graduated from Riverside High School and attended Stanford in 1911. After completion of his education, he returned to Riverside and joined his father at the Glenwood Mission Garage. In addition to a life-long, extracurricular interest in real estate and development, Gordon Stalder was an executive with the Citrus Belt Savings & Loan Association.[7]

This building is a designated City of Riverside Landmark as such it is an identified historic resource under *CEQA*. The building appears to retain integrity to its remodel in 1926. The three original structures that occupied the site are still present as structural components, with the wood trusses and roof structures of the Glenwood Mission Garage still intact. The Stalder building retains much of its appearance and character from the 1926 G. Stanley Wilson designed façade. The building's association with the Mission Inn through the Glenwood Mission Garage, Glenwood Mission Stables, and further association as Riverside's first dedicated Fire Department building all contribute to the level of significance this building holds as a historical resource. Architect G. Stanley Wilson's involvement with the 1926 remodel is noteworthy due to his architectural legacy in Riverside.

The building appears to individually meet the California Register Criterion 3 for as an example of Mission Revival architecture.

The building is a contributor to the Mission Inn Historic District and the Seventh Street Historic District.

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5 City of Riverside Public Library History Room Vertical File on Stalder Building

6 "S. Gordon Stalder, 76, Dies After Long Illness." *Riverside Press Enterprise*. August 5, 1969.

7 Ibid.

3601-65 Market Street (3B; 5D1/5S1; 5S2)

Alterations at the southern portion of the Hess Showroom-Garage in 1949 and its separate ownership beginning in 1947 have caused this building to appear as two separate structures. Consequently, each half has been separately surveyed in 1977, 1992, and 2001-2003, the last a reconnaissance level survey by Myra L. Frank and Associates, Inc. (MFA) to inform the City of Riverside Downtown Specific Plan. In November 1985, the property was separately designated as two contributors to the local City Center Historic District, renamed the Mission Inn Historic District in 1986, and was accordingly designated City Structure of Merit 303 and 304, a dual designation assignment for district contributors that is no longer in practice. As that time, each half was assigned a now-outdated NR status code of 5S – "Eligible for local listing only," which should be revised under the updated CR status codes from August 2003 to 5D1/5S1 – "Contributor to a district that is listed or designated locally" and "individual property that is listed or designated locally." The Mission Inn Historic District was restudied by MFA in 1993/1997 and in 2001-2003, which ultimately resulted in expanded district boundaries and upgraded eligibility to the National Register of Historic Places. In addition MFA also expanded the NR eligible Seventh Street Historic District, also known as Landmark 40, to include this property. Following the MFA studies, the property was assigned two NR status codes of 3D – "Appears eligible as contributor to a fully documented district" for the northern half of the building, and 4D7 – "May become eligible for the NR as a contributor if integrity of District is restored" for the southern half.

For the first time studied as a whole, the Hess Showroom-Garage retains a substantial amount of character-defining features of the Moorish Revival style, a design rare in Riverside and across the United States, on the northern portion. The number and types of alternations to the southern portion appear to be, for the most part, reversible. The building is associated with many notable local craftsmen and local architect Henry L.A. Jekel, who, while specializing in the Spanish Revival style, was fascinated with elements of the Exotic Revival style and left Riverside two other fine examples, Benedict Castle (Landmark 13) and the Riverside Mausoleum at Evergreen Cemetery (Landmark 67). Jekel's Hess Showroom-Garage is a unique example of the style applied to auto-inspired commercial architecture. In addition, the property reflects special elements of the City's economic and architectural history through its association with the rise of the automobile in the early 20th century, automobile-related commercial development and the career or Roy Helgeson, which highlights the progression of auto sales, repair, outfitting and service from the early 1920s into the post- World War Two period.

In light of this new information, it is no longer appropriate to separately evaluate this property, which appears, as a whole, to be eligible for listing on the NR and on the CR at the local level under Criterion A and Criterion 1 and at the local level under Criterion C and Criterion 2, as a Contributor to the NR-eligible/locally designated Mission Inn Historic District and the NR-eligible/CR and locally designated Seventh Street Historic District. Therefore, 3601-65 Market

Street should, accordingly, be assigned an updated CR status code of 3B – "Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation." In addition, the property appears eligible for local individual designation as a Landmark under Criteria A, B, and C of *Title 20* of the Municipal Code (20.20.010 & 20.21.010) and a CR status code of 5S2 – "Individual property that is eligible for local listing or designation" is assigned.

The proposed project calls for the demolition of this building, which clearly constitutes "a substantial adverse change in the significance of a historical resource."

3510 Fairmount Boulevard

This religious property houses the Riverside Assembly of God Church. Under the National Register Criteria Considerations, a religious property can be eligible for the National Register if it is directly associated with either a specific event or a broad pattern in the history of religion. Generally, however, a religious property cannot be eligible simply because it was the place of religious services for a community, or was the oldest structure used by a religious group in a local area. A religious property can be eligible for the National Register based on its association with a person important in religious history, if that significance has scholarly, secular recognition or is important in other historic contexts. Further, that person's important activities should be linked to the structure being evaluated. No information was found that would indicate that the Assembly of God Church has any associated important persons or is associated with a significant broad pattern of history.

It should be noted that this structure appears to have been surveyed in the following previous survey efforts Charles Hall Page & Associates, Inc. (1977), Aegis (1992), and Myra L. Frank & Associates, Inc. (1993 and in 1997) and none of these earlier efforts discovered any additional historical information on the structure or congregation. Unless additional historical information comes to light it is unlikely the building would be individually eligible under either the National Register Criterion A or B. Further, since the California Register has similar Criteria Considerations it does not appear that this building meets either California Register Criterion 1 or 2.

A religious property significant for its architectural design or construction should be evaluated as are other properties under Criterion C; that is, it should be evaluated within an established architectural context and, if necessary, compared to other properties of its type, period, or method of construction. While the church does possess some interesting architectural features, it does not appear to be the work of a master architect nor does it possess high artistic values within Spanish Colonial Revival architecture as employed in Riverside. Therefore, it does not appear that this building individually meets the significance criteria of the National or California Registers for architecture.

If additional historic information can be obtained regarding this building, it is possible it could meet the City of Riverside Landmark Criteria. At the time of publication of this report, however, it does not appear that there are significant historical associations to warrant this designation based on all found information to date. Further, the building does not appear to possess significant architectural characteristics or features that would justify its eligibility as a Landmark (local Criteria C or D). However, it does appear to meet Structure of Merit Criteria E: Contributes to an understanding of contextual significance of a neighborhood, community, or area. As one of two community churches in this area of Riverside, it would meet the Structure of Merit category.

Further, this structure is a contributing resource to the Potential Mile Square Northwest Historic District that contains only one other religious structure, Iglesia Ni Cristo located at 3292 Locust Street. As a contributing structure to this historic district, the building meets the definition of an historical resource under *CEQA*.

5.5.3 SIGNIFICANCE THRESHOLD CRITERIA

Based on the standards and thresholds identified in Section 5.3.1, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.5.4 IMPACTS AND MITIGATION MEASURES

- **DEVELOPMENT OF THE PROPOSED PROJECT COULD RESULT IN ADVERSE IMPACTS TO DESIGNATED HISTORIC RESOURCES.**

Level of Significance Before Analysis and Mitigation: Potentially Significant Impact.

Impact Analysis: Under *CEQA*, a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or it's immediate surroundings such that the significance of a historical resource would be materially impaired.

3601-3665 Market Street

The structure is located on-site, on Block A, and would be demolished as part of the proposed project. This structure appears eligible as a Contributor to the NR-eligible Seventh Street Historic District and the NR-eligible Mission Inn Historic district, is dually designated as a Contributor to the Local Mission Inn Historic District and designated as Structures of Merit #303 and #304, and appears eligible for designation as a Local Landmark. Demolition would be a significant and unavoidable impact.

3620 Fairmount Boulevard

The structure is located on-site, on Block A, and would be demolished as part of the proposed project. It appears eligible as a Contributor to the proposed expansion of the NR-eligible and locally designated Mission Inn Historic District. Demolition would be a significant and unavoidable impact.

3650 Fairmount Boulevard

The structure is located on-site, on Block A, and would be demolished as part of the proposed project. It appears eligible for individual listing in the NR and as a Contributor to the proposed expansion of the NR-eligible and locally designated Mission Inn Historic District and appears eligible for designation as a Local Landmark. Demolition would be a significant and unavoidable impact.

3510 Fairmount Boulevard

The building at 3510 Fairmount Boulevard, the First Assembly of God Church, is located within the boundaries of and is a contributor to the Potential Mile Square Northwest Historic District and as such it is considered an historic resource under *CEQA*. Given the large geographic nature and the number of potential contributors to this historic district, the loss of this building within the context of the Potential Mile Square Northwest Historic District would not normally result in substantial adverse change in the significance of the district. However, the nature of the historic resource is important here. There is only one other religious structure within the boundaries of this historic district, Iglesia Ni Cristo located at 3292 Locust Street. Therefore, since one of the two religious structures would be lost, this component of the Mile Square Northwest Potential Historic District would be impacted by the proposed demolition of the First Assembly of God Church. As a contributing structure to this historic district, the building meets the definition of an historical resource under CEQA. Demolition would be a significant and unavoidable impact.

Stalder Building 3660-3666 Market Street and 3757-3769 Mission Inn Avenue

Because this building would be demolished as part of the proposed project, there would be an impact to this historic resource, which is consider a significant and unavoidable impact.

Further, since the Stalder Building contributes to both the Seventh Street Historic District and the Mission Inn Historic District, impacts to these groupings of structures must also be analyzed. Since the Seventh Street Historic District is rather large, the loss of one structure from this district would not result in a significant impact to the district. However, the Mission Inn Historic District is a collection of rather concentrated historic resources, and as such, the loss of the Stalder Building would impact this district and would therefore have a significant unavoidable impact.

Although the proposed project would have a significant impact on designated historic resources, mitigation measures are proposed to attempt to lessen such impacts. While the mitigation measures would lower the overall impacts of the project, under *CEQA*, documentation of an historical resource as mitigation for effects of demolition would not mitigate the impacts to a less than significant level.

Mitigation programs for impacts on historic resources tend to fall into several broad categories: documentation, interpretation, design, salvage, and contributions. Documentation techniques involve the recordation of the site according to accepted professional standards, such that the data would be available for future researchers, or for future restoration efforts. Interpretive measures could include commemorating a significant historic event or the property's connection to historically significant themes.

Design measures could potentially include direct or indirect architectural references to a lost historic property, e.g., the incorporation of historic artifacts into the new development, or the relocation of a historic property to another suitable site. Another mitigation measure could be salvage of historic materials to either be used in the new construction or made available for use in other projects. And finally, contributions to the community as a mitigation measure are broad ranging and depend on the nature of the project.

In conclusion, even with implementation of applicable mitigation measures, demolition would be a significant and avoidable impact.

Mitigation Measures:

Mitigation Applicable to All Designated Historic Buildings

HIS-1 *Documentation*. Provide Historic American Building Survey quality 4 x 5 large format, black and white archival photographs of the historic resource to be demolished prior to issuance of a demolition permit. The photographic documentation shall be accompanied by a written history of the structures and historic drawings (if available). Further, plans and elevation drawings of the buildings to be demolished should be produced and included in the documentation. This historical documentation should be provided to the City of Riverside Downtown Public Library, Community Development Department, Planning Division, Riverside Metropolitan Museum and the Eastern Information Center (EIC) for inclusion in their archive collections.

HIS-2 *Procedural*. No demolition shall take place on the project site until the entire project is approved by the appropriate City agencies and review bodies and the proper building permits have been issued. Further, the project applicant shall demonstrate that the project is fully funded before permits are issued.

HIS-3 *Salvage*. Prior to demolition of a historic building, an opportunity for architectural salvage of remaining items shall be given to the Riverside Metropolitan Museum, and/or local architectural salvage group.

Mitigation Applicable to the Stalder Building

HIS-4 *Interpretation*. Interpretation shall be provided on the site in two ways:

- Historical Displays in Lobby. Provide a permanent historical display in the lobby of the new structure that documents the history of the Stalder Building. This shall include photographs, drawings and historic maps, and information about the building and site. The display must be permanent and installed in perpetuity.

  Maintenance of the display shall be the responsibility of the building owner. The Covenant, Conditions & Restrictions (CC&Rs) for the building shall include both the requirement of permanence and maintenance as described above. CHB staff shall approve the design and location of the display in advance of the installation prior to issuance of the Certificate of Occupancy for the building on Block D.

- Historic Plaquing Program. Provide a historic plaquing program on each "pilaster" of the proposed façade reconstruction of the Stalder Building. This

plaquing program shall include a summary of the history of the Stalder Building, photos of the Historic façades of the building, including one prior to its demolition and a diagram indicating historic uses of the building in plan form. The City of Riverside Planning Director shall review and approve the design and location of the display in advance of installation prior to issuance of the Certificate of Occupancy for the building on Block D.

HIS-5 *Reconstruction of a Portion of the Stalder Building Façade*. Reconstruct the façade of the Stalder Building in the design of the proposed project. Elements of the façade, including significant character-defining features, such as proportion of the windows, recess depth of the windows, size and spacing of openings, window frames, etc. shall be exact replicas of the existing. The length of the façade would be part of the reinterpretation, meaning the length would not be a replica of the original. A minimum of six bays shall be reconstructed, with general dimensions of height, width and depth for all major architectural features matching the existing building, the design of which shall be approved by the City of Riverside Historic Preservation Officer prior to building permit issuance.

HIS-6 *Salvage*. Provide for removal of the decorative urns at the cornice line and provide for storage and reinstallation in the proposed façade reconstruction prior to issuance of a demolition permit. Prior to removal of the urns, castings shall be taken so as to assure exactness for future reproduction. Prior to demolition, castings shall also be taken of the cartouches or medallions below the scalloped cornice line for reinstallation on the façade reconstruction described in HIS-5.

Mitigation Applicable to 3510 Fairmount Boulevard

HIS-7 *Oral and Documentary History*. Prior to issuance of a demolition permit for this building, the project applicant shall contribute the full amount for a consultant contract for an oral history program that interviews a maximum of three members of the public related to the church history, following standard oral history guidelines. Three copies of the final oral history report shall be distributed to City of Riverside Cultural Heritage Board staff, the local history section of the Riverside Public Library Main Branch and the Riverside Metropolitan Museum. If after three documented attempts, the congregation does not respond, or after contacting the church, there are not sufficient candidates to provide the oral history, the ARG report shall suffice as mitigation.

Mitigation Applicable to 3620 Fairmount Boulevard

The JMRC report contains a variety of recommendations related to the subject building, including full preservation of the buildings, relocation of one structure, preservation of facades in the case of partial demolition and recommendations for preservation of various streetscape elements. The following mitigation measure is required to substantially lessen the impacts of full demolition of the building as contemplated as part of the proposed project. The feasibility of the additional recommendations suggested in the JMRC report is fully analyzed in Section 6.0, Alternatives to the Proposed Project.

HIS-8 A comprehensive documentation program, such as the Historic American Building Survey (HABS) Level III, which includes photographic recordation, an architectural data form, and sketch plan drawings, must be completed by a qualified professional meeting the qualifications of the Secretary of the Interior Standards, and held on file with the City of Riverside Downtown Public Library, Community Development Department, Planning Division, Riverside Metropolitan Museum and the Eastern Information Center (EIC); and prior to demolition, an opportunity for architectural salvage is given to a local architectural salvage group.

Mitigation Applicable to 3650 Fairmount Boulevard

The JMRC report contains a variety of recommendations related to the subject building, including full preservation of the buildings, relocation of one structure, preservation of facades in the case of partial demolition and recommendations for preservation of various streetscape elements. The following mitigation measure is required to substantially lessen the impacts of full demolition of the building as contemplated as part of the proposed project. The feasibility of the additional recommendations suggested in the JMRC report is fully analyzed in Section 6.0, Alternatives to the Proposed Project.

HIS-9 The project applicant shall develop a strategy and time frame, subject to the approval of the Community Development Director, for actively seeking individuals and/or organizations to accept, as a donation, the subject building. This relocation strategy shall be approved by the Planning Director, after which time the owner shall publish an eighth-page size ad in the weekend editions of the *Press Enterprise* and *La Opinion* newspapers for at least 60 days. If the no qualified party is identified to relocate the structure, then the following requirements shall apply:

- Prior to the issuance of a demolition permit, a comprehensive documentation program, such as the Historic American Building Survey (HABS) Level I, which includes measured drawings, large-format photographic recordation, and a written history and description (satisfied by the JMRC report), is completed by a

qualified professional and held on file with the City of Riverside Downtown Public Library, Community Development Department, Planning Division, Riverside Metropolitan Museum and the Eastern Information Center (EIC).

- Prior to demolition an opportunity for corporate salvage afforded The Press-Enterprise Company; and an opportunity for architectural salvage given to a local architectural salvage group.

Mitigation Applicable to 3601-3665 Market Street

The JMRC report contains a variety of recommendations related to the subject building, including full preservation of the buildings, relocation of one structure, preservation of facades in the case of partial demolition and recommendations for preservation of various streetscape elements. The following mitigation measure is required to substantially lessen the impacts of full demolition of the building as contemplated as part of the proposed project. The feasibility of the additional recommendations suggested in the JMRC report is fully analyzed in Section 6.0, Alternatives to the Proposed Project.

HIS-10 Prior to the issuance of a demolition permit, a comprehensive documentation program, such as the Historic American Building Survey (HABS) Level I, which includes measured drawings, large-format photographic recordation, and a written history and description (satisfied by this report), is completed by a qualified professional and held on file with the City of Riverside Community Development Department, Planning Division and the Eastern Information Center (EIC).

Prior to demolition of a historic building, an opportunity for architectural salvage of remaining items shall be given to the Riverside Metropolitan Museum, and/or local architectural salvage group.

Level of Significance After Analysis and Mitigation: Significant Unavoidable Impact.

◆ **DEVELOPMENT OF THE PROPOSED PROJECT COULD RESULT IN ADVERSE IMPACTS TO POTENTIAL HISTORIC RESOURCES.**

Level of Significance Before Analysis and Mitigation: Potentially Significant Impact.

Impact Analysis:

3547, 3583, and 3595 Market Street

Several structures located on-site are considered potential historic properties and would be demolished as part of the proposed project, including the commercial structures located at 3547, 3583, and 3595 Market Street.

The three commercial auto-related buildings located at 3547, 3583, and 3595 Market Street are noteworthy as examples of early auto-related buildings in Riverside. These resources appear to meet the City of Riverside Structure of Merit criteria and the California Register Criteria. They serve as examples of a period of commercial development in the City of Riverside. These three structures are the remaining examples of the increased influence of the automobile in the 1920s and 1930s. Additionally, these buildings embody distinctive characteristics of the Art Deco, Moderne, and Spanish Revival Styles prevalent for commercial structures of the early-twentieth century. As they appear to be eligible for the California Register, they are considered historical resources under *CEQA*. Since these buildings would be demolished, impacts to these historic resources would have a significant impact.

Impact of New Development in Vicinity of Historic Resources

This review of the architectural compatibility of the proposed new buildings is based on project drawings and colored elevations provided by MCG Architects dated November 15, 2007. The proposed structures would be adjacent to several individually designated historic buildings particularly the Fox Theater and the Mission Inn and would also be near or within the boundaries of several historic districts. The height, scale, massing, setback, and architectural design of the buildings do not materially affect the remaining historic resources surrounding the site. The color palate seems appropriate to Downtown Riverside and its commercial architecture. The proposed colors would be creams, yellows, greens, and terracotta all of which are common in the Mission, Spanish, and Mediterranean Revival architecture found in downtown Riverside. The zero setback and retail frontages would be an appropriate treatment here as they respond to the typical historical streetscape configuration of this commercial area and assist in creating a more pedestrian scale to the proposed project.

In conclusion, even with implementation of applicable mitigation measures, the demolition of the potentially historic structures at 3547, 3583, 3595 Market Street would remain significant and unavoidable.

Mitigation Measures: Refer to Mitigation Measures HIS-1 through HIS-11. No other mitigation measures are available that could reduce the significance of impacts.

Level of Significance After Analysis and Mitigation: Significant Unavoidable Impact.

5.5.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT, IN CONJUNCTION WITH OTHER RELATED CUMULATIVE PROJECTS, COULD RESULT IN ADVERSE CHANGES TO HISTORIC RESOURCES IN DOWNTOWN RIVERSIDE.**

Level of Significance Before Analysis and Mitigation: Potentially Significant Impact.

Impact Analysis: Impacts to cultural resources tend to be site-specific and are generally assessed on a site-by-site basis. However, in this case, an assessment of cumulative impacts to the nearby historic districts and to historic resources that are auto-related should be assessed. Cumulative impacts should assess all reasonably foreseeable proposed, currently approved and known past projects that could result in an incremental adverse impact to known historic resources.

As the Stalder Building contributes to both the Seventh Street Historic District and the Mission Inn Historic District impacts to these groupings of structures must be analyzed. Further, since there are historic resources in Block A that fall within the boundaries of these historic districts, the contribution of these losses to the cumulative impacts to these districts are considered. Since the Seventh Street Historic District is rather large, the loss of one structure from this historic district would not result in a cumulative impact to the district.

The loss of three structures from Block A, together with the loss of the Stalder Building, would result in a cumulative impact to the Mission Inn Historic District. This district is a collection of rather concentrated historic resources and the loss of the Stalder Building, as well as the resources that would be lost in Block A of the proposed project, would impact this historic district and would have a significant and unavoidable impact on the environment.

Further, the proposed project has the potential to cumulatively impact historic resources in downtown Riverside that share auto-related historic contexts. Given the recent loss of the historic Brown's Garage, the proposed loss of resources within Block A (3620 and 3650 Fairmount Boulevard and 3601-65 Market Street) of the proposed project, as well as the three buildings within the boundaries of the project blocks discussed previously, there would be a cumulative impact to the resources associated with this historic context.

The proposed project, in combination other development identified in Section 4.0, Basis of Cumulative Analysis, would contribute to the loss of historic resources in Downtown Riverside. Four projects identified in Section 4.0 (Regency Tower, M'Sole, Hyatt Hotel, and Raincross

Promenade) are located within the Downtown Specific Plan area. The Kline Ranch Warehouse project is located north of State Route 60. The Regency Tower and the Hyatt Hotel projects are replacing an existing surface parking lot, and thus, are not resulting in the loss of any historic resources. Additionally, the Fox Theater Rehabilitation project would restore a historic resource.

As noted above, three designated historic resources and five potentially historic resources were identified within the project site. The loss of these three resources is a significant unavoidable impact associated with the proposed project. In addition, the loss of the Stalder Building is a significant loss to the Mission Inn Historic District and the Seventh Street Historic District.

Additionally, the proposed project would result in a cumulative impact to the Mile Square Northwest Potential Historic District. As there is only one other religious structure within the boundaries of this historic district, the loss of one of these two buildings would result in a cumulative impact to this historic district.

With respect to the other cumulative projects in the Downtown area (refer to Section 4.0, Basis of Cumulative Analysis), neither of these project sites is located within a designated historic district, although a portion of M'Sole falls within the Potential Mile Square Northwest Historic District. However, the M'Sole' and the Raincross Promenade sites are located one to two blocks west of the Heritage Square Historic District. The M'Sole project site is located within the potential Local Mile Square Northwest Historic District.

A Cultural Resources Survey was prepared for the M'Sole project in September 2006. The survey identified ten improved properties, including 13 primary buildings and numerous secondary and ancillary buildings, ten features, and one vacant property within the M'Sole survey area. The same survey concluded that five properties were not eligible for any level of designation, and thus were not considered historic resources under CEQA:

- 3855 2nd Street,
- 3879 2nd Street,
- 3891 2nd Street,
- 3105-45 Market Street, and
- 3175 Market Street.

In addition, the survey identified that five individual properties are eligible for designation:

- 3867 2nd Street – eligible as a contributor to the potential Local Mile Square Northwest Historic District.
- 3130 Fairmount Boulevard – eligible as a contributor to the potential Local Mile Square Northwest Historic District.

- 3144 Fairmount Boulevard – eligible for individual designation as a local structure of merit and as a contributor to the potential CRHR and Local Mile Square Northwest Historic District.
- 3157 Market Street - eligible for individual designation as a local structure of merit.
- 3189 Market Street - eligible for individual designation as a local structure of merit and as a contributor to the potential CRHR and Local Mile Square Northwest Historic District.

For all five properties listed above, mitigation proposed included avoiding demolition through the relocation of the building into another comparable district or individual setting, retention, or rehabilitation, which would reduce the M'Sole project impacts to a less than significant level. The M'Sole project requires relocation of the five historic houses to alternate sites to reduce impacts to less than significant levels.

Implementation of the proposed project in conjunction with other redevelopment projects in the area would permanently impact, directly and indirectly, historic resources in Downtown Riverside. The demolition and removal of historic properties from the Downtown area would reduce the overall stock of such historic resources and would weaken the historic fabric of the City's historic districts. Potential impacts would be site-specific and an evaluation of potential impacts would be conducted on a project-by-project basis. This would be especially true of those developments located in areas that contain historical resources. Each incremental development would be required to comply with all applicable Federal, State, and City regulations concerning preservation, salvage, or handling of cultural or historical resources.

However, the demolition of historic resources and the loss of resources in the Potential Mile Square Northwest Historic District cannot be mitigated to less than significant level. As such, cumulative impacts would be considered significant and unavoidable.

Mitigation Measures: Refer to Mitigation Measures HIS-1 through HIS-10 for the proposed project, and mitigation developed for the M Sole' project (separate environmental document). No other mitigation measures are available that could reduce the significance of impacts.

Level of Significance After Analysis and Mitigation: Significant Unavoidable Impact.

5.5.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Based on the analysis above, the following historic resource impacts remain significant and unavoidable following implementation of the recommended mitigation measures:

- Project Impacts to Designated Historic Resources,
- Project Impacts Potential Historic Resources, and
- Cumulative Project Impacts to Historic Resources.

As such, if the City of Riverside approves the proposed Fox Plaza Project, the City shall be required to adopt findings in accordance with Section 15091 of the *CEQA Guidelines* and prepare a Statement of Overriding Considerations in accordance with Section 15093 of the *CEQA Guidelines*.

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GREATER RIVERSIDE
CHAMBERS OF COMMERCE
The Chamber...building a stronger local economy.

February 24, 2017

Chairperson Steve Lech
City of Riverside Cultural Heritage Board
3900 Main Street, 3rd Floor
Riverside, CA 92501

RE: Stalder Plaza by Raincross Hospitality Corporation – Support

Chairperson Lech and Members of the Cultural Heritage Board:

The Downtown Business Council Board of Directors of the Greater Riverside Chambers of Commerce has met with Raincross Development Company, LLC on the mixed-use residential development located on the corner of Mission Inn Avenue and Market Street. The Board will like to convey its support for this project, known as Stalder Plaza.

Raincross Development Company, LLC and Regional Properties, Inc. have reached out to downtown historic preservation entities including the Downtown Area Neighborhood Alliance, the Old Riverside Foundation, the Riverside Downtown Partnership, and the Greater Riverside Chambers of Commerce to receive community feedback on the project. The two companies have proved that they are deeply invested in the neighborhood committees through previous interactions with the city.

This plaza will include the original Stalder Building, City Structure of Merit #7, and additional building structures to follow being built upon the Parking Lot 42. The developers will preserve the historical façade, while providing updated amenities that will serve to complement the surrounding historical buildings such as the Fox Performing Arts Center.

The development will help meet two critical city priorities: new retail and dining venues in Downtown as it will provide 22,000 square feet of new retail and 165 new residential units catered toward young professionals. In addition, this plaza will provide ample underground parking for both retail and residential uses as it plans to remove the Parking Lot 42.

We respectfully request your favorable consideration for the Stalder Plaza development by Raincross Hospitality Corporation, LLC.

Sincerely,

Cindy Roth
President/CEO

CR/kc

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RIVERSIDE DOWNTOWN PARTNERSHIP

February 10, 2017

Ted Weggeland
President and CEO
Raincross Corporate Group
3750 Main Street, Suite 175
Riverside, CA 92501

Dear Mr. Weggeland

RE: Support for Stalder Plaza Project

The process for the Riverside Downtown Partnership (RDP) to provide support is to have its Land Use Committee review a proposed development and then make a recommendation to the RDP Executive Committee and then to the RDP Board of Directors.

A presentation was made in April 2016 to the RDP Land Use Committee on the proposed Stalder Plaza project. At its January 2017 meeting, the RDP Land Use Committee reviewed that presentation and formally recommended that RDP support the proposed project. The RDP Executive Committee concurred with that recommendation and instructed that the recommendation be taken to the RDP Board of Directors for approval.

At its meeting of February 8, 2017, the RDP Board of Directors voted to support the Stalder Plaza Project. The Board support reflects their opinion that the proposed project would add needed residential and retail supply to the downtown core while retaining a historic façade reflective of Riverside's heritage. The Board also acknowledges the experience and integrity of the development team.

Sincerely,

Janice Penner

Janice Penner
Executive Director

CC:
David St. Pierre, Chair – RDP Board of Directors
Brian Pearcy, Chair – RDP Land Use Committee
Councilman Mike Gardner – Ward One

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