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RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

June 11, 2020

Ms. Beverly Bailey, Managing Member
Bailey California Properties, LLC
2000 Market Street
Riverside, California 92501

Subject: Revised Impacts Assessment for the Farmhouse Motel Property at 1393 University Avenue in the City of Riverside, Riverside County, California (LSA Project No. BLY2001)

Dear Ms. Bailey:

In March 2020, LSA, under contract to Bailey California Properties, LLC, completed an impacts assessment for the proposed Farmhouse Collective Project located at the Farm House Motel property at 1393 University Avenue in the City of Riverside (City), California. The Farm House Motel is a designated City Landmark and, therefore, qualifies as a “historical resource” for purposes of the California Environmental Quality Act (CEQA). The City required an impacts assessment to determine whether the proposed project will result in any substantial adverse changes to the historical significance of the property. In May 2020, the City reviewed the impacts assessment and requested additional analysis/clarification. In June 2020, the assessment was revised pursuant to the City’s comments.

BACKGROUND

According to a report and evaluation prepared in 1998, the 23-unit Farm House Motel was built in 1953 and was still functioning as a motor court at that time (Bricker and Tearnen 1998; Attachment A). The California Ranch style motor court included three buildings along the east and west property lines and a swimming pool in the northeast corner of the property. The manager’s unit was located adjacent to University Avenue in the southeast part of the property. In 1958, a distinctive neon pole sign in the shape of a gambrel roof was added to the property and in 1964 a trellis was added in the pool area (Ibid.; City of Riverside var.). The 1998 report also noted that the property included a large replica horse pulling and open wagon and a water pump.

The 1998 report and evaluation stated that the property retained a high degree of integrity and was “... an excellent example of a motor court in the City of Riverside. It is exceptional for its architectural quality and integrity and evidences the once important role University Avenue (historically Eighth Street) played as a segment of State Highway 60” (Bricker and Tearnen 1998:8, DPR:3).

Since the 1998 evaluation, the property has ceased to function as a motel and has been vacant for a number of years. The pool was demolished in 2009 and in 2017 a permit was issued for the demolition of three fire-damaged motel units and a storage unit (City of Riverside var.). These units were in a freestanding building located north of the extant eastern building. A field survey conducted on February 7, 2020, revealed that despite the loss of this building and the pool, the property appears to retain many of its character-defining features such as the roof forms, dormers, doveote cupolas,

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1500 Iowa Avenue, Suite 200, Riverside, California 92507 951.781.9310 www.lsa.net

exposed rafter tails, siding, chimneys, vents, and the neon pole sign. Although many of the windows and all of the doors and carports are boarded up, it appears that several original windows and some original doors remain. However, some damage to the siding and roof has occurred and there appears to be a beehive in the northeast unit. Although access to the rear of the buildings was not possible, the few windows that could be seen appear to be modern aluminum-framed sliders. The horse and wagon, as well as the water pump, are no longer extant. The current condition of the property is poor, but the integrity is good.

CHARACTER-DEFINING FEATURES

“Every old building is unique, with its own identity and its own distinctive character. Character refers to all those visual aspects and physical features that comprise the appearance of every historic building” and includes “the overall shape of the building, its materials, craftsmanship, decorative details, interior spaces and features, as well as the various aspects of its site and environment” (Nelson 1988:1). It is important to identify character-defining features (CDFs) of a historical resource because the alteration or removal of these features could result in substantial adverse changes to the significance of the resource.

Based on the aforementioned field survey, the extant CDFs are listed below. To the extent feasible, each of these features should be preserved.

- Layout of two one-story buildings along the east (Building 1) and west (Building 2) property lines, generally consisting of carport bays and former motel units, including the manager’s unit/office.
- Roof elements including:
 - Moderately-pitched, modified gambrel roofs on the projecting units;
 - Gable dormers above the doorways of the smaller recessed units, with the exceptions of units 9 through 3 in the northern end of Building 2 and unit 23 (manager’s unit);
 - Gable dormer above the window in the south elevation of Building 2 (west of the chimney);
 - Exposed rafter tails; and
 - Two dovecone cupolas on each building.
- Board-and-batten siding on the south elevations of both buildings, the façade (east elevation) of Building 2, and the façade (west elevation) of Building 1.
- Brick chimneys on the south elevations of both buildings.
- Groupings of four delta-shaped vents below the gable ends (three sets on each building façade).
- Fenestration consisting of:
 - Wood-framed, multi-paned, ribbon windows (fixed middle window flanked by double-hung windows) set next to the doors in the units with the projecting modified gambrel roofs;
 - Wood-framed, multi-paned double-hung windows in pairs and singles;

- Wood-framed diamond-paned fixed window in the south elevation of Building 1 (office/manager's unit);
- Wood-framed, diamond-paned double-hung window flanked by decorative wood shutters in the south elevation of the Building 2 (unit 1); and
- Wood-framed, diamond-paned double-hung window in the east (rear) elevation of the office/manager's unit (Building 1).
- Manager's window and wood shelf in south elevation of Building 1.
- Neon pole sign, including the gambrel roof shape, the two poles, and the neon lettering.

Missing CDFs include the swimming pool, the large replica of a horse pulling an open wagon, and the water pump. In addition, the carports have all been enclosed with plywood.

PROJECT DESCRIPTION

The proposed project consists of the adaptive reuse of the Farm House Motel as a boutique commercial center with retail shopping, eateries, and a beer garden. To facilitate this, 13 units will be converted to retail spaces and 8 units will have hookups for potential use as food and beverage locations. A new restroom/storage building will be constructed in roughly the same location as the motel building that was demolished in 2017 and an open space area with outdoor seating, a shipping container bar, a shade structure, and landscaping will be created in the northern part of the property where there was previously a swimming pool and trellis. No on-site parking is proposed.

The project proposes to retain the CDFs and historic character of the property while adding new elements that bring the property into compliance with current codes and regulations and create a pedestrian-friendly environment (Attachments B and C). In order to do this, the project proposes reconfiguration of some of the interior spaces as well as the following:

- Preservation of the layout of the two buildings along the east and west property lines.
- Preservation of the distinct modified gambrel roof forms, the small dormers above the doors, the exposed rafter tails, and the four extant cupolas.
- The exterior siding, including the following, will be preserved and repaired as needed or will be replaced in-kind:
 - The brick chimneys (south elevations);
 - The attic vents, including the groupings of four delta-shaped vents below the gable ends;
 - The red board-and-batten wood siding on the façades (south elevations and interior-facing elevations);
 - The flat wood trim around the windows and doors and on the fascia; and
 - The smooth white stucco (north and property line-facing elevations).
- All extant original wood-framed, multi-paned windows will be preserved and repaired as necessary. Any windows that must be replaced will be replaced with new aluminum clad wood windows with simulated three dimensional divided lights. The new windows will be installed in

the original openings and will have interior and exterior mullions with a similar profile to the existing windows and be the same colors and styles as the existing windows. Any extant historic-period windows in the two units closest to the street (Unit 1 and the Manager's Unit) that require replacement will be replaced in-kind (i.e., wood-framed for wood-framed).

- The units in the northern section of Building 2 will be reconfigured to create a food and beverage area. This will necessitate the removal of three doors and three windows, which will be replaced with three or four metal-framed glass, bi-fold garage-style doors (Attachment C).
- Each of the six carports will be enclosed with metal-framed glass, bi-fold garage-style doors (Attachment C). The three of these in Building 1 will also include new metal and glass pedestrian doors.
- All extant historic-period doors/door openings will be preserved, with the exception of four doors in the northern part of Building 2. New wood and glass doors designed to match the original doors will be installed where necessary to replace missing, damaged, or modern doors.
- The pole sign will be preserved, but will be relocated from the east side of the driveway to the west side near unit 1 and will be repaired and re-faced using a similar color scheme and similar neon lettering that replaces the word "Motel" with "Collective."
- Two street trees are proposed to be removed to facilitate construction of a circular drive with patterned pavers for valet parking.
- The asphalt/black top is proposed to be resurfaced with pavers and concrete.
- Bike racks are proposed to be installed along the west property line near the street.
- Planter islands are proposed near the northwest and northeast corners of the property adjacent to the proposed circular driveway.
- Construction of 6-foot to 10-foot high property line walls is proposed. The 10-foot portion will be along the east, west, and north property lines adjacent to the open space area at the rear (north end) of the property.
- Installation of a low, white split-rail fence with a gate extending from the office/manager's unit to former unit #1 is proposed.
- Construction of a new ADA-compliant continuous wood plank deck with wood and hogwire railings across the front of Building 1 is proposed. The deck will include two areas for outdoor seating covered by trellises, as well as some potted landscaping.
- Construction of a new ADA-compliant, continuous wood plank deck with wood and hogwire railings in front of the proposed units in Building 2 is proposed. The deck will include two outdoor seating areas sheltered by trellises, as well as other seating areas and potted landscaping. No deck is proposed in front the restaurant at the north end of this building.
- Construction of a new 1,266-square foot restroom/storage building north of Building 1 is proposed.
- Installation of a 160-square foot cargo container north of the proposed restroom/storage building for use as a bar is proposed.

- Creation of an open space area with outdoor seating, a mix of hardscape and landscaping, and a shade structure near the eastern property line is proposed. There will also be outdoor games (bocce ball, horseshoes, and corn hole) adjacent to the east and north property lines and a community garden and solar study table along the west property line.

Trash storage will be in the south end of the office/manager's unit (internal access only) and at the north end of the new restroom/storage building. Signage for the individual retail units will be submitted for approval separately, but is anticipated to consist of perpendicular wall-mounted signs and a roof-mounted sign at the north end of Building 2 (Attachment C). As previously noted, no on-site parking is proposed.

PROJECT ANALYSIS

CEQA establishes that "a project 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" (PRC §21084.1). "Substantial adverse change," according to PRC §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired." Because the former Farm House Motel is a historical resource as defined by CEQA, the potential project impacts to it must be analyzed in order to determine whether the project will result in changes that will impair its historic significance.

The *Secretary of the Interior's Standards (SOIS) for the Treatment of Historic Properties* are typically used to analyze potential project impacts to historical resources. Projects that meet the SOIS typically require no further review in terms of cultural resources. The SOIS are divided into four categories: Preservation, Restoration, Rehabilitation, and Reconstruction. Because the former motel is proposed to be adaptively reused application of the SOIS for Rehabilitation is most appropriate.

Standards for Rehabilitation

1. *A property shall be used for its historic purpose or be placed in a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*

The property will not be used for its historic purpose (motel), but will be rehabilitated as a boutique commercial center with retail shopping, eateries, and a beer garden. This new use will require minimal changes to some of the distinctive materials, features, spaces, and spatial relationships.

Materials and Features. The following changes to the distinctive exterior materials are proposed: a portion of the east-facing elevation at the north end of Building 2, including some of the board-and-batten siding, four door openings, and four window openings, will be removed and replaced with metal and glass bi-fold doors and board-and-batten siding; and the pole sign will be re-faced.

The loss of material from Building 2 is a very small percentage of the historic-period fabric, especially since it does not appear that any of the original windows or doors are extant in this part of the building. In addition, this part of the former motel is the least distinctive from an architectural perspective since it does not include the modified gambrel gables, delta vents, cupolas, or small dormers above the doors. Because it is recessed and more than 200 feet from

the street, it is not visible from the public right-of-way. For these reasons, this loss of material is considered minimal.

Currently the pole sign, with its neon lettering and painted background, is in poor condition and no longer working. The re-facing of it will result in the loss of some of its distinctive materials, but the sign will be refurbished using a color scheme and new neon lettering that are similar to those of the historic-period sign. The lettering will be substantially the same except that the word “Motel” will be replaced with “Collective.” Therefore, this change is considered minimal.

Spaces. Metal and glass garage-style bi-fold doors and pedestrian doors are proposed on each carport, creating indoor/outdoor spaces. The garage-style doors reflect the car-oriented nature of these spaces and are mostly transparent, minimizing the visual impact of enclosing the carports. In addition, it is anticipated that the doors will be folded up except in the case of inclement weather and could be removed if at some point the spaces were to be used as carports once again. For these reasons, the change to these spaces is considered minimal.

Spatial Relationships. The relocation of the pole sign, the addition of decks along the interior-facing elevations of Buildings 1 and 2, and the proposed new restroom/storage building will all change the existing spatial relationships. However, the proposed restroom/storage building will be located where a historic-period building was previously; therefore, the addition of this building will be compatible with the historic-period spatial relationships and is not a concern. Relocating the pole sign is considered a minimal change since it will still clearly be associated with the property and used for its historic purpose. The proposed decks, trellises, and outdoor seating will expand the pedestrian space and reduce what was the vehicular travel corridor between Buildings 1 and 2. Although the space between the buildings will continue to function as a circulation corridor, the new construction will soften the visual appearance of the corridor and may make it appear less wide. This is a minimal and reversible change that will not adversely affect the historic character of the property.

2. *The historic character of a property shall be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.*

The historic character of the property will be retained and preserved through the retention of the vast majority of CDFs. Although, as discussed under Standard 1, some of the distinctive materials, features, spaces, and spatial relationships will be altered, these changes will not result in any substantial adverse changes to the character of the historical resource.

3. *Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.*

The project does not propose any changes that will create a false sense of historical development. The new restroom/storage building will be clearly modern with a flat roof, metal coping, wood-look tile siding, concrete wainscot and column bases, and painted plaster. The changes proposed to the north end of Building 2 and the carport spaces will also be clearly modern, but complementary to the historic-period buildings and features.

4. *Changes to a property that have acquired historic significance in their own right will be retained and preserved.*

There are no changes to the property that have gained significance in their own right.

5. *Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

A note on the plan indicates the intent to comply with this Standard. There are no distinctive construction techniques or examples of craftsmanship that characterize this property. The vast majority of distinctive materials, features, and finishes that characterize the property will be preserved, repaired, and/or replaced in-kind. However, as discussed under Standard 1, a very small percentage of the board-and-batten siding, as well as some window and door openings at the north end of Building 2 will be removed. For the reasons discussed above, these changes are considered minor and will not result in a substantial adverse change to the historical resource.

6. *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

A note on the plan requires compliance with this Standard. During the field survey, it was noted that some of the CDFs (primarily windows, doors, and siding) will need to be repaired. The project proponent has committed to repairing rather than replacing or removing CDFs whenever feasible as indicated by notes on the plans. In addition, the plans require that any extant historic-period windows in the units adjacent to the street (Unit 1 and the Manager's Unit) will be replaced in-kind (i.e., wood-framed for wood-framed) if replacement is required. However, it is likely that some windows in other units will need to be replaced and, in those cases, aluminum-clad wood windows with simulated three-dimensional divided lights are proposed to be installed in the original openings. These windows will have interior and exterior mullions with a similar profile as the existing windows and be the same colors and styles as the existing windows, but will utilize non-original materials.

The windows that will require replacement have not yet been identified, but based on the field survey, the majority of the boarded windows are in the recessed units and the units farthest from the street. It is anticipated that some of these windows may need to be replaced, while the ones that are not boarded will only require repair. Typically, replacement windows on street-facing and any highly visible elevations should be replaced in-kind (i.e., wood for wood). Replacement windows in elevations with limited visibility should match the historic windows in size, configuration, and general characteristics. Substitute materials may be used where their differences result in only minimal changes to the window and no change to the overall historic character of the building. Because the aluminum-clad wood windows will only be used in locations that are not highly visible from the public ROW and will maintain the characteristics of the original windows, with the exception of the materials, they will not change the overall historic character of the property.

7. *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

No chemical treatments are proposed at this time and no specific physical treatments have been identified, but a note on the plans requires compliance with this Standard.

8. *Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

In October 2019, a cultural resources assessment was prepared for the property adjacent to the west, which is a former motor court (Hacienda Motel) that was built in 1948. The records search conducted for that project revealed no prehistoric or historic-period archaeological resources on that property or within a one-mile radius, which includes the subject property. In addition, the field survey for that project did not identify any archaeological resources and it was determined that the likelihood of any subsurface archaeological resources is low. Because the subject property has been developed with an identical use for nearly the same amount of time and the Hacienda Motel records search identified no archaeological resources on the Farm House property, it is assumed to also have a low sensitivity for archaeological resources. However, standard regulatory compliance conditions regarding buried cultural resources are required.

9. *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.*

The proposed project includes the construction of a new restroom/storage building north of Building 1 and construction of ADA-compliant wooden decks with hogwire fencing and trellises along the interior-facing elevations of Buildings 1 and 2.

The proposed new building will not destroy any historic materials, features, or spatial relationships that characterize the property. It will be clearly differentiated from the historic-period buildings by its design (flat roof and metal canopy), materials (concrete and wood-look tile), and lower height (approximately 13 feet). Despite being approximately 300 square feet larger than the historic-period building previously in this location, the proposed building will be subordinate to and compatible with the historic-period buildings.

The ADA-compliant decks with hogwire fencing and trellises will have a Western flavor that is compatible to the historic-period buildings in scale and massing, but clearly modern in design and materials. These new features may need to be physically attached to Buildings 1 and 2, which may damage or destroy very small areas of the board-and-batten siding, but this minor damage is inconsequential in terms of the historic significance of the property. Refer to Standard 1 for a discussion regarding spatial relationships.

10. *New additions and adjacent or related new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

The proposed freestanding restroom/storage building, the cargo container bar, the open space area, and the proposed decks and trellises along Buildings 1 and 2 could all be removed in the future without impairing the essential form and integrity of the property or its environment. The interior alterations will not change the footprints of the historic-period buildings and will only minimally change the overall floorplans, with the exception of the changes to the north end of Building 2. Some reconstruction would be required to fully restore the essential form and

integrity to the north end of Building 2 were these alterations removed in the future. However, as previously discussed under Standard 1, this part of the former motel is the least distinctive from an architectural perspective and has the fewest CDFs so changes to it have the least impact on the historical significance of the property.

CONCLUSION AND RECOMMENDATIONS

Based on the foregoing analysis, the proposed project is in compliance with the SOIS (Rehabilitation) and will not result in a substantial adverse change to the historical resource. No further historical resources analysis is recommended for the project unless the development plans change in a manner that might result in potential impacts not covered by this study.

The standard regulatory compliance measures regarding buried cultural resources are required in conformance with Section 15064.5(e) of the *CEQA Guidelines*, PRC Section 5097.98, and State Health and Safety Code Section 7050.5:

- If buried cultural materials are encountered during earthmoving operations associated with the project, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.
- In the event human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD will have the opportunity to offer recommendations for the disposition of the remains.

If you have any questions, please contact me at Casey.Tibbet@LSA.net or by telephone at (951) 781-9310. It has been a pleasure working with you on this project.

Sincerely,

LSA ASSOCIATES, INC.



Casey Tibbet, M.A.
Associate/Architectural Historian

Attachments: References
Attachment A – DPR Forms
Attachment B – Proposed Plans
Attachment C – Garage Door Wall and Typical Tenant Sign Styles

REFERENCES

Bricker, Lauren Weiss and Janet Tearnen

- 1998 Historic Resources Survey, Hacienda Motel and Farm House Motel, Riverside. On file in the City of Riverside Planning Division.

City of Riverside

- Var. Building permits for 1393 University Avenue. Accessed online in February 2020 at: <https://aquarius.riversideca.gov/permits/0/doc/656293/Page1.aspx>

Nelson, Lee H., FAIA

- 1988 Preservation Brief 17, Architectural Character-Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving their Character. Technical Preservation Series, National Park Service. Accessed online in January 2016 at: <http://www.nps.gov/tps/how-to-preserve/briefs/17-architectural-character.htm>.

Attachment A: DPR Forms

PRIMARY RECORD

Other Listings
Review Code

Reviewer

Primary #
HRI #

Trinomial

NRHP Status Code

Date

Page 1 of 3

*Resource Name or #: (Assigned by Recorder) 1393 UNIVERSITY AV

P1. Other Identifier: Farm House Motel

*P2. Location: ☐ Not for Publication

☒ Unrestricted

*a. County Riverside

and (P2b and P2c or P2d. Attach a location map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T _____; R _____; 1/4 of _____ 1/4 of Sec _____; B.M.

c. Address 1393 UNIVERSITY AV

City: Riverside

Zip _____

d. UTM: (Give more than one for large and/or linear resources)

Zone _____; mE/ _____ mN

e. Other Locational Data: APN: 250-190-009

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This one story, 23 unit motor court is located on the north side of University Avenue approximately mid-block between Iowa and Cranford Avenues. A concrete foundation supports wood frame structures. The rental units are laid out in two parallel lines that follow the western and eastern property lines. This arrangement allows for automotive access from University Avenue through the center of the lot. Eight "L" shaped two-unit structures are separated by alternating single and double-bay carports. The rear walls of several carports have been removed. Seven additional units are located at the rear (north) elevation of each row. The manager's office is attached to the south end of the unit at the southeast corner of the lot. A pool is sited at the northeast corner of the lot.

The architectural imagery of the motor court is a variant of the California Ranch house. The identifying image of the gambrel roof over the board-and-batten sheathing and the diamond-paned or multi-light windows can be found in contemporary ranch houses. While this image is most forcefully used in the design of the office, its theme is perpetuated throughout the complex. Within each of the paired units, board-and-batten wood siding covers stucco walls and the apex of the gable roof extends beyond the wall plane of the front unit; the second unit is defined by a smaller gable/dormer element above the doorway. The units are illuminated by three-part windows; fixed sash central openings flanked by tall double-hung windows. The landscape is characterized by several mature palm trees and well-maintained bushes in the front yard set back. A large replica of a horse pulling an open wagon and a water pump are located near the office, completing the rural image of the motel. The neon pole sign, in the shape of a gambrel roof, was added to the property in 1958. A trellis was added to the pool area in 1964. The complex retain a high level of integrity.

*P3b. Resource Attributes: (List Attributes and codes) HP05 Hotel/Motel

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5b. Description of Photo:

(View, date, accession #)

*P6. Date Constructed: 1953

Age and Sources: ☒ Historic

☐ Prehistoric

☐ Both

*P7. Owner and Address:

Riverside CA

*P8: Recorded by: J. Tearnen/L. Bricker

J. Tearnen/L. Bricker

Lauren Bricker and Janet Tearnen

1405 Garden St.

Redlands

*P9. Date Recorded: 10/20/1998

*P10. Survey Type: (Describe)

Intensive Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

Historic Resources Survey: Hacienda Motel and Farm House Motel, Riverside, CA, Draft Final Report, 20 October 1998.

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record

☐ Artifact Record ☐ Photograph Record Other (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

*NRHP Status Code: 3S

*Resource Name or #: (Assigned by Recorder) 1393 UNIVERSITY AV

B1. Historic Name Farm House Motel

B2. Common Name Farm House Motel

B3. Original Use: Motel

B4. Present Use: Motel

*B5. Architectural Style: California Ranch

*B6. Construction History: (construction date, alterations, and date of alterations)

Construction Date: 1953

1953 Original Permit Original Permit no on file

1958 Sign Neon Sign

1964 Addition Add trellis

*B7. Moved? ☐ Date Moved: Original Location:

*B8. Related Features: Sign, horse and water pump

*B9a. Architect:

b. Builder:

*B10. Significance: Theme: Motor Court Architecture

Area Eastside

Period of Significance 1953

Property Type Motel

Applicable Criteria: C

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

See Continuation Sheet

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

See report citation

B13. Remarks:

*B14. Evaluator: J. Tearnen/L. Bricker

Lauren Bricker and Janet Tearnen

1405 Garden St.

Redlands

*Date of Evaluation 10/20/1998

(This space reserved for official comments.)

B10. Significance (continued):

The Farm House Motel is an excellent example of a motor court in the city of Riverside. It is exceptional for its architectural quality and integrity and evidences the once important role University Avenue (historically Eighth Street) played as a segment of State Highway 60. The motel is eligible for designation as a local landmark and for listing in the National Register of Historic Places.

The Farm House Motel is located on University Avenue in the Eastside community of Riverside. The development of the Eastside began after the Gage Canal brought water to the eastern Riverside plain. In March 1882, Matthew Gage filed a claim for land under the Desert Irrigation Act which allowed him full title if he brought adequate irrigation to the area within three years. This square mile of barren land is located between what is now University Avenue, Le Conte Drive, Chicago Avenue, and Canyon Crest. According to historian Tom Patterson, the new canal was one of the circumstances making possible the first town-lot addition to the original Riverside. (1) A number of subdivisions followed and by the early twentieth century there was substantial residential development along Eighth Street (now University Avenue).

The Sanborn Fire Insurance Map of Riverside (1908; rev. 1951) and City building permits indicate that the predominant land use of Eighth Street remained residential until the early 1950s. By this time it was a segment of State Highway 60 (395), which ran from Mission Boulevard east through downtown along Eighth Street and functioned as an important transportation link between the Los Angeles area and communities to the east and the desert. (2) The traffic along Eighth Street east of downtown was intensified with the completion of the University of California, Riverside in the mid-50s. By the late 1950s the section of Eighth Street immediately west of Iowa Avenue had been widened and functioned as a terminus of State Highway 60 until the segment from Eighth Street to Blaine Street was completed. This situation funneled the increased highway traffic along Eighth Street and, from a marketing perspective, the north side of the street became the "right" or preferred side to locate auto-dependent businesses.

By the late 1950s, the impact of motorized consumers traveling along State Route 50 began to be reflected in the built environment along Eighth Street. A number of single-family residences were converted to multi-family units and/or commercial use, although the majority of the single-family residences were replaced with restaurants, motels, car washes, and service stations that served the travelers visiting the area. These changes of use were officially recognized on the City's Zoning Map of 1956 in which the area immediately west of Chicago Avenue (then the eastern city boundary) and Eighth Street was zoned C-3 "General Commercial Zone," and C-4 "Automobile Service Station Zone." (3) Though the Hacienda Motel was outside the city boundaries (until the annexation in February 1957) it is probable that similar land use patterns were evident along the stretch of Eighth Street that was connected with State Route 60.

The realignment of State Route 60, so that it bypassed Eighth Street, was completed in the early 1960s. Though motels and other auto-related buildings continued to be constructed along Eighth Street (renamed University Avenue in 1966), after this time the loss of direct contact with motorists began to be evidenced on the local economy. This financial decline continued through the 1970 and 80s. From that time to the present, the redevelopment of the downtown area and the expansion of the University of California, Riverside campus have provided impetus for the revitalization of University Avenue.

Among the auto-related buildings constructed when Eighth Street was a segment of State Route 60 is the Farm House Motel. While the establishment chose to call itself a "motel," reflecting post-war marketing trends of the tourism industry, as a work of architecture it can be characterized as a "motor court." The origins of the motor court date back to the formulation of the "auto court," a building type that emerged in the 1920s in response to the impact of the automobile on the American middle class. (4) With the improvement and expansion of the nation's highway (and eventually interstate) systems, travelers on vacation began to prefer the car over the train. At first accommodations for the traveler were provided in auto camps with spaces for tents to be set up next to the vehicles, or the more traditional urban and resort hotels. Then more permanent auto courts began to be constructed along the auto-accessible edges of cities. These consisted of rows of detached small dwelling units -- essentially simple geometric boxes, square or rectangular in plan with a simple gable roof.

The form and design of the units varied depending on the approach that was taken to attract motoring visitors, e.g., cottages, cabins, wigwams. The units were arranged in various configurations: parallel rows, and "L" plan, a narrow or wide "U" plan, a crescent, etc. (5) The configuration selected depended on the location of the court from the road. Also, many of the courts were planned with expansion in mind, so that the rear portions of the site were not developed immediately. Guests parked their cars in front of the individual unit or in carports located adjacent to the unit. A bathroom in each unit was not an original feature of the auto court (initially, a centrally located building provided the necessary accommodations) however, they soon became standard. Early auto courts regularly included kitchens or kitchenettes within the units, but by World War II they had largely disappeared due to low demand and the cost they added to a project. Pools, recreation rooms, and other communal facilities were usually sited for easy access to all rental units. The manager's office and residence was placed near the front of the property. Occasionally a service station or restaurant was developed as part of the complex.

One distinction made between motor court and auto courts is that the rental units are untied under a single roof. This trend becomes more prevalent in the post-war period, along with a tendency to

Page 3 of 3

*Resource Name or #: (Assigned by Recorder) 1393 UNIVERSITY AV

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*Date

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provide parking in the long continuous spaces in front of the units or to discretely place the car to the rear of the units. These features become standard in the larger-scale or chain-operated motel of the 1950s and 60s. The post-war period witnessed a boom in the construction of motor courts or motels. This was due to several factors: the decentralization of cities, increased car ownership, the federal interstate highway program begun in 1956, and the image of the motel business as having a higher cash flow than most other types of real estate investment.(6)

Notes:

1. Tom Patterson, A Colony for California. 2nd ed. (Riverside Museum Associates: Riverside, CA., 1996).
2. Pocket Renie Atlas of Riverside and San Bernardino Counties (Los Angeles: Renie Map Service, 1960).
3. "Ordinance Number 2438 and Official Zoning Map to Accompany Ordinance Number 2438," Riverside Daily Press, 6 November 1956, 7-11.
4. Warren James Belasco, Americans on the Road: From Autocamp to Motel, 1910-1945 (Cambridge, Mass: The MIT Press, 1979).
5. John A. Jakle, Keith A Schulle and Jefferson S. Rogers, The Motel in America (Baltimore: The Johns Hopkins University Press, 1996), 37-38.
6. Ibid., 45.

CONTINUATION SHEET

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Page 3 of 7 *Resource Name or # (Assigned by recorder) 1393 University Avenue

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*Date 10/19/98

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P3. Description:

This one-story, 23 unit motor court is located on the north side of University Avenue approximately mid-block between Iowa and Cranford Avenues. A concrete foundation supports a wood frame structure. The rental units are laid out in two parallel lines that follow the western and eastern property lines. This arrangement allows for automotive access from University Avenue through the center of the lot. Eight "L" shaped two-unit structures are separated by alternating single and double-bay carports. The rear walls of several carports have been removed. Seven additional units are located at the rear (north) of each row. The manager's office is attached to the south end of the unit at the southeast corner of the lot. A pool is sited at the northeast corner of the lot.

The architectural imagery of the motor court is a variant of the California Ranch house. The identifying image of the gambrel-roof over the board-and-batten sheathing, and the diamond-paned or multi-light window can be found in contemporary ranch houses. While this image is most forcefully used in the design of the office, its theme is perpetuated throughout the complex. Within each of the paired units, board-and-batten wood siding covers stucco walls and the apex of the gable roof extends beyond the wall plane of the front unit; the second unit is defined by a smaller gable/dormer element above the doorway. The units are illuminated by three-part windows: fixed sash central openings flanked by tall double-hung windows. The landscape is characterized by several mature palm trees and well-maintained bushes in the front-yard set-back. A large replica of a horse pulling an open wagon and a water pump are located near the office, completing the rural image of the motel. The neon pole sign, in the shape of a gambrel roof, was added to the property in 1958. A trellis was added to the pool area in 1964. The complex retains an excellent level of integrity.

CONTINUATION SHEET

Primary #

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Page 4 of 7 *Resource Name or # (Assigned by recorder) 1393 University Avenue

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B10. Significance:

The Farm House Motel is an excellent example of a motor court in the city of Riverside. It is exceptional for its architectural quality and integrity and evidences the once importance role University Avenue (historically Eighth Street) played as a segment of State Highway 60. The motel is recommended for listing as a local landmark and for listing in the National Register of Historic Places.

The Farm House Motel is located on University Avenue in the Eastside community of Riverside. The development of the Eastside began after the Gage Canal brought water to the eastern Riverside plain. In March 1882, Matthew Gage filed a claim for land under the Desert Irrigation Act which allowed him full title if he brought adequate irrigation to the area within three years. This square mile of barren land is located between what is now University Avenue, Le Conte Drive, Chicago Avenue, and Canyon Crest. According to historian Tom Patterson, the new canal was one of the circumstances making possible the first town-lot addition to the original Riverside. (1) A number of subdivisions followed and by the early twentieth century there was substantial residential development along Eighth Street (now University Avenue).

The Sanborn Fire Insurance Map of Riverside (1908; rev.1951) and City building permits indicate that the predominant land-use of Eighth Street remained residential until the early 1950s. By this time it was a segment of State Highway 60 (395), which ran from Mission Boulevard east through downtown along Eighth Street, and functioned as an important transportation link between the Los Angeles area and communities to the east and the desert. (2) The traffic along Eighth Street east of downtown was intensified with the completion of the University of California, Riverside in the mid-50s. By the late 1950s the section of Eighth Street immediately west of Iowa Avenue had been widened and functioned as a terminus of State Highway 60 until the segment from Eighth Street to Blaine Street was completed. This situation funneled the increased highway traffic along Eighth Street and, from a marketing perspective, the north side of the street became the "right" or preferred side to locate auto-dependent businesses.

By the late 1950s, the impact of motorized consumers traveling along State Route 60 began to be reflected in the built environment along Eighth Street. A number of single-family residences were converted to multi-family units and/or commercial use, although the majority were replaced with restaurants, motels, car washes, and service stations that served the travelers visiting the area. These changes of use were officially recognized on the City's Zoning Map of 1956 in which the area immediately west of Chicago Avenue (then the eastern city boundary) along Eighth Street was zoned C-3 "General Commercial Zone," and C-4 "Automobile Service Station Zone." (3) Though the Farm House Motel was outside the city boundaries (until the annexation in February 1957) it is probable that similar land-use patterns were evident along the stretch of Eighth Street that connected with State Route 60.

The re-alignment of State Route 60, so that it by-passed Eighth Street, was completed in the early sixties. Though motels and other auto-related buildings continued to be constructed along Eighth Street (renamed University Avenue in 1966), after this time the loss of direct contact from motorists began to be evidenced on the local economy. This financial decline continued through the 1970s and 80s. From that time to the present, the redevelopment of the downtown area and the expansion of the University of California, Riverside campus have provided impetus for the revitalization of University Avenue.

Among the auto-related buildings constructed while Eighth Street was a segment of State Route 60 is the Farm House Motel (1953). While the establishment chose to call itself a

CONTINUATION SHEET

Primary #

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Trinomial

Page 5 of 7 *Resource Name or # (Assigned by recorder) 1393 University Avenue

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*Date 10/19/98

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B10. Significance (cont):

"motel," reflecting post-war marketing trends of the tourism industry, as a work of architecture it can be characterized as a "motor court." The origins of the motor court date back to the formulation of the "auto court," a building type that emerged in the 1920s in response to the impact of the automobile on the American middle class.(4) With the improvement and expansion of the nation's highway (and eventually interstate) systems, travelers on vacation began to prefer the car over the train. At first accommodations for the traveler were provided in auto camps with spaces for tents to be set up next to the vehicles, or the more traditional urban and resort hotels. Then more permanent auto courts began to be constructed along the auto-accessible edges of cities. These consisted of rows of detached small dwelling units - essentially simple geometric boxes, square, or rectangular in plan with a simple gable roof.

The form and design of the units varied depending on the approach that was taken to attract motoring visitors, e.g., cottages, cabins, wigwams. The units were arranged in various configurations: parallel rows, an "L" plan, a narrow or wide "U" plan, a crescent, etc.(5) The configuration selected depended on the location of the court from the road. Also, many of the courts were planned with expansion in mind, so that the rear portions of the site were not developed immediately. Guests parked their cars in front of the individual unit or in carports located adjacent to the unit. A bathroom in each unit was not an original feature of the auto court (initially, a centrally located building provided the necessary accommodations) however they soon became standard. Early auto courts regularly included kitchens or kitchenettes within the units, but by World War II they had largely disappeared due to low demand and the cost they added to a project. Pools, recreation rooms, and other communal facilities were usually sited for easy access to all rental units. The manager's office and residence was placed near the front of the property. Occasionally a service station or restaurant was developed as part of the complex.

One distinction made between motor courts and auto courts is that the rental units are united under a single roof line. This trend becomes more prevalent in the post-war period, along with a tendency to provide parking in long continuous spaces in front of the units or to discretely place the car to the rear of the units. These features become standard in the larger-scale or chain-operated motel of the 1950s and 60s. The post-war period witnessed a boom in the construction of motor courts or motels. This was due to several factors: the general decentralization of cities, increased car ownership, the federal interstate highway program begun in 1956; and the image of the motel business as having a higher cash flow than most other types of real estate investment.(6)

Notes:

1. Tom Patterson, *A Colony for California*. 2nd ed. (Riverside Museum Associates: Riverside, CA., 1996).
2. *Pocket Renie Atlas of Riverside and San Bernardino Counties* (Los Angeles: Renie Map Service, 1960).
3. "Ordinance Number 2438 and Official Zoning Map to Accompany Ordinance Number 2438," *Riverside Daily Press*, 6 November 1956, 7-11.
4. Warren James Belasco, *Americans on the Road: from Autocamp to Motel, 1910-1945* (Cambridge, Mass: The MIT Press, 1979).
5. John A. Jakle, Keith A. Sculle and Jefferson S. Rogers, *The Motel in America* (Baltimore: The Johns Hopkins University Press, 1996), 37 and 38.
6. *Ibid.*, 45.

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Page 6 of 7 *Resource Name or # (Assigned by recorder) 1393 University Avenue

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Attachment B: Proposed Plans



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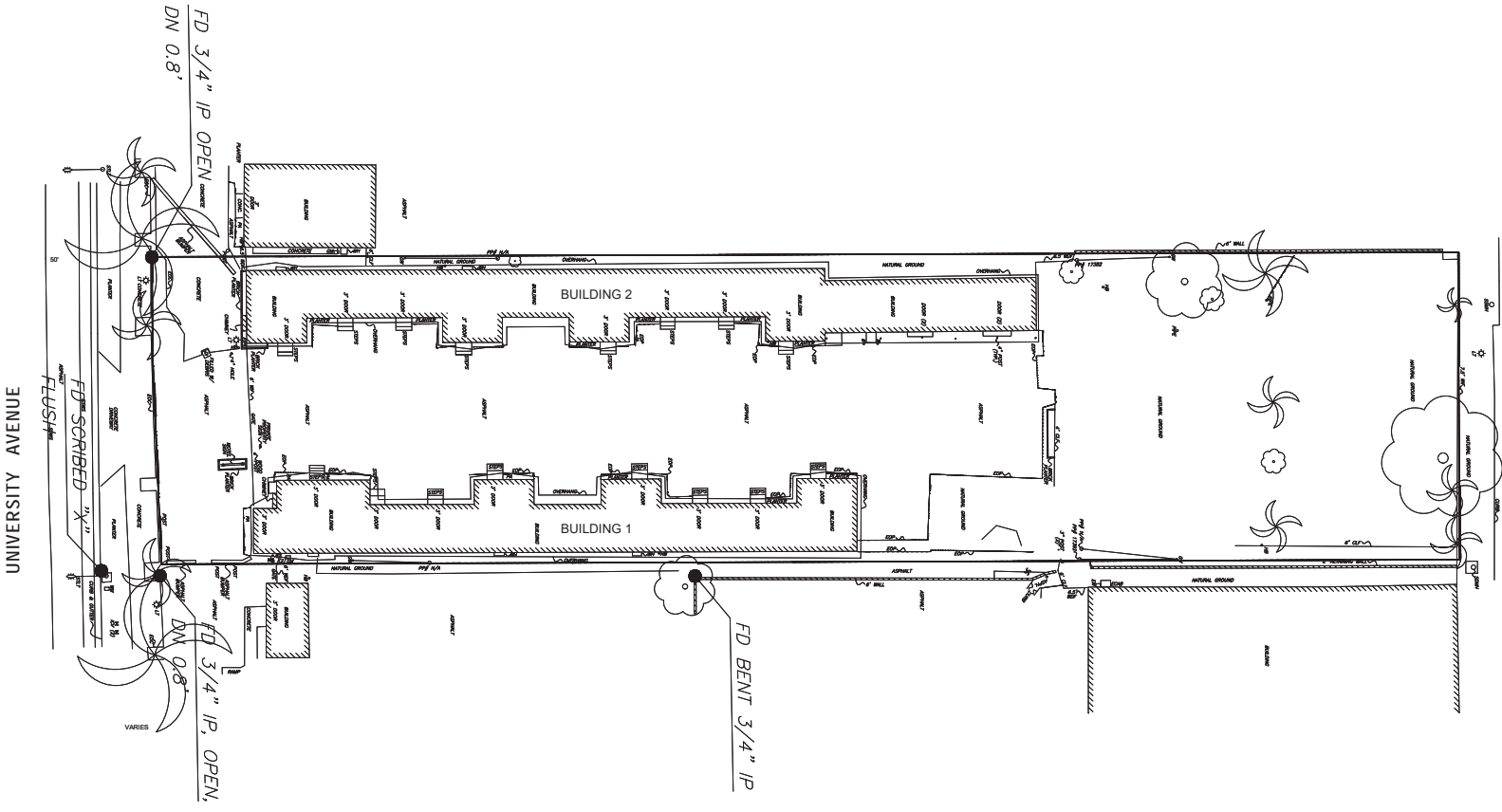
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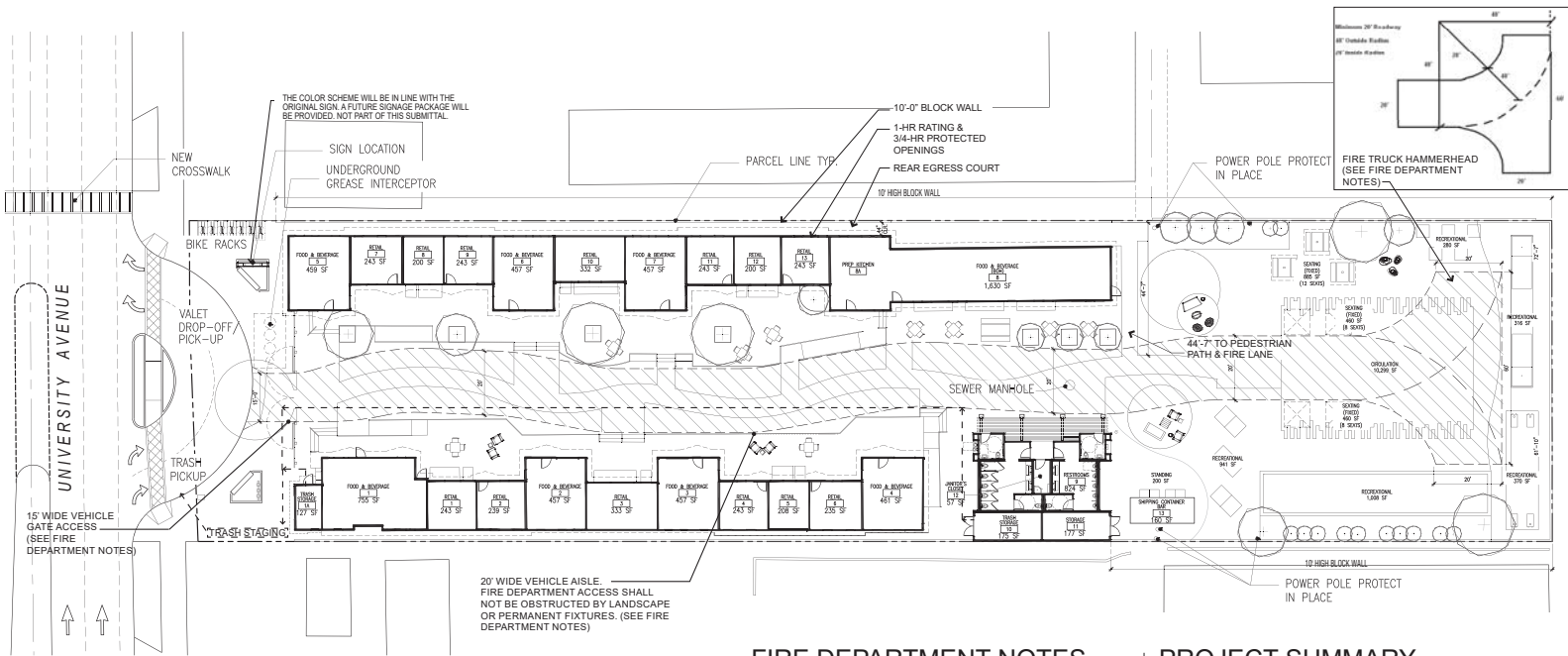
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SITE PLAN
Existing



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FIRE DEPARTMENT NOTES

2016 California Fire Code Section 503 - Fire Apparatus Access Roads

Sec. 503.1.1 Buildings and facilities.

Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

Sec. 503.2.1 Dimensions

Fire apparatus access roads shall have an unobstructed width of not less than 20 feet except for approved security gates in accordance with Section 503.6, and unobstructed vertical clearance of not less than 13 feet 6 inches.

Sec. 503.2.3 Surface

Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus of 80,000 pounds and shall be surfaced so as to provide all-weather driving capabilities. Roadways shall have a minimum 48 foot outside turning radius. Dead end access road shall not exceed 150 feet in length.

Sec. 506.1 Key Boxes

All new commercial and multi-family residential buildings and any existing buildings where the fire department deems access is restricted shall be required to install a key box or key switch in an approved location.

Electric gates for emergency vehicle access shall include an "Infrared Automatic Gate System" that opens the gate automatically. These devices shall be installed on all electric fire access gates.

Contact the Fire Department for approval prior to installation.

PROJECT SUMMARY

PROPOSED AND EXISTING BUILDING AREA:

EXISTING	OCC. R-1	PROPOSED	OCC. A-2
BUILDING 1	3,758 SF	RETAIL	3,205 SF
BUILDING 2	4,707 SF	FOOD AND BEVERAGE	5,133 SF
TOTAL	8,465 SF	SHIPPING CONTAINER/BAR	180 SF
		STORAGE	531 SF
		UNOCCUPIED ACCESSORY	824 SF
		BLDG. AREA TOTAL:	9,891 SF
		SUB TOTAL (BLDG. AREA)	9,891 SF
		OUTDOOR SPACE	26,830 SF
		LANDSCAPE	5,532 SF

APN:	250-190-009
LOT AREA (NET)	Parcel 60 42,253 SF, 0.97 Acre
LAND COVERAGE	9,891/42,253=23.4%
FLOOR AREA RATIO	9,891/42,253 = 0.23 F.A.R.
LANDSCAPE COVERAGE	5,532 SF/42,253 = 13.1%
BUILDING HEIGHT: Allowable Stories:	1 story
Allowable Height:	25'
Existing Stories:	1 story
Existing Height:	15'-0" 11'10"

SEE EXITING ANALYSIS - PAGE 5 FOR OCCUPANCY CHART



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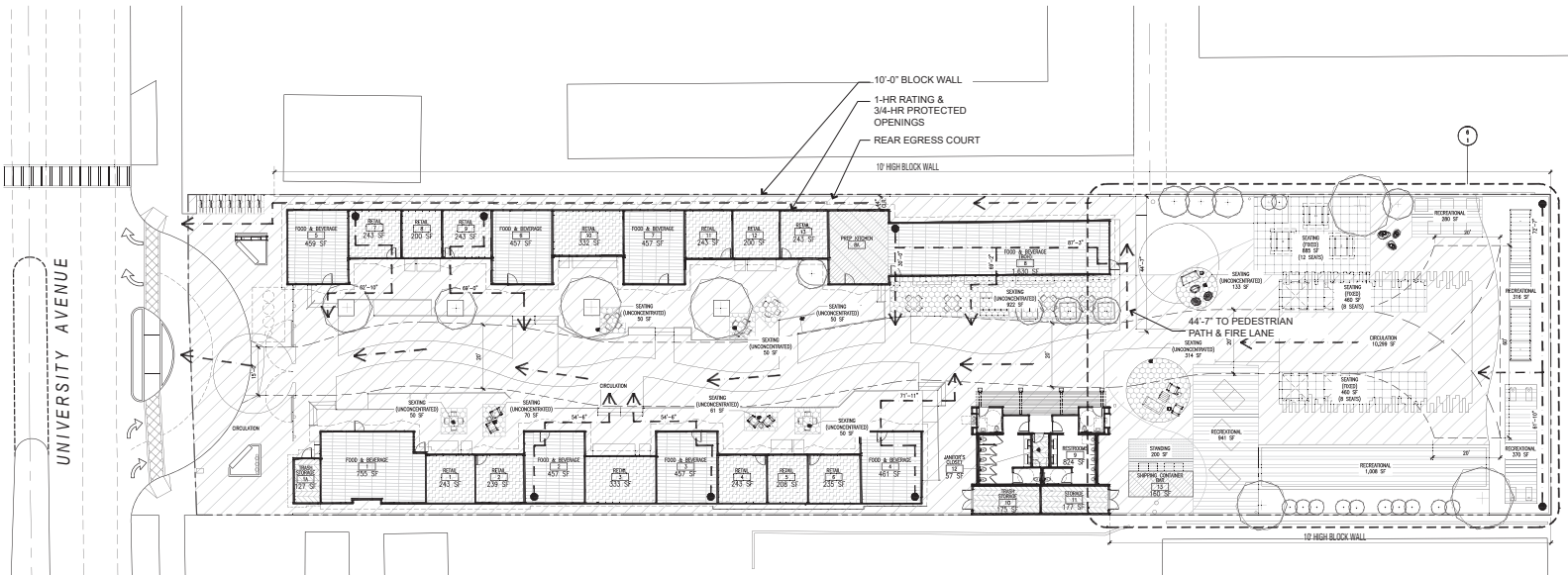
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FRONT OCCUPANCY LOAD:

	AREA/SEATS	OCC. FACTOR	TOTAL	OCC. TYPE
CIRCULATION	4,712 SF	--	--	--
FOOD & BEVERAGE				
BOH	1,630 SF	200	8	ASSEMBLY
DINING	3,503 SF	15	234	ASSEMBLY
RESTROOMS	824 SF	--	--	--
RETAIL	3,205 SF	60	53	MERCANTILE
SEATING				
UNCONCENTRATED	1,303 SF	15	87	ASSEMBLY
STORAGE, JANITOR,	531 SF	300	2	MERCANTILE
TRASH				
TOTAL:	15,708 SF		384	

BACK OCCUPANCY LOAD:

	AREA/SEATS	OCC. FACTOR	TOTAL	OCC. TYPE
CIRCULATION	5,687 SF	--	--	--
RECREATIONAL	2,915 SF	50	58	--
SEATING				
FIXED	1,805 SF	--	28	ASSEMBLY
UNCONCENTRATED	447 SF	15	30	ASSEMBLY
SHIPPING CONTAINER	160 SF	200	1	ASSEMBLY
BAR				
STANDING	200 SF	5	40	ASSEMBLY
TOTAL:	11,214 SF		157	
GRAND TOTAL OCCUPANTS:			541	

NOTES:

- CENTRAL & REAR EGRESS COURT TO HAVE DIRECT ACCESS TO PUBLIC WAY ON UNIVERSITY AVE. & WILL NOT BE OBSTRUCTED BY SEATING, KIOSK, STORAGE, ETC.
- REAR EGRESS COURT TO BE OPEN, UNCOVERED, & UNOBSTRUCTED TO THE SKY.

TOTAL OCCUPANCY LOAD

SPACES	AREA	OCCUPANT LOAD FACTOR	TOTAL
Retail	3,205 SF	60	53
Food & Beverage (B.O.H.)	1,630 SF	200	8
Food & Beverage (DINING)	3,503 SF	15	234
Shipping Container Bar	160 SF	200	1
Restrooms	824 SF	--	--
Outdoor Seating (FIXED)	1,805 SF	--	28
Outdoor Seating (Unconcentrated)	1,750 SF	15	117
Storage	531 SF	300	2
Standing	200 SF	5	40
Recreational	2,915 SF	50	58
Circulation	5,687 SF	--	--
GRAND TOTAL:			541

MAX OCCUPANCY 366 PERSONS

LEGEND

CIRCULATION	
KITCHEN	
RECREATIONAL	
SEATING	
FIXED	
UNCONCENTRATED	
SHIPPING CONTAINER BAR	
STANDING	



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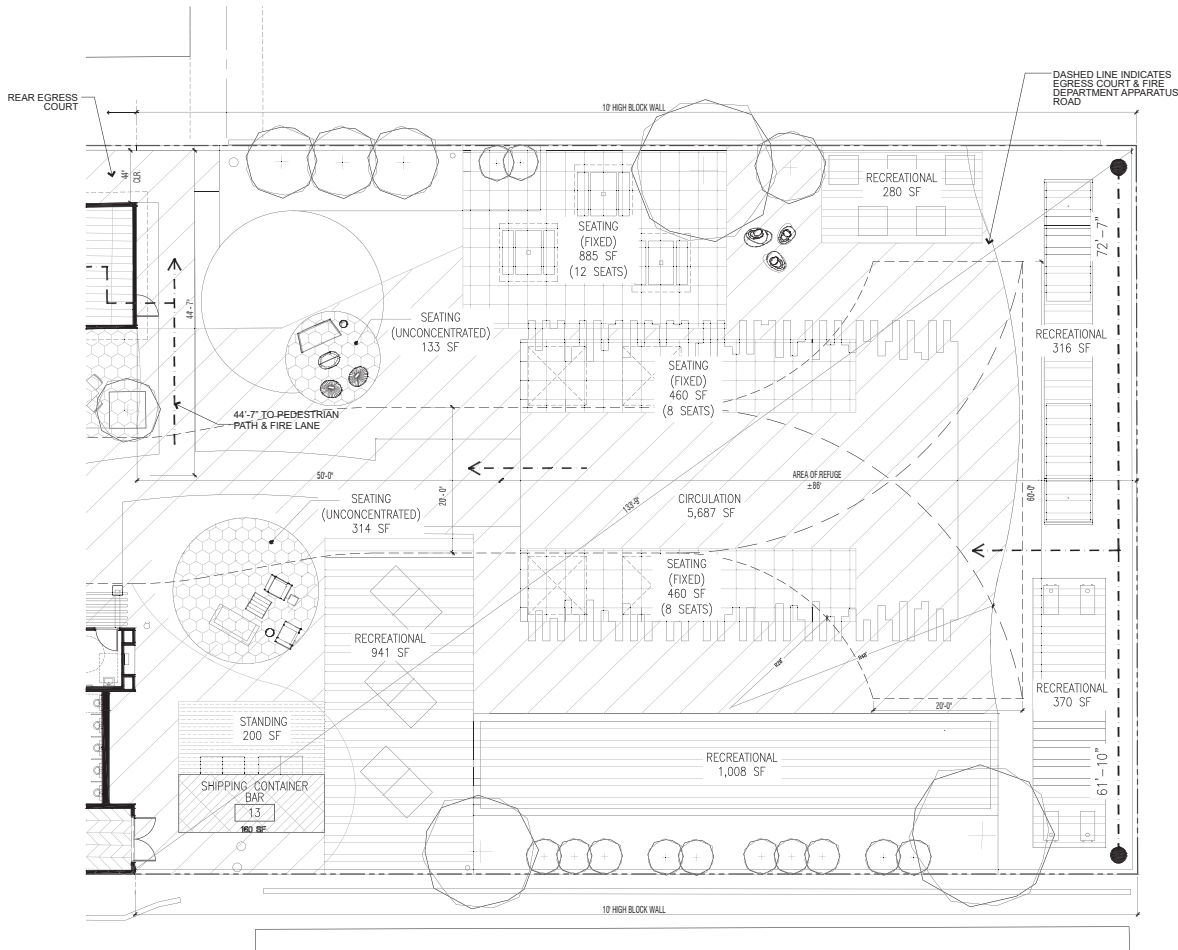
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EXITING ANALYSIS
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LEGEND	
CIRCULATION	
KITCHEN	
RECREATIONAL	
SEATING	
FIXED	
UNCONCENTRATED	
SHIPPING CONTAINER BAR	
STANDING	

SEE EXITING ANALYSIS - PAGE 5 FOR OCCUPANCY CHART



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EXITING ANALYSIS
OPEN GREEN SPACE



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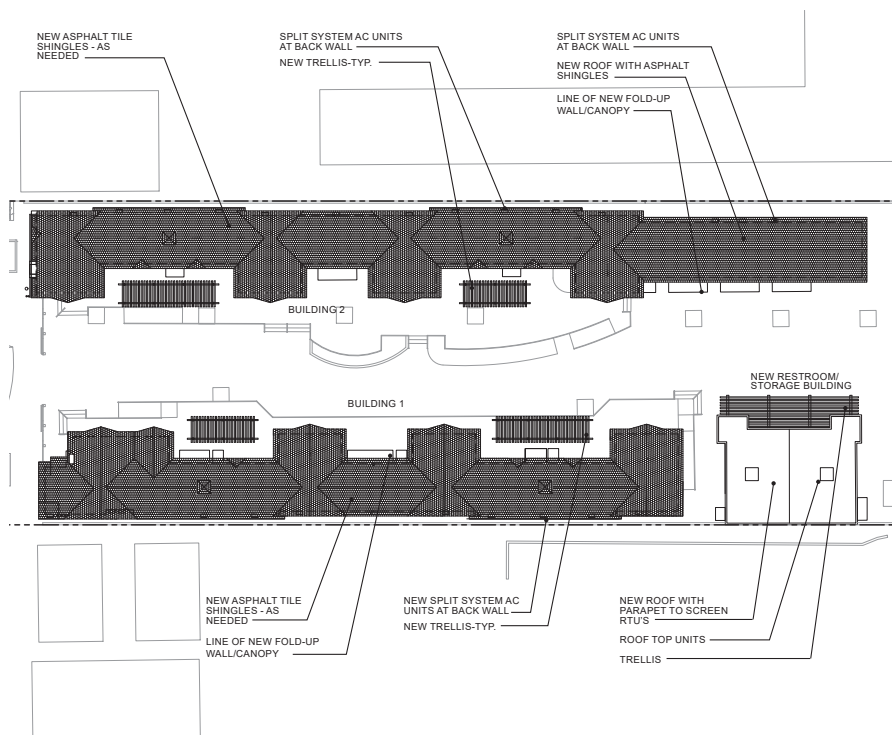
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COLORED ROOF PLAN



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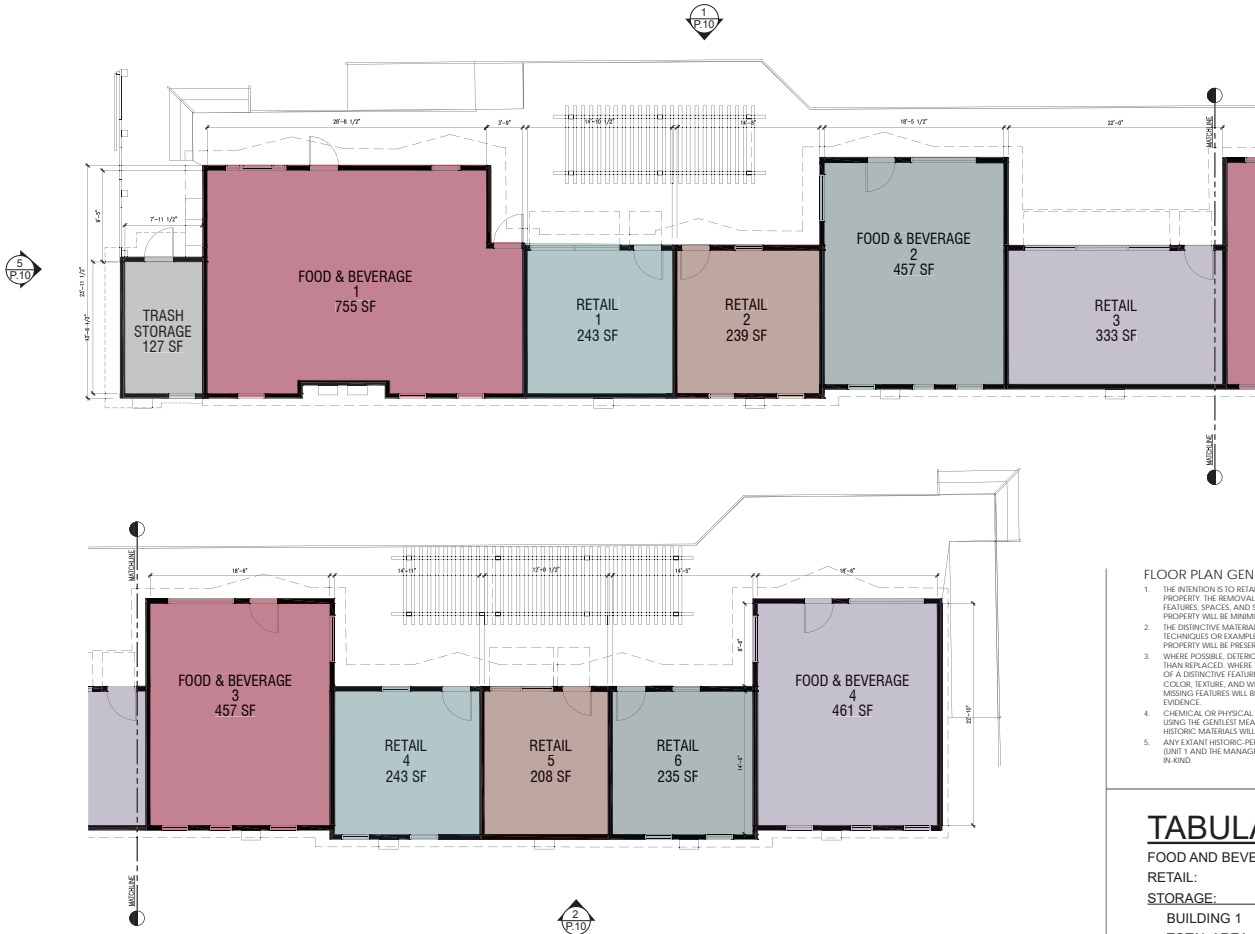
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ROOF PLAN



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FLOOR PLAN GENERAL NOTES:

1. THE INTENTION IS TO RETAIN AND PRESERVE THE HISTORIC CHARACTER OF THE PROPERTY. THE REMOVAL OF DISTINCTIVE MATERIALS OR ALTERATION OF FEATURES, SPACES, AND SPATIAL RELATIONSHIPS THAT CHARACTERIZE THE PROPERTY WILL BE MINIMIZED.
2. THE DISTINCTIVE MATERIALS, FEATURES, FINISHES, AND CONSTRUCTION TECHNIQUES OR EXAMPLES OF CRAFTSMANSHIP THAT CHARACTERIZE THE PROPERTY WILL BE PRESERVED, REPAIRED, AND/OR REPLACED IN KIND.
3. WHERE POSSIBLE, DETERIORATED HISTORIC FEATURES WILL BE REPAIRED RATHER THAN REPLACED. WHERE THE SEVERITY OF DETERIORATION REQUIRES REPLACEMENT OF A DISTINCTIVE FEATURE, THE NEW FEATURE WILL MATCH THE OLD IN DESIGN, COLOR, TEXTURE, AND WHERE POSSIBLE, MATERIALS. REPLACEMENT OF MISSING FEATURES WILL BE SUBSTANTIATED BY DOCUMENTARY AND PHYSICAL EVIDENCE.
4. CHEMICAL OR PHYSICAL TREATMENTS, IF APPROPRIATE, WILL BE UNDERTAKEN USING THE GENTLEST MEANS POSSIBLE. TREATMENTS THAT CAUSE DAMAGE TO HISTORIC MATERIALS WILL NOT BE USED.
5. ANY EXISTANT HISTORIC PERIOD WINDOWS IN THE TWO UNITS CLOSEST TO THE STREET (UNIT 1 AND THE MANAGER'S UNIT) THAT REQUIRE REPLACEMENT WILL BE REPLACED IN KIND.

TABULATIONS:

FOOD AND BEVERAGE:	2,130 SF
RETAIL:	1,501 SF
STORAGE:	127 SF
BUILDING 1	
TOTAL AREA:	3,758 SF



Farmhouse Collective

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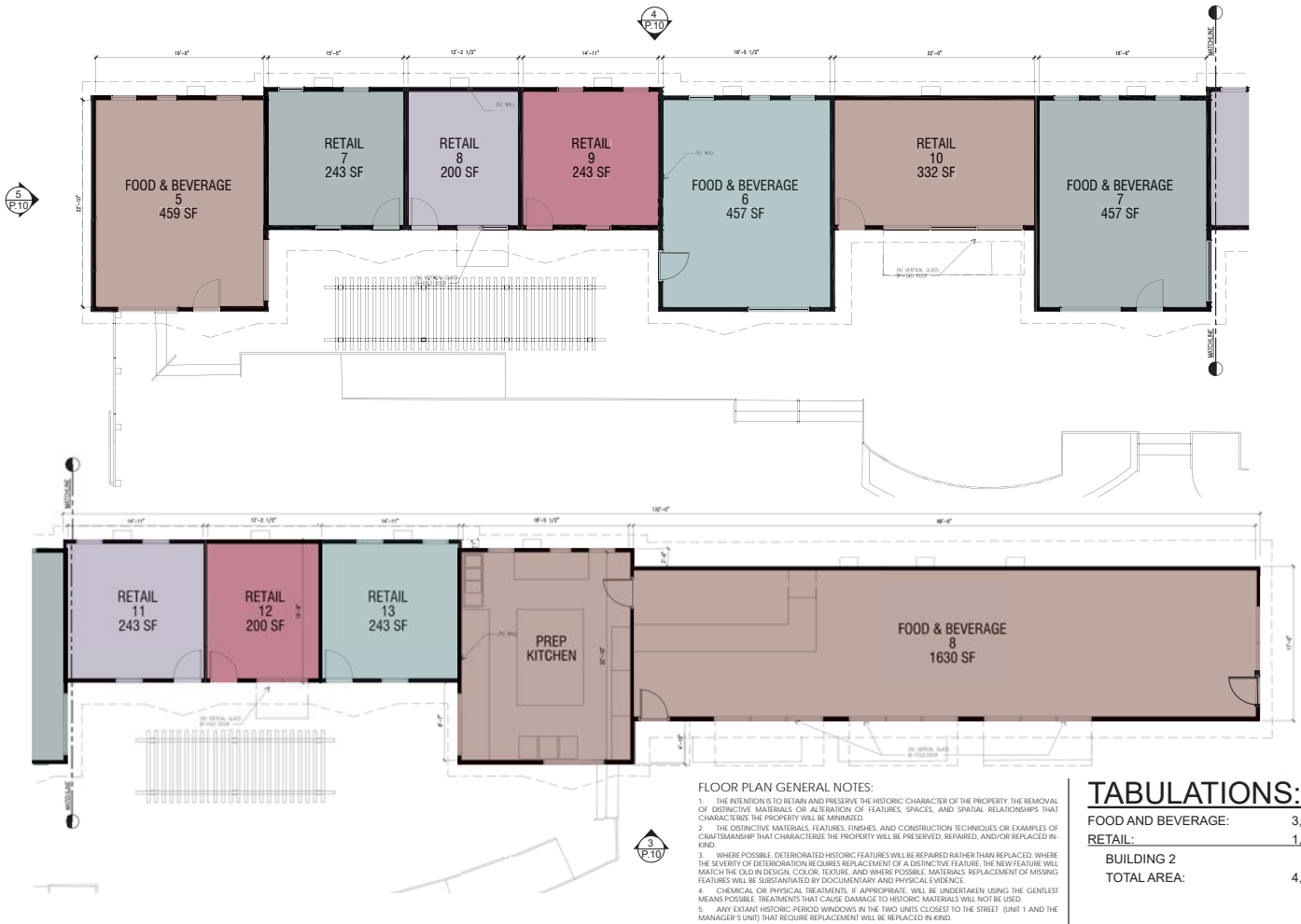
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BUILDING 1 Floor Plan



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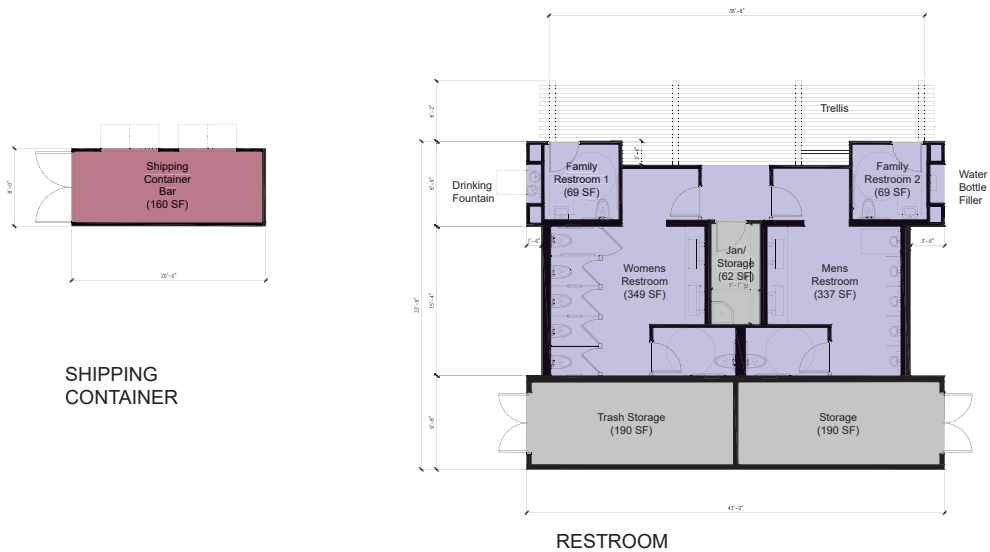
BUILDING 2

Floor Plan



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5. ANY EXISTANT HISTORIC PERIOD WINDOWS IN THE TWO UNITS CLOSEST TO THE STREET (UNIT 1 AND THE MANAGER'S UNIT) THAT REQUIRE REPLACEMENT WILL BE REPLACED IN-KIND.

TABULATIONS:

RESTROOMS:	824 SF
STORAGE:	442 SF
SHIPPING CONTAINER BAR	160 SF
TOTAL AREA:	1,426 SF



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**RESTROOM/STORAGE BUILDING
& SHIPPING CONTAINER BAR**
Floor Plan

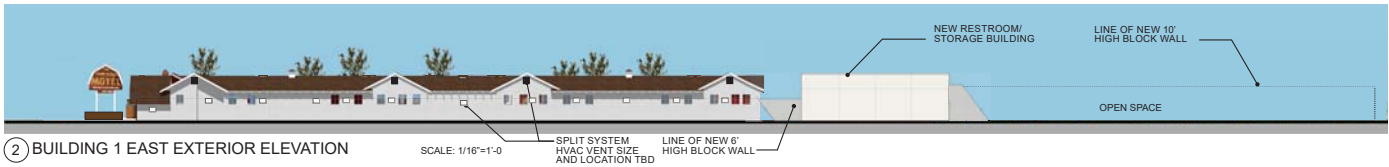


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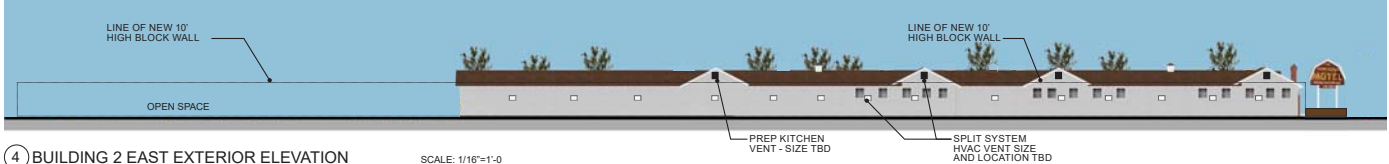
① BUILDING 1 WEST EXTERIOR ELEVATION SCALE: 1/16"=1'-0"



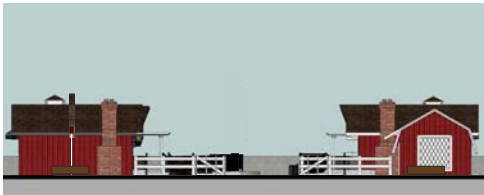
② BUILDING 1 EAST EXTERIOR ELEVATION SCALE: 1/16"=1'-0"



③ BUILDING 2 WEST EXTERIOR ELEVATION SCALE: 1/16"=1'-0"



④ BUILDING 2 EAST EXTERIOR ELEVATION SCALE: 1/16"=1'-0"



⑤ BUILDING 2 NORTH EXTERIOR ELEVATION SCALE: 3/32"=1'-0"



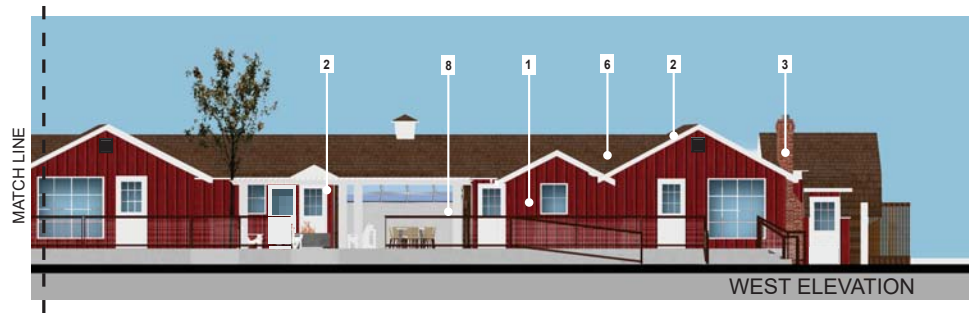
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BUILDINGS 1 & 2
Overall Elevations

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1 THIN STARTLING RED CEDAR PLANKS: EXTERIOR WALL



2 WHITE WOOD TRIM: FASCIA, WINDOWS, AND DOORS



3 EXISTING BRICK REPAIR AS NEEDED



4 EIFS- EXTERIOR STUCCO- SMOOTH FINISH



5 SHERWIN WILLIAMS- RED BARN SW 7591: EXTERIOR DOORS



6 ROOF SHINGLES



7 WOODEN PLANK - EXTERIOR DECKS



8 WOOD AND HOGWIRE RAILING



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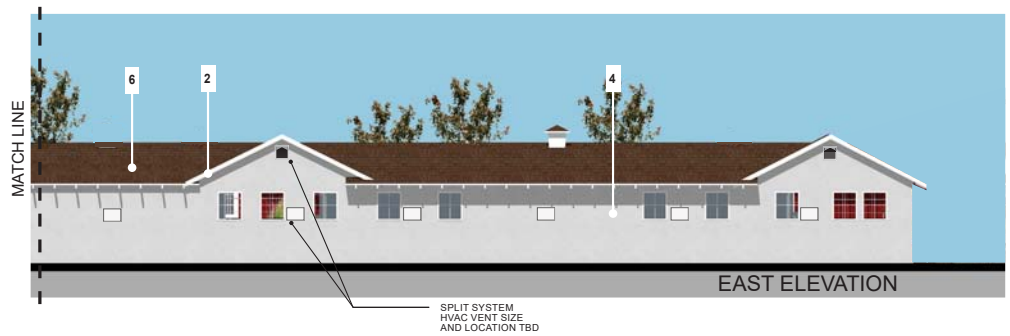
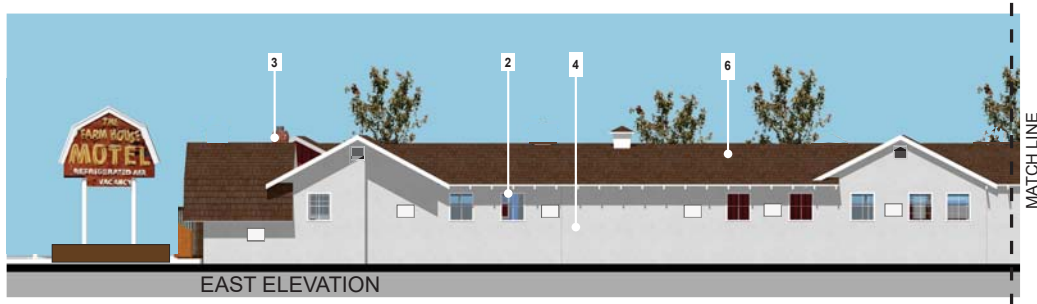
BUILDING 1

West Elevations

SCALE 1/4"=1'-0"
0 1 2 4 8

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2 WHITE WOOD TRIM:
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AND DOORS



3 EXISTING BRICK
REPAIR AS NEEDED



4 EIFS-
EXTERIOR
STUCCO-
SMOOTH
FINISH



5 SHERWIN
WILLIAMS-
RED BARN
SW 7591:
EXTERIOR
DOORS



6 ROOF SHINGLES



7 WOODEN PLANK -
EXTERIOR DECKS



8 WOOD AND HOGWIRE RAILING



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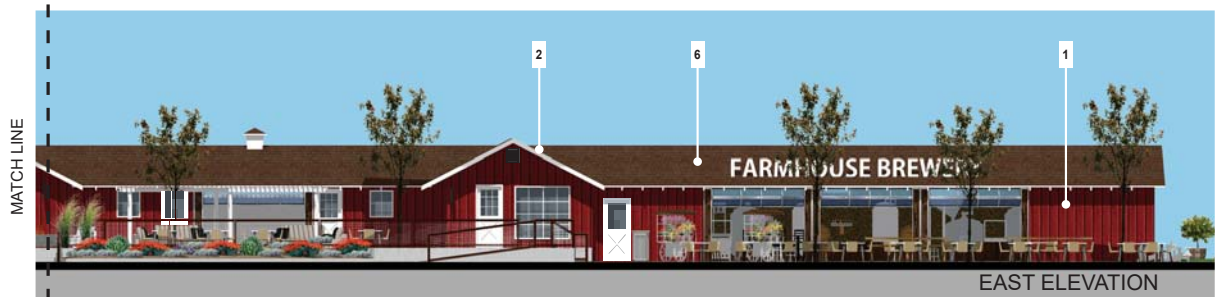
BUILDING 1

East Elevations

SCALE 1/4"=1'-0"
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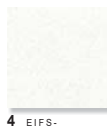
1 THIN STARTLING RED CEDAR PLANKS: EXTERIOR WALL



2 WHITE WOOD TRIM: FASCIA, WINDOWS, AND DOORS



3 EXISTING BRICK REPAIR AS NEEDED



4 EIFS- EXTERIOR STUCCO- SMOOTH FINISH



5 SHERWIN WILLIAMS- RED BARN SW 7591: EXTERIOR DOORS



6 ROOF SHINGLES



7 WOODEN PLANK - EXTERIOR DECKS



8 WOOD AND HOGWIRE RAILING



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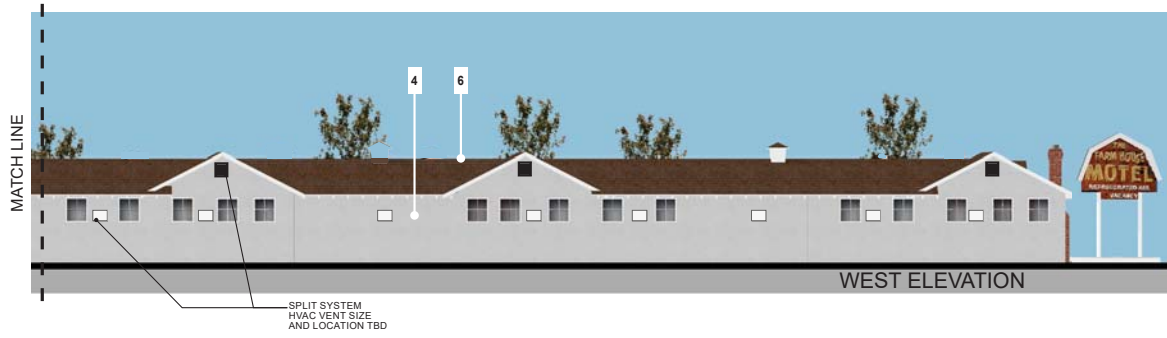
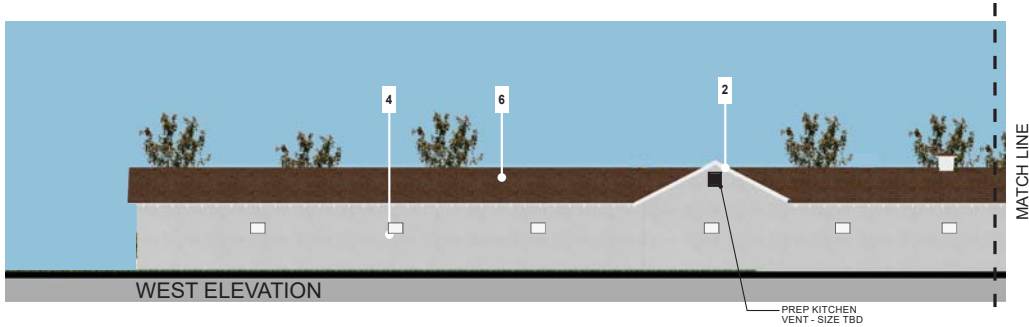
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BUILDING 2
Exterior Elevations - East



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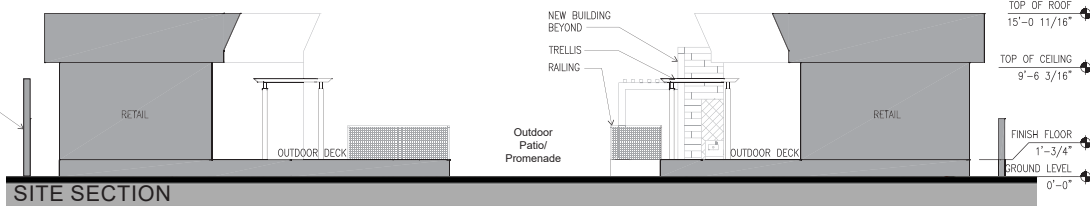
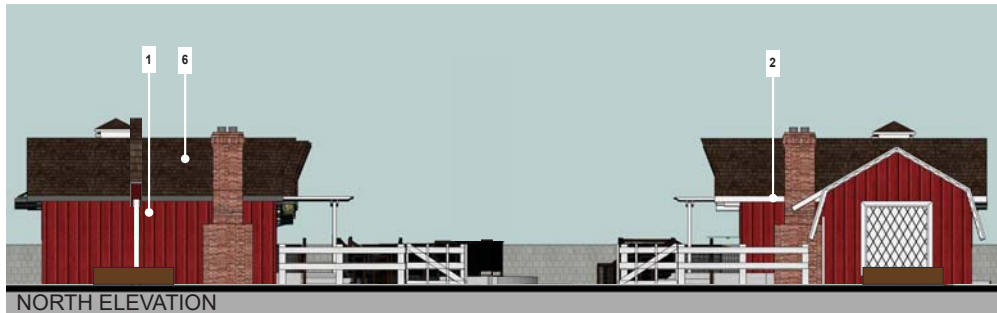
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BUILDING 2
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PATIO TRELLIS STRUCTURES (SIMILAR)



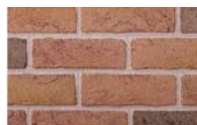
8 WOOD AND HOGWIRE RAILING



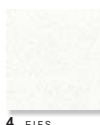
1 THIN STARTLING RED CEDAR PLANKS: EXTERIOR WALL



2 WHITE WOOD TRIM: FASCIA, WINDOWS, AND DOORS



3 EXISTING BRICK REPAIR AS NEEDED



4 EIFS- EXTERIOR STUCCO-SMOOTH FINISH



5 SHERWIN WILLIAMS- RED BARN SW 7591: EXTERIOR DOORS



6 ROOF SHINGLES



7 WOODEN PLANK - EXTERIOR DECKS

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BUILDINGS 1 & 2

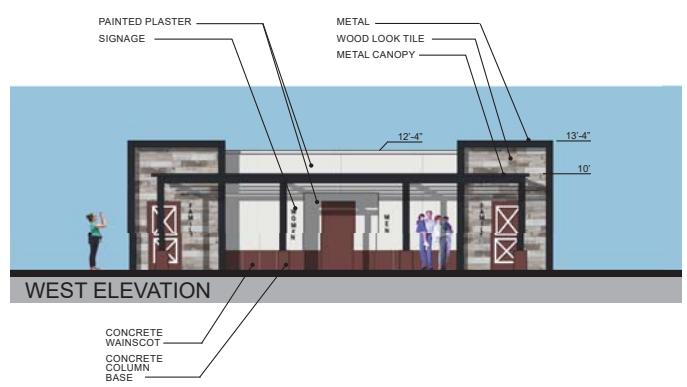
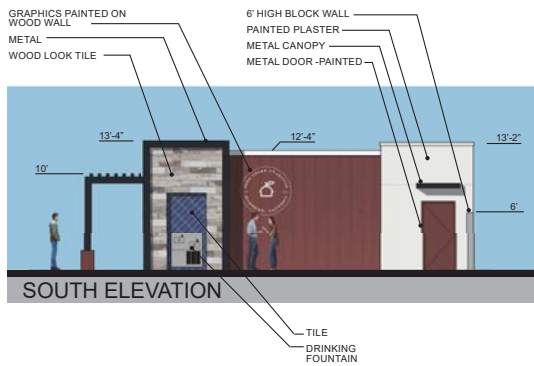
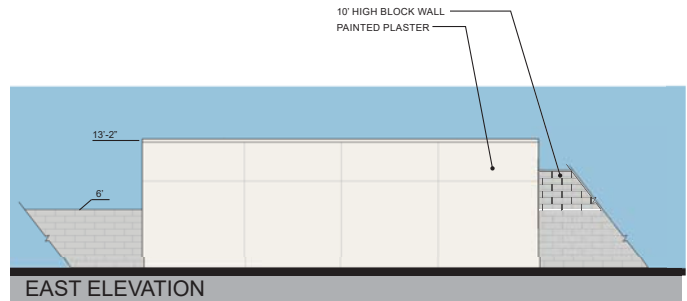
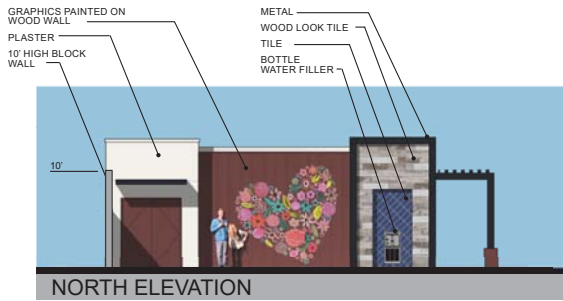
Exterior Elevations - North & Site Section

SCALE 1/4"=1'-0"

0 1 2 4 8

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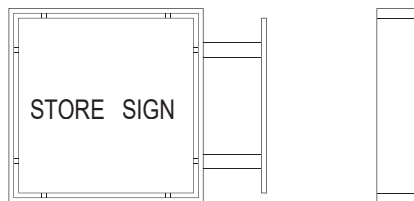
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RESTROOM/STORAGE BUILDING Elevations

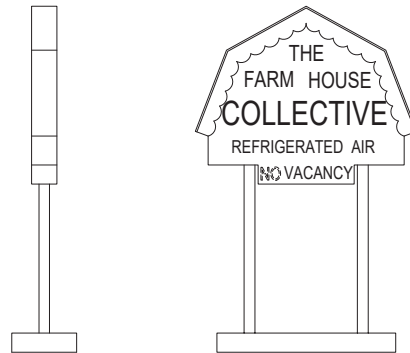
SCALE 1/4" = 1'-0"
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RETAIL STORE SIGN



ENTRANCE SIGN

** THE COLORING SCHEME WILL BE IN LINE WITH THE ORIGINAL SIGN. A FUTURE SIGNAGE PACKAGE WILL BE PROVIDED. NOT PART OF THIS SUBMITTAL.

FARMHOUSE COLLECTIVE

BREWERY SIGN



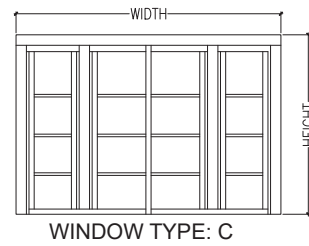
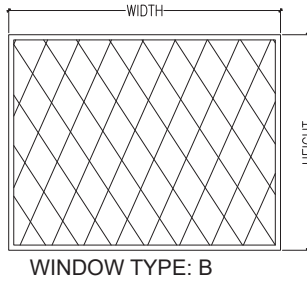
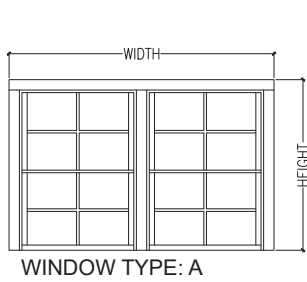
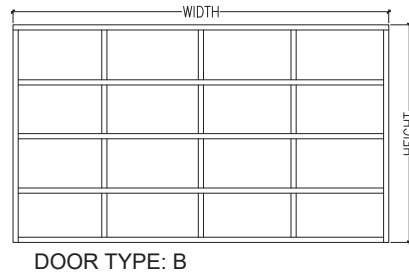
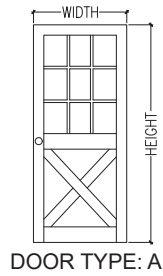
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SIGN

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PROPOSED DOORS & WINDOWS

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ULMUS PARVIFOLIA 'DRAKE'



DALBERGIA SISSOO



CERCIDIUM 'DESERT MUSEUM'



BAMBUSA OLDHAMII

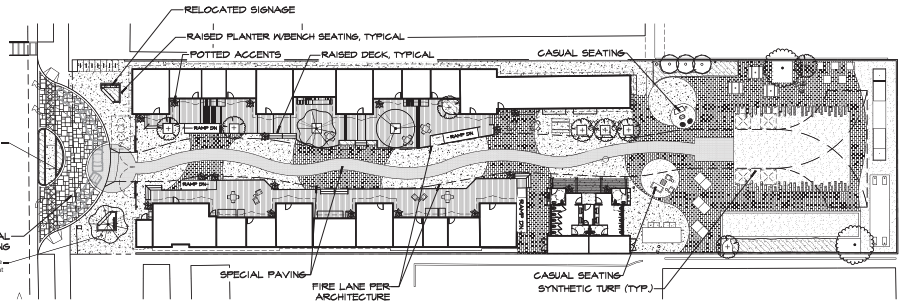
CONCEPT PLANT SCHEDULE

	PATIO TREE	1	36" Box
	Ulmus parvifolia 'Drake' / Drake Elm		
	EVERGREEN TREE	2	EXISTING
	Dalbergia sissoo / Rosewood		
	FLOWERING PATIO TREE	2	36" Box
	Cercidium x 'Desert Museum' / Thornless Palo Verde		
	EVERGREEN SCREEN	3	24" Box
	Bambusa oldhamii / Giant Timber Bamboo		
	SMALL ACCENT TREE	8	36" Box
	Cercis occidentalis / Western Redbud		
	Magnolia grandiflora 'Little Gem' / Dwarf Southern Magnolia		
	SHRUB PLANTING	866 sf	
	Agave attenuata / Agave	5 Gal., L.	
	Agave vilmoriniana / Octopus Agave	5 Gal., L.	
	Aloe striata / Coral Aloe	5 Gal., L.	
	Callistemon viminalis 'Little John' / Dwarf Weeping Bottlebrush	5 Gal., L.	
	Cotoneaster dammeri / Beachberry Cotoneaster	5 Gal., L.	
	Cotoneaster parneyi / Cotoneaster	5 Gal., L.	
	Dianella tasmanica 'Variegata' / Flax Lily	5 Gal., L.	
	Grevillea x 'Long John' / Long John Grevillea	5 Gal., L.	
	Grevillea x 'Noah's' / Grevillea	5 Gal., L.	
	Muhlenbergia capillaris / Pink Muhly	5 Gal., L.	
	Nassella tenuissima / Texas Needle Grass	5 Gal., L.	

Shrub planting at sign planter to be limited or planted with shrubs of 30" maturity height.

SPECIAL ENTRY PAVING

Approx. two street trees to be removed with two new trees at entry planters.



AGAVE ATTENUATA



AGAVE VILMORINIANA



ALOE STRIATA



CALLISTEMON V. 'LITTLE JOHN'



COTONEASTER DAMMERI



DIANELLA TASMANICA 'VAR'



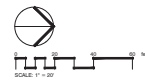
GREVILLEA 'LITTLE JOHN'



MUHLENBERGIA CAPILLARIS



NASSELLA TENUISSIMA



Wilson Davis Associates
Landscape Architecture
2625 Litchfield Dr.
Riverside, CA 92503
Ph (951) 353-2436
1-28-20



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CONCEPTUAL LANDSCAPE
Site Plan

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RENDERING

View from University Avenue

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RENDERING

View Along Promenade

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RENDERING

View Towards Open Space

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RENDERING

View Towards Brewery Building

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RENDERING
Outdoor Dining

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RENDERING
Promenade Dining

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RENDERING
Shops

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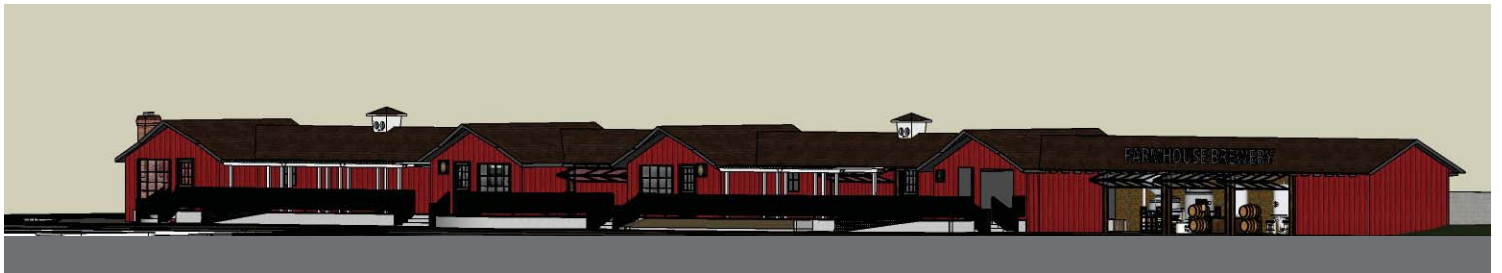
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SNAPSHOTS

Building 1

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SNAPSHOTS

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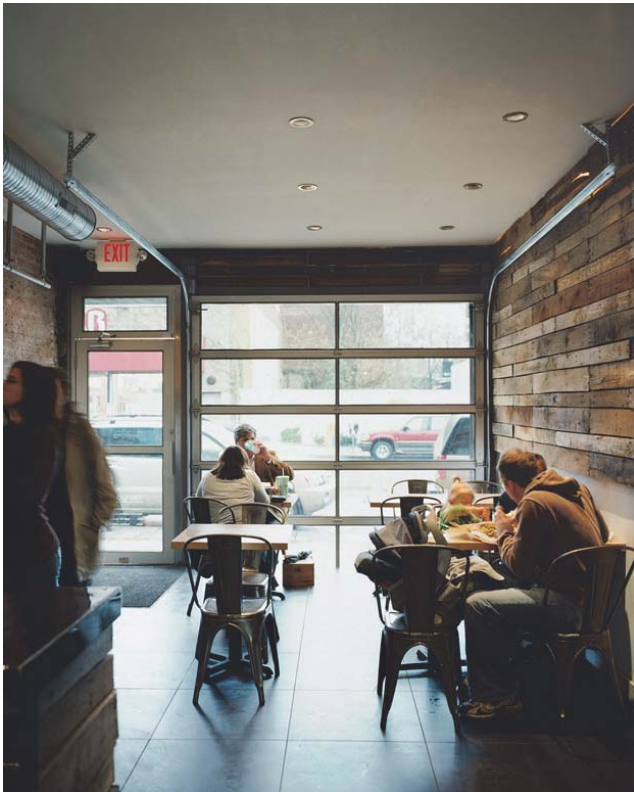


Attachment C: Garage Door Wall and Typical Tenant Sign Styles



STYLE A (SIMILAR)

FOLD UP DOOR AT NEW STRUCTURE AS WALL OPENING HEIGHT ALLOWS



STYLE B (SIMILAR)

ROLL UP DOOR AT EXISTING GARAGE OPENINGS



GARAGE DOOR/WALL



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OPTION A (SIMILAR)
HANGING WALL SIGN OVER ENTRY DOOR WHERE HEIGHT ALLOWS



OPTION B (SIMILAR)
ATTACHED WALL SIGN AT SIDE OF ENTRY DOOR



TYPICAL TENANT SIGN STYLES



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