

JM Research and Consulting

Jennifer Mermilliod, M.A.

4049 Almond Street, Suite 201

Riverside, CA 92501

Phone 951-233-6897

jennifer@jmrc.biz

MEMORANDUM

DATE: July 10, 2023

TO: Linda Ennabe
Ennabe Properties, Inc.
11310 Valley Boulevard
El Monte, CA 91731

FROM: Jennifer Mermilliod, M.A., Principal Historian/Architectural Historian

SUBJECT: CEQA Analysis for the Proposed 11th and Market Project, City of Riverside, Riverside County, California

Dear Ms. Ennabe,

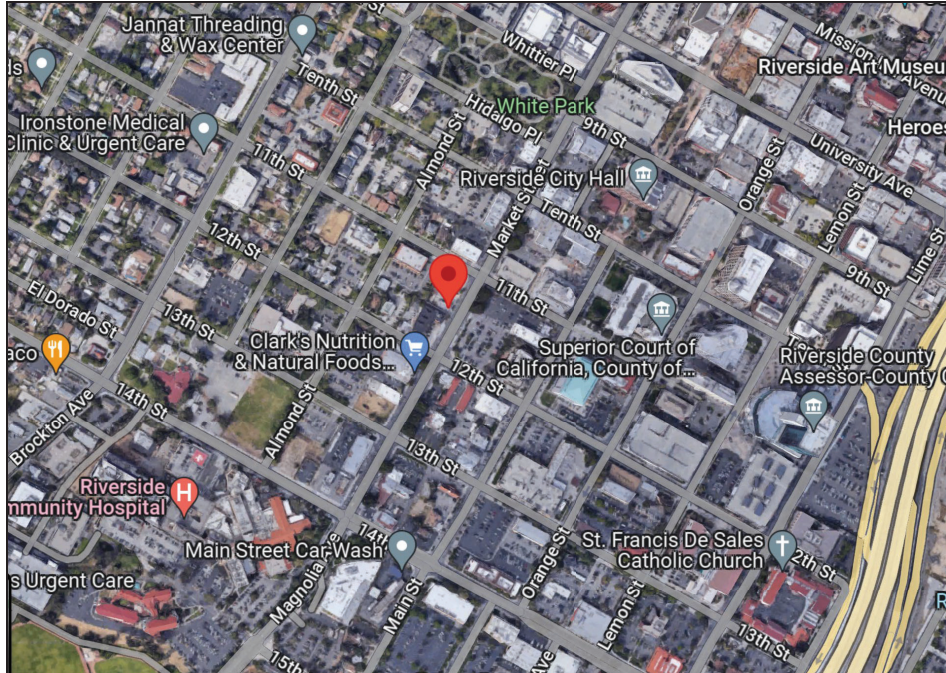
JM Research & Consulting (JMRC) completed a California Environmental Quality Act (CEQA) Study with Secretary of the Interior's Standards (SOIS; Standards) Analysis for the proposed 11th and Market Project located at 4135 Market Street (APN 215-251-004) in the City of Riverside. The project proposes to redevelop the commercial property for multi-family residential use. The property, which is now used for surface parking, contains a historic auto service-related building, which would be rehabilitated for private common activity space, and a large repair bay ancillary building, which is proposed for demolition.

The study has been requested by the Community & Economic Development Department CEDD Planning Division to assist in the environmental review of the proposed project under the California Environmental Quality Act (CEQA). This work has been completed pursuant to CEQA (PRC §21000, et seq.) and applicable Guidelines.

Jennifer Mermilliod, M.A., Principal Historian/Architectural Historian, JMRC, who exceeds the Secretary of the Interior's Professional Qualifications Standards, acted as Principal Historic Consultant and completed the study (see resume, attached). The study included review of previous cultural resources survey and designation documents on file with the City of Riverside and conceptual plans for the proposed project, site visits to understand construction and alteration history, reconnaissance level survey to understand the spatial relationship of the site development and the property's relationship with the surrounding area, and review of conceptual plans for the proposed Project to assess potential impacts.

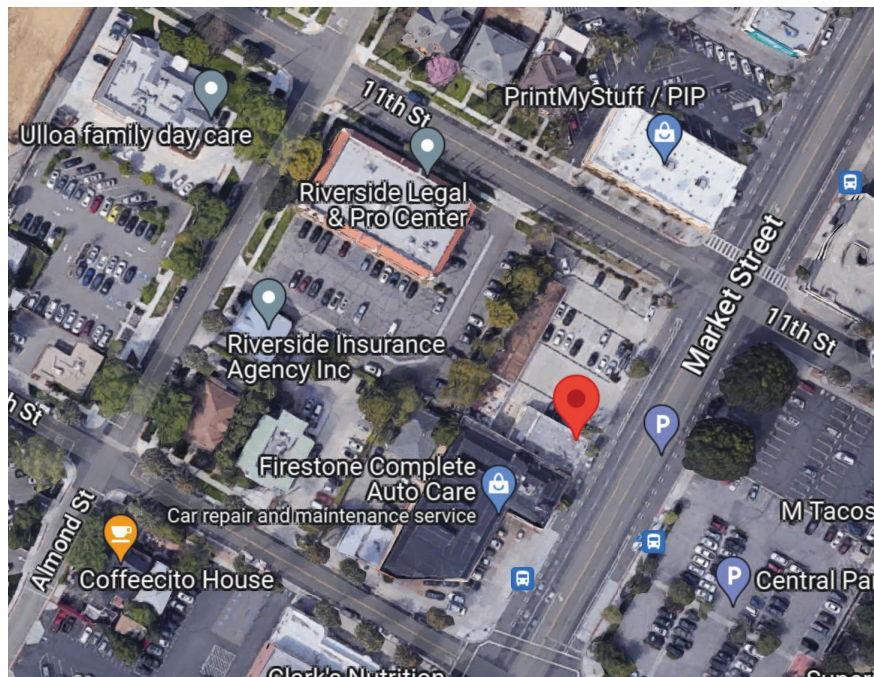
PROJECT LOCATION

The subject property is located along the southerly portion of Market Street, south of Mission Inn Avenue, within Riverside's original Mile Square and current downtown area.



Project Location within Downtown Area

At the southwest corner of Market and 11th Streets, the property neighbors other commercial property fronting Market Street with commercial converted and single- and multi-family residential property stretching beyond to the west and public and civic uses to the east.



Market and 11th Street Block

Beyond Mission Inn Avenue to the north, several downtown properties fronting Market Street have been redeveloped with large-scale mixed use, multi-family residential complexes, and hotels in recent years, including the 5-story Centerpointe at Market; 4-story Raincross Promenade; 3-story mixed-use M'Sole Condominiums; 5-story Hyatt Place with 6th floor tower; the 6-story Hampton Inn; the Food Lab with Game Lab, Box Theater, and 3-level parking structure; and the 6-story Mark Apartments.

THE GENERAL PETROLEUM SERVICE STATION

This former service station property consists of two buildings on a concrete lot – a small, one-story commercial building (1936) that faces north from the southeast corner of the property and a long stuccoed concrete block service building (1960/1981) with six vehicular bays that faces east along the western property line.



11th and Market Project Site

The small 1930s Art Deco influenced commercial building first conveys a simple expression through its flat, rectangular form, but design elements indicate the influence of the Art Deco style of the Modernist period, which was common in commercial design of the 1920s and 1930s. Popularized by the 1925 International Exposition in Paris, the Art Deco style emerged as the first conscious break from the period revival styles of the early 20th century, celebrating modernity and seeking an artistic expression to complement the machine age. With an emphasis on the future rather than the past, the simplified and streamlined concept applied to many areas of design. Characteristic features in architecture included low relief ornamentation, geometric motifs such as parallel straight lines, crowing effects, and vertical emphasis through towers and projections above the roofline. Characteristic zigzags, chevrons, and stylized florals inspired by Native American art

are not seen in this example. Ornamentation may be richly applied or merely suggested through design, as seen in the primary brick building. Dominating pilasters provide both overall vertical emphasis and low relief ornamentation by design with both a projected profile and a recessed center panel. The extension of verticality above the roofline is also subtly suggested by the shallow silhouette of the pilasters against the crowning cornice and parapet.



General Petroleum Service Station (1936)

A small, dropped shed roof brick mass to house two restrooms was added to the rear of the side elevation by 1952, and a later concrete block addition with pedestrian door (now filled in) extended the shed roof mass across the rear elevation (date unknown).



Restroom Addition (by 1952) and Later Addition (date unknown) to Service Station

Blanketed by an extensive orange grove and dwelling in the late 19th century, a combination of Assessor's records and City Directories have established that a service station was constructed by the General Petroleum Company in 1934 and substantially enlarged in 1936 under the operation of Peterson and Maine, Redlands partners in the industry and dealers for General Petroleum, U.S. Royal Tires products. The new "modernistic" brick building for office, storeroom, and battery and tire service department space was touted as a one-stop "super-station" and opened to the motoring public in December 1936 with a Grand Opening gala and congratulations for a milestone of modern achievement in downtown Riverside. Operations continued under Clarence E. Maine through at least 1958. By 1960, the station had begun to specialize only in tire service, and the concrete block ancillary service building by California Steel and Construction Company was added to the property, which was successively known as U.S. Royal Tire Service (1960-ca. 1972), Delta Tire Company (ca. 1972-1977), Winston Tires (ca. 1977 until at least 1991), and Goodyear Tires by 2003.



Firestone Building to the South (1929)

Auto-related construction and business development appear to have been somewhat insulated from the depressed economy and building industry as the 1930s saw a continuation of an increase in auto-related businesses, the conversion of existing buildings to auto-related use and new auto-related construction, particularly service stations and repair shops. Particularly, Riverside and the surrounding area was a fast-growing district of the automobile industry with auto shops fronting downtown arterials like 7th and 8th Streets and market Street, like the adjacent 1929 building that now houses Firestone to the south also in the Art deco style.

The second commercial improvement of the property is more typically placed in the post-WWII climate, which brought huge population increases and lasting change on many levels. In Riverside, the economic shift and population growth reflected regional trends as the City's agricultural

economy slowly gave way to the rising force of industry. Increasing diversification of local economic livelihood saw the destruction of much of Riverside's once vast citrus and agricultural acreage, the expansion of the downtown commercial district, and the movement of commercial activity to the expanding suburbs.

The property was previously surveyed by JMRC in 2010 and 2012, and the influences of the art deco style on the primary commercial building and its importance as an early example of a service station within auto-related development in the Mile Square was identified. The long service building (1960/1981) is compatible to the property in terms of its original and recent auto-related use and aids in a general understanding of auto-related development and architecture over time. However, its common construction and unremarkable design, as well as alteration, does not critically contribute to the property or support its individual merit, and the primary 1936 building alone was found eligible for local designation as a City Structure of Merit, assigned a CHR Status Code of *5S2* – *“Individual property that is eligible for local listing or designation,”* and subsequently designated in 2013.

PROJECT REVIEW & ANALYSIS

The proposed 11th and Market Project includes demolition of the non-eligible ancillary building, the construction of a new multi-family development, and rehabilitation of the 1936 service station building for reuse as common activity space with a mailroom and potentially a private fitness center to serve the new residential community. The interior would be modified, as needed, to accommodate the new use. The exterior would require the removal of the added restrooms and inappropriate rear addition, modest modification of the last, vehicular opening bay on the side elevation, and repair and restoration of the remaining three side elevation bays and Market Street facade. The four-story multi-family building includes 30 residential apartment units on the three upper floors over a ground floor enclosed parking garage.

Impacts Analysis

As a locally designated property assigned a CHR Status Code of 1-5, the 1936 former General Petroleum Service Station is considered a historical resource under CEQA. As an earlier corner structure was removed long ago and the large rear extant ancillary building is not included in the eligibility of the property, JMRC evaluated potential impacts under CEQA as it relates to the 1936 service station building only.

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), and the California Public Resources Code further defines substantial adverse change as "physical demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired" (PRC §5020.1(q)). CEQA Guidelines further provide in relevant part, "The significance of an historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources...or a local register of historical resources..." (14 CCR §15064.5(b)(2)(A)(B)) and further instructs that "a project that follows the... Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings...shall be considered as mitigated to a level of less than a significant impact on the historical resource" (14 CCR §15064.5(b)(3)).

Under the Standards and Guidelines (Grimmer 2017:2), Rehabilitation is defined as "the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or

architectural values.” Further, the Standards call for a meaningful approach to rehabilitation and “acknowledge the need to alter or add to a historic building to meet continuing or new uses while retaining the building’s historic character.” Further, they instruct, “The Standards will be applied taking into consideration economic and technical feasibility of each project.”

Thus, and pursuant to CEQA, JMRC analyzed potential impacts by applying the Standards and applicable Guidelines to conceptual plans for the 11th and Market Project.

Conceptual Design Analysis I

Conceptual plans were presented to JMRC and analyzed in April 2023. The project, as then proposed, planned to retain and restore most of the historic building and evidenced extensive design intent to incorporate historic architectural period, features, and materials into the new residential building and site for an overall cohesive design. However, JMRC found that the project as proposed did not meet the Standards and would result in a significant impact under CEQA. Two main elements were critical to this negative finding, including:

- The new elevator lobby tower was attached to the side elevation of the historic service station at the vehicular bay, which obscured and irreversibly modified this important aspect of the auto-related building in terms of spatial design, features, and materials.
- The historic side elevation entry was relocated to the front, Market Street façade, which altered historic features, removed historic materials and added modern styling in two more of the original bays, and added an incompatible, thick slab awning feature over the new entry and along the Market Street façade of the new building.

Conceptual Design Analysis II

Throughout May-June 2023, JMRC worked with TR Design Group to consider site and code constraints at work in the conceptual design and explore architectural solutions for critical aspects of the project, which resulted in the following revisions:

- The footprint of the elevator lobby tower was reduced to the extent possible to allow for an approximately 3-foot separation between the side elevation vehicular bay of the historic service station and the new lobby tower.
 - A clear glass wing wall and glass skylight roof above was used to enclose the lobby space at the historic elevation.
 - The skylight roof was attached at a lower height than the historic parapet.
 - Exterior, tongue-and-groove aluminum metal siding with a minimal pedestrian door and sidelight was used to infill the vehicular bay.
 - The first floor of the elevator was wrapped with brick.
- The new/relocated entry was eliminated along with the inappropriate modern awnings.

With the above revisions, JMRC fully reevaluated potential impacts by applying the Standards and applicable Guidelines to the revised proposed design:

1. *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*

The project proposes a new use for the former service station as a common activity space, currently envisioned as a private fitness center and a mail room, which requires minimal modification. The interior does not include distinctive materials, features, and spaces. On the exterior, the removal of the later, incompatible shed-roof addition on the rear elevation is appropriate, and removal of the early-added, small rear side restrooms, although distinctive for their period design and materials, constitutes a small, minimal modification. The infill of the vehicular bay is achieved by using mostly solid metal siding material in contrast with the brick exterior and at the current inset position, largely maintaining the

feel of a large vehicular bay. The greatest change in spatial relationship stems from the addition of the new residential building in the space of the formerly open surface lot; however, spatial relationship is not a distinctive quality upon which eligibility is based due to modifications over time that have removed the original gas pumps and added the large rear service building. Therefore, the proposed project is not in conflict with Standard 1. See additional analysis under Standards 5 and 9.

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

Historic character is embodied in the restrained size and massing of the service station, the distinctive architectural features and materials on the Market Street façade and side, parking lot elevation, which include the use of brick, repeated bays separated by subtly detailed pilasters, parapet, wood- and metal-framed storefronts with top panes, and the location of this building on the lot, all of which is proposed for retention and preservation in the proposed project. The dimension and setback of the wider vehicular bay, which is currently filled with a metal door, will be retained, and the solid aspect of the space will be maintained with use-appropriate horizontal metal siding and the relatively small addition of an offset, minimally sized pedestrian door and sidelight that accommodates access and new use, while maintaining the overall look and feel of a filled, recessed space. While the small rear side mass that houses the restrooms is an early, period-appropriate addition, its removal would not diminish the historic character of the building or property. Thus, the project as currently proposed is not in conflict with Standard 2.

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 addition of conjectural features to the service station is not proposed, and the minimal amount of modification necessary to support the new use will be sensitively achieved using features and materials that are in kind or period-appropriate, such as in the repair and restoration of the storefront windows, or compatible but modern such as the design approach at the vehicular bay. The new multi-family development on the balance of the lot, and related site improvements, takes design inspiration from the service station building without the use of conjecture but through modernly executed features and new materials that reference the service station and/or the architectural style, such as pilasters, brick, toplights, botanical themes, vertical emphasis, decorative reveals, and more. Thus, the proposed project ensures the ability of the property to continue to express the physical record of its time, place, and use and is not in conflict with Standard 3. See further discussion under Standard 9.

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

The rear shed-roof addition on the service station building is inappropriate, and its removal improves historic integrity. While distinctive for its period-appropriateness, the restrooms on the rear side elevation were added as an early afterthought and represent a common feature of the service station property type rather than a later design modification that reflected important new or sustained changes in patterns of development or design. Therefore, the added restrooms have not gained significance in their own right. The proposed project is not in conflict with Standard 4.

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

Distinctive features and materials include the use of brick, repeated bays separated by subtly detailed pilasters, parapet, and wood- and metal-framed storefronts with top panes, which are concentrated on the Market Street façade and side elevation facing the parking lot. These elements are intended to be preserved in a manner consistent with the Standards. Additionally, the distinctive qualities of the larger vehicular bay feature, which include the opening dimensions, inset, and solid fill, are retained in the proposed project. The full width and height of the opening as well as the inset are fully preserved. The horizontal metal siding fill material assists in maintaining its horizontal orientation and identity as formerly vehicular space and use, and the placement of the pedestrian door and sidelight is both offset and well short of the full height. As the fill material extends to the full width and height of the opening, the feature will continue to still read as a larger, solid-filled bay. Thus, the proposed project is consistent with Standard 5.

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.*

Based on the understanding of the current condition, the project anticipates the need for cleaning, repair, and restoration of extant historic features, as determined necessary, and does not propose the replacement of deteriorated or missing historic features. Thus, the proposed project is in keeping with Standard 6. Ongoing conditions assessment in the construction phase may ultimately require unplanned replacement of select deteriorated features or materials, which would require in kind replacement in terms of design, color, texture, and materials to ensure continued adherence with Standard 6. See Recommendations, below.

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.*

Anticipated chemical treatment includes removal of the paint covering the historic brick structure. Consultation with JMRC has led to the proposal of chemical stripper for the gentlest paint removal method followed by the application of a penetrating sealer to safeguard the integrity of the brick once paint has been removed. Physical treatment, including mortar repointing, if determined necessary after paint stripping, and the repair or restoration of the wood-framed windows on the Market Street façade and the steel-framed windows on the side elevation as well as the wood, shaped cornice, is intended to be undertaken with the gentlest means in order to achieve the proper repair to retain rather than replace these historic features and materials. Thus, as proposed, the project ensures adherence with Standard 7. See Recommendations, below.

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

The project area has been previously disturbed and fully developed. Archaeological resources are not known to exist within the project boundaries or expected to be encountered or affected by the proposed project. The Project Area has been identified in the City of Riverside General Plan as having an “unknown” level of archaeological sensitivity. As archaeological resources are not known or anticipated to be present due to

previous development and study, and the proposed project generally includes ground disturbance within areas previously disturbed by the construction of the former service station property, the proposed project does not appear to be in conflict with Standard 8. Please see Recommendations - Archaeological Considerations.

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 will 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.*

Attachment of the adjacent new residential building follows historic preservation guidelines. The rear elevation, which in the historic service station has already been altered, is the preferred location for any modifications to minimize visual intrusion and impacts to historic features and materials.

Exterior alteration of the historic service station at the historic vehicular bay is sensitively done to preserve the integrity of the historic features and materials while accommodating a new use on a constrained site:

- Approximately 3-foot of separation between the side elevation vehicular bay of the historic service station and the new lobby tower and the minimal attachment features allow the new construction to be removed in the future with little impact to this historic feature and materials.
- The clear glass wing wall and skylight roof maximize the perception of openness and separation, as well as visibility of the vehicular bay from Market Street.
- The lower attachment of the skylight roof allows the original parapet to extend above it, further contributing to visual continuity of the historic side elevation.
- The metal tongue-and-groove infill siding for the vehicular bay mimics a vehicular door and also contributes to cohesion with the new design, which uses the same material as accent cladding on the Market Street façade. The minimal pedestrian door and sidelight within the infill are also of modern materials, creating differentiation. Further, the minimal pedestrian entry is slightly inset, which allows the bay to still read as a vehicular entry as a whole.
- The brick-wrapped elevator at the first floor opposite the vehicular bay provides a warm, compatible feel within the lobby.

The new residential building, minimally attached to the rear of the service station, is best viewed and analyzed as related new construction. Design features and details take inspiration from the historic service station building and evidence a modernized, compatible nod to Art Deco stylistic expression without mimicry:

- Varied articulation avoids monolithic massing that would intimidate the smaller historic service station building while providing visual distinction, interest, and depth.
- Use of brick veneer cladding on first floor and for elevation accent. Where stucco cladding is used, a smooth stucco finish would be more compatible; however, a standard stucco finish provides differentiation.
- Flat roof with stepped cornice line and reimagined pilaster-like columns with inset detail provides linear and vertical emphasis
- Comprehensive fenestration patterns that provide visual continuity and both compatibility and differentiation. Windows on the first floor are historically patterned smaller versions with matching three top panes. The upper floor

windows are of period-appropriate function, including paired double-hung windows with divided top sash in matching multiples and triple casement sash with top panes, and a row of panes top balcony French doors.

- The top pane detail of windows is repeated in metal site fencing.
- Botanical themes used in metal perforated screens are prevalent in Art Deco style.
- The gated entry plaza focuses visual interest at the historic service station and engages it with the streetscape.
- Pleasing period-appropriate color palette that will both blend and contrast well with historic service station features and materials.

As the adjacent cultural resource, the Firestone building, exhibits similar architectural styling and detail, the new residential building design also achieves compatibility here. The already tall Firestone is not overshadowed by the height of the new development, and together, the proposed project contributes to the architectural cohesion of the block and reengages the long-vacant 1936 historic service station with the streetscape and community.

The immediate and nearby setting has been previously altered without effect to eligibility. The introduction of the residential development, which is in keeping with modern developments along Market Street, has less potential to impact character. The siting and design of the new adjacent residential development has ensured full view of the Market façade. A 10-foot setback along Market Street ensures a view of a portion of the side elevation from the corner of Market and 11th Streets, which increases closer to use of the historic building and is assisted by the location of an open plaza. Separating the residential building from the historic service station, even by three feet, along with the use of clear glass for wall and roof, allows for a continued view of the vehicular bay at the rear of the side elevation from a closer distance. Loss of partial view of this elevation from a distance does not appear to interfere with the elements that characterize this property.

The above analysis indicates adherence with Standard 9.

- 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 new residential development will be nearly entirely separate from the historic service station. The face of the side elevation at the vehicular bay is physically separated from the new residential lobby and elevator tower by approximately 3 feet with the only point of attachment a small glass wing wall and glass skylights. These light construction features require relatively light attachment methods along a minimal portion of the elevation that can be easily repaired in the future. The main point of attachment is along the rear elevation, where the added restrooms and inappropriate extension are currently extant. These modifications already removed or altered distinctive original features or materials if they ever existed in this less visible space. The future removal of the proposed new residential building cannot be expected to affect the essential form and integrity of the historic service station, allowing it to be in keeping with Standard 10.

As demonstrated through CEQA analysis of potential project impacts in the application of the Standards, the proposed project will not materially impair the 1936 former General Petroleum service station building as it will not be compromised in its ability to exhibit its character-defining features. As the proposed 11th and Market Project will not cause a substantial adverse change in the

significance of a historic resource, it will not have a significant effect on the environment or significant impacts under CEQA.

RECOMMENDATIONS

Key elements of the proposed project included in the analysis above ensure its compliance with the Standards and should be retained through the design review, entitlement, and permitting process. JMRC offers the following recommended Conditions of Approval for consideration by the City of Riverside to further safeguard, guide, or enhance compliance with the Standards:

1. The distinctive architectural features and materials on the Market Street façade and side elevation of the historic service station, including the brick, repeated bays separated by subtly detailed pilasters, parapet, historic entry, and wood- and metal-framed storefronts with top panes shall be preserved, with minimal cleaning, repair, and restoration, in a manner consistent with the Secretary of the Interior's Standards.
2. Should further conditions assessment or unexpected discoveries determine historic materials are irreparable, replacement of select deteriorated or missing historic features or materials shall be made in kind in terms of design, color, texture, and materials.
3. Treatment of historic materials shall use the gentlest means possible. Painted brick shall be chemically stripped and sealed, and physical repairs such as mortar repointing and the repair or restoration of windows, shaped cornice, or other features and materials shall be completed in accordance with the guidance of applicable National Park Service preservation briefs.
4. Brick used in the new residential building shall be compatible with, but differentiated from, the brick of the historic service station.
5. The plaza entry gates shall be inspired by the Art Deco style and may match the botanical motif used as accent in the new residential building.
6. A professional meeting the Secretary of the Interior's Qualifications as a Architectural Historian shall be retained to address any subsequent design revisions, as needed, as well as restoration oversight, means and methods, unexpected conditions, requests for information, submittals, and material selections in the Construction Phase.

Archaeological Considerations. The Project Area has been previously disturbed, and there are no known archaeological resources within the project boundaries. However, archaeological sensitivity is indicated as "Unknown" in the City of Riverside General Plan and ground disturbance always has the potential to unearth buried archaeological material. Therefore, procedures in the event of inadvertent finds during ground disturbance should be included as a condition of approval.

Please do not hesitate to contact me should you require clarification as I will prioritize further assistance to timely support City and Project goals.

Regards,



Jennifer Mermilliod, Principal, JMRC

Attachment A

11th and Market Project Conceptual Plans and Renderings

30 UNIT APARTMENTS
4135 MARKET STREET, RIVERSIDE, CA

CONCEPTUAL DESIGN
07/10/23



VIEW FROM MARKET AND 11TH



30 UNIT APARTMENTS
4135 MARKET STREET, RIVERSIDE, CA

CONCEPTUAL DESIGN
07/10/23



ENTRY PLAZA VIEW



30 UNIT APARTMENTS
4135 MARKET STREET, RIVERSIDE, CA

CONCEPTUAL DESIGN
07/10/23



BUILDING INTERFACE TO EXISTING



SET REVIEWED BY	DATE
APPROVED BY	DATE

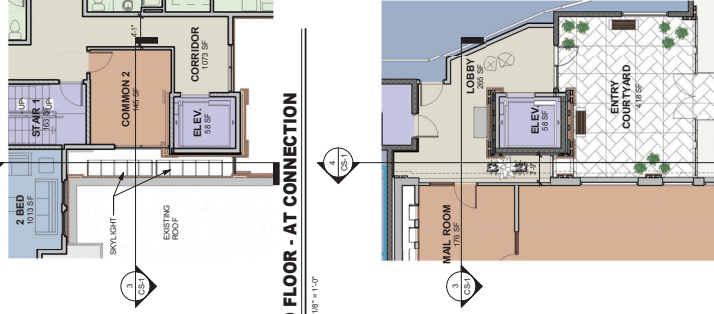
1 GROUND FLOOR - AT CONNECTION

SCALE: 1/8" = 1'-0"



2 2ND FLOOR - AT CONNECTION

SCALE: 1/8" = 1'-0"



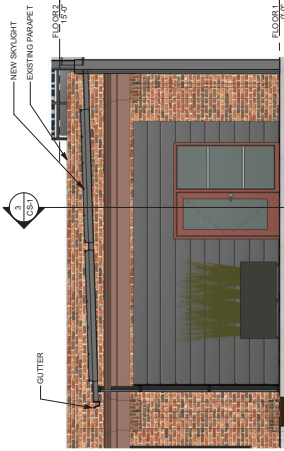
3 CROSS SECTION A

SCALE: 1/8" = 1'-0"



4 CROSS SECTION B

SCALE: 1/8" = 1'-0"





931-742-7179

7700 AVENUE 251ST
RIVERSIDE, CA 92504

www.designgroup.com

MADE IN THE USA

APPLICANT:

ENNABE PROPERTIES, INC.
11310 VALLEY BLVD.
EL MONTE, CA 91731
LINDA ENNABE
213-589-2125

PROJECT:

30 UNIT APARTMENTS
4135 MARKET STREET,
RIVERSIDE, CA

1ST FLOOR PLAN

DATE: 7/10/2023
JOB #: 202073

DR-2.1

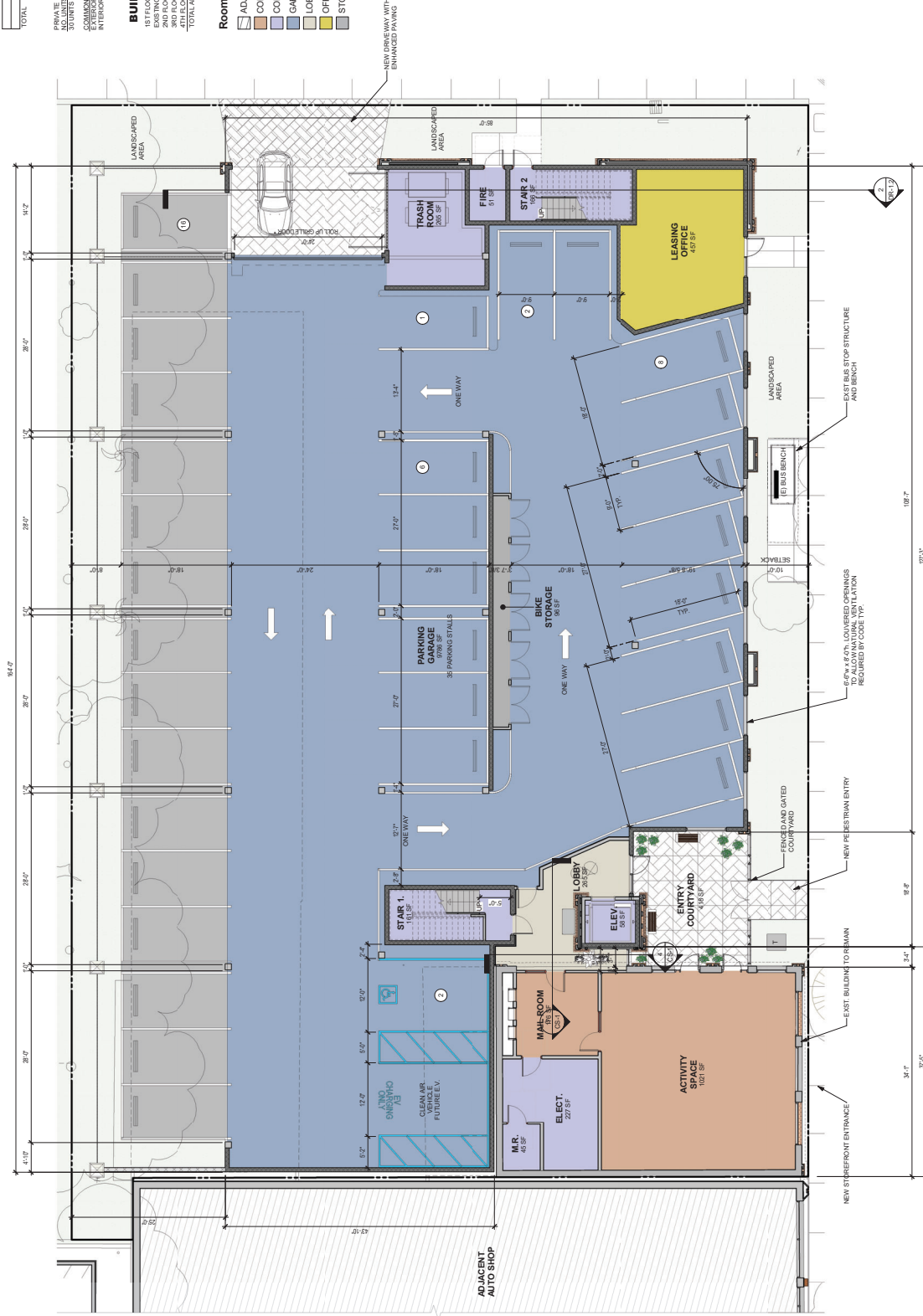
UNIT TALLY		
FLOOR	UNIT TYPE	UNIT AREA
FLOOR 2	1 BED	694 SF
FLOOR 3	1 BED	710 SF
FLOOR 3	2 BED	894 SF
FLOOR 4	1 BED	693 SF
FLOOR 4	2 BED	883 SF
FLOOR 4	3 BED	1003 SF
TOTAL		2853 SF

	REQ'D	PROV'D	DIFF.
ADJUTANTS	3000 SF	1300 SF	2243 SF
ADJUTANT COMMON SPACE	418 SF		418 SF
INTERIOR COMMON SPACE	1840 SF		1840 SF

BUILDING AREA	
1ST FLOOR	11908 SF
EMERGENCY BLDG.	1702 SF
1ST FLOOR	1043 SF
2ND FLOOR	11147 SF
4TH FLOOR	11183 SF
TOTAL AREA	49972 SF

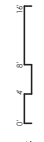
Room Legend

- ADJACENT
- COMMUNITY
- CORE
- GARAGE
- LOBBY
- OFFICE
- STORAGE



GROUND FLOOR - CONCEPTUAL FLOOR PLAN

SCALE: 1/8" = 1'-0"





951.743.7179

3100 GARDEN STREET
RIVERSIDE, CA 92504
www.designgroup.com

MADE IN THE USA

APPLICANT:

ENNABE PROPERTIES, INC.
11310 VALLEY BLVD.
EL MONTE, CA 91731
LINDA ENNABE
213-882-2125

PROJECT:

30 UNIT APARTMENTS
4135 MARKET STREET,
RIVERSIDE, CA

BUILDING
ELEVATIONS

DATE: 7/10/2023
JOB #: 202073
© 2023 THE DESIGN GROUP, INC.
ALL RIGHTS RESERVED

DR-3.0



EAST ELEVATION

SCALE: 3/32" = 1'-0"



SOUTH ELEVATION

SCALE: 3/32" = 1'-0"



NORTH ELEVATION

SCALE: 3/32" = 1'-0"



WEST ELEVATION

SCALE: 3/32" = 1'-0"

Attachment B

Professional Resume



Jennifer Mermilliod, M.A.

JM Research & Consulting

4049 Almond Street, Suite 201

Riverside, CA 92501

951-233-6897

jennifer@jmrc.biz

Statement of Qualifications & Expertise

Jennifer Mermilliod, M.A., Principal Historian/Architectural Historian exceeds the Secretary of the Interior's Professional Qualifications Standards for History and Architectural History.

*Project Design, Entitlement & Consultation
Regulatory Compliance – Section 106 & CEQA
Survey, Evaluation & Context Development
Design Review, Case Planning, & Plan Check*

*Historic Preservation Planning, Policy & Programs
Cultural Resources Treatment & Management
National Register, California Register, & Local Registration
Presentation, Public Relations, & Outreach*

Education

UC, Riverside, M.A., History, specialization in Historic Preservation, 2001

UC, Riverside, B.A., History, 2000

Professional Experience

Cultural Resources/Historic Consultant, JM Research & Consulting, since 2001

Reviewing Official under SHPO MOU, March Joint Powers Authority, since 2012

Contract City Architectural Historian on City Architect Team, City of San Gabriel, since 2021

Qualified Historic Preservation Reviewer for FEMA Seismic Grant Fund Projects, City of West Hollywood, since 2022

Historic Consultant and On-film Historian, HGTV & DIY Network, Restored Show, Seasons 1-7, since 2016

Contract Historic Preservation Senior Planner, City of Riverside, 2016-2020

Selected Projects

Preservation Planning, Policy & Programs

City of Colton Cultural Resources Element & Historic Preservation Ordinance Updates, SWCA, 2022 (in progress)

Landmark Nomination, 4409 Houghton Avenue, Riverside, 2022 (in progress)

National Register Nomination: Trujillo Adobe, Spanish Town Heritage Foundation, 2022 (in progress)

Peer Review, Jenkins Building Evaluation, City of Riverside, 2022

Whittier City Hall East Wing Rehabilitation & Preservation Plan, City of Whittier 2022

Riverside Military Wall of Honor Redesign, City Hall Plaza, Riverside, 2021-2022

Determination of Eligibility, 550 E. Chapman Avenue, Orange, 2021

Mission Heritage Plaza Substantial Compliance Analysis, Wakeland Housing & Development, Riverside, 2020

National Register Nomination: Evergreen Cemetery, Riverside, 2020-2022

Rafferty Project Feasibility Study, Forensic Investigation, & Restoration Oversight, Toll Brothers, Santa Ana, 2020-2022

Covina Bowl Project Management, Covina, 2019-2022

National Register Nomination: Bumann Ranch, Encinitas, 2020

San Jacinto General Plan Update, City of San Jacinto, 2019

Landmark Nomination: Bigelow's Bungalow, Riverside, 2018

Historic Interpretive Entry Design & Plaque: Marywood Retreat Center, Orange, 2017

San Jacinto Downtown Specific Plan, City of San Jacinto, 2017

National Register Nomination: Jefferson Elementary School, Corona, 2017

Citywide Streetlight LED Conversion Project, City of Riverside, 2017

City of Riverside North Park Pergola Collapse – Salvage & Documentation Program, City of Riverside, 2017

Landmark Plaque: The Patsy O'Toole House, Riverside, 2016

Landmark Plaque: The Nielson Pool House, Riverside, 2016

Landmark Nomination and Plaque: Camp Anza Officers Club, Riverside, 2016

History Room Design & Interpretive Display: Camp Anza Officers Club, Riverside, 2016

City of Redlands Certified Local Government Program Development, 2015

Chicago/Linden Strategic Plan, City of Riverside, 2013

National Register Nomination: Huntington Beach Public Library on Triangle Park, Huntington Beach, 2013

California Baptist University Specific Plan, Riverside, 2012

Landmark Nomination and Plaque: The Walter C. Banks Residence, Riverside, 2012

Historic District Nomination: Segment of State Route 18, Corona, 2012

Landmark Nomination and Plaque: The A.C.E. Hawthorne House and Tree, Riverside, 2012

National Register Nomination: Grand Boulevard, Corona, 2011
California Register Nomination: The Jackson Building, Riverside, 2009
Landmark Nomination and Plaque: The Jackson Building, Riverside, 2008
California Point of Historical Resources Nomination: Camarillo Ranch House, Camarillo, 2005
National Register Multiple Property Nomination: Architecture of the Arts and Crafts Movement, Pasadena, 2004
Structure of Merit Nomination: House at 3855-59 11th Street, Riverside, 2003
National Register Nomination: Camarillo Ranch House, Camarillo, 2003

CEQA Compliance

Barton Road Project HRA, Grand Terrace, EPD Solutions, 2022 (in progress)
Water & Murietta Perris Project HRA, Perris, EPD Solutions, 2022 (in progress)
Markham Perris Project HRA Initial Scoping, Perris, EPD Solutions, 2022
Oakmont Industrial Project HRA, Fontana, EPD Solutions, 2022
12300 Lakeland Road Project HRA, Santa Fe Springs, EPD Solutions, 2022
Recreation Village Project, Covina, EPD Solutions, 2021
NWC Clinton Keith & Wildomar Trail Project HRA, Wildomar, EPD Solutions, 2021
Valley and Oak Project HRA, El Monte, EPD Solutions, 2021
Santa Ana and Calabash Avenues Project HRA, Fontana, EPD Solutions, 2021
Slover/Alder Avenue Development Project HRA, Bloomington, EPD Solutions, 2021
Magnolia Presbyterian Sanctuary Rebuild Project SOIS Analysis, Riverside, 2021
Wood & Lurin Project HRA, Riverside, EPD Solutions 2021
Great Scott Project HRA, Lake Forest, EPD Solutions, 2021
Vita Pakt, Trumark Homes, Covina, 2021
Covina Bowl, Covina, 2020
March Field Historic District WMWD Water Utility Line Replacement, March JPA, 2019-2022
La Atalaya, Altura Credit Union Member House, Riverside, 2019
Entrada, Wakeland Housing & Development, Riverside, 2019
Main Library, City of Riverside, 2018
Redlands YMCA Properties, Redlands, 2017
Marywood Retreat Center, Orange, 2013-2017
Mission Inn La Trattoria Pergola & Wine Tasting Room, Riverside, 2016
Rhunau, Rhunau, Clark Building, Riverside, 2016
Arlington Plaza, Riverside, 2016
Mission Lofts, Riverside, 2015
Lakeside Temescal Valley Project Lake Corona, Corona, CA
Harris Farm Townhomes, Riverside, 2015
Dhammakaya Retreat, Azusa, 2013
Riverside Plaza Harris' Department Store, Riverside, 2012
Old Town Plaza, San Jacinto, 2011
Pfennighausen Ranch, Pedley, County of Riverside, 2010
March Field Historic District Garage Building #113, March Joint Powers Authority, 2009
Five Points Realignment, City of Riverside, 2008
Fox Block, City of Riverside, 2007

Section 106 & CEQA Compliance

Prado Dam & Reservoir Improvement Project, Santa Ana River, 2017-present
Home Front at Camp Anza - Camp Anza Officers Club, City of Riverside, 2013-2017
HRER, Colton Undergrade & C Street Crossing Seismic Retrofit Projects, City of Colton, Caltrans District 8, 2014
HPSR & FOE, University Avenue Streetscape Project, City of Riverside, Caltrans District 8, 2005
HPSR & FOE, Victoria Avenue Streetscape & Parkway Restoration Project, City of Riverside, Caltrans District 8, 2004
HPSR, Jurupa Avenue Underpass / Mountain Avenue Crossing Closure Project, City of Riverside, Caltrans District 8, 2001

Section 106 Compliance

FEMA Seismic Retrofit Grant Projects, West Hollywood, 2022
Entrada, Wakeland Housing & Development, Riverside, 2019
Mission Heritage Plaza & Civil Rights Museum, Wakeland Housing & Development, Riverside, 2017
HPSR, Inglewood Avenue Corridor Widening Project, City of Lawndale, Caltrans District 7, 2013
Van Buren Improvement Project, March Joint Powers Authority, County of Riverside, EDA, 2013
Wattstar Cinema and Education, Los Angeles, 2010
County of San Bernardino Lead Abatement Program, Highland, Redlands, & San Bernardino, 2003

Professional Activities

Publications

The Camp Anza Officers Club: Supporting Mobilization and Morale During World War II. Riverside Historical Society Journal, Issue Pending 2022.

The New Home Company Announces Marywood Hills, a Historic Collection of Luxury Residences with Unobstructed Views of the City of Orange. Press Release co-authored for immediate by The New Home Company. April 2018.

The Grandest Boulevard. Riverside County Historical Commission and the Riverside County Regional Park and Open-Space District, *The Riverside County Chronicles*, Issue No. 5. Fall 2011.

Riverside Project Wins Governor's Award for Historic Preservation: 'Home Front at Camp Anza' Brings New Life to Old Officers Club. Press Release authored for immediate release by City of Riverside. October 4, 2016.

Historic Resources Inventory Database Web site: Instructions for Online Navigation. Historic Resources Database Web site User's Manual prepared for the City of Riverside. September 2002.

Historic Resources Inventory: Instructions for Recording and Viewing. Historic Resources Database User's Manual prepared for the City of Riverside. September 2001.

Awards

California Preservation Foundation Award – Latino Context, City of Riverside. 2019.

Governor's Award for Historic Preservation – Homefront at Camp Anza. 2016.

California Preservation Foundation Best Restoration Award – Homefront at Camp Anza. 2017.

IE Economic Partnership Award for Best Real Estate Development and Reuse – Homefront at Camp Anza. 2016.

Golden Nugget Award - Best Renovated, Restored, Adaptive Re-Use Residential Project – Homefront at Camp Anza. 2016.

Golden Nugget Award -Best Affordable Housing Community Under 30du/acre – Homefront at Camp Anza. 2016.

Presentations, Speaking Engagements, and Instruction

Civil Rights Walk Eliza Tibbets Statue Film Presentation. City of Riverside Main Street Pedestrian Mall. 2021

City of Riverside Cultural Heritage Board Continuing Education Program. 2021

Session I. Cultural Heritage Board 101. May 19, 2021.

Session II. Secretary of the Interior Standards, June 16, 2021.

Session III. Certified Local Government Program, July 21, 2021.

Creating Space for Women: Julia Morgan, Architect, and the Riverside YWCA. Women In Tandem (WIT). COVID HOLD.

The History of the Automobile in Riverside, Riverside Historical Society Four-Part Lecture Series. 2018-2021.

Part 1. The Automobile Comes to Town: The Birth of the Automobile Industry in Riverside, 1902-1913. October 7, 2018.

Part 2. From Agriculture to Automobile: The Internalization of a New Economy, 1913-1928. June 2, 2019.

Part 3. The Automobile Unscathed: Navigating a Path through Depression and Wartime, 1929-1945. April 11, 2021.

Part 4. TBD 2022

Historic Preservation: The Field of Public History. Notre Dame High School Career Day. September 2018.

Historic Preservation: The Field of Public History. Riverside East Rotary Club. July 2018.

Historic Preservation: The Field of Public History. Riverside Uptown Kiwanis. December 2017.

Architecture: Form, Function, and Ornamentation. Architecture Series. Diocese of San Bernardino, OLPH. October 2011.

How to Research Your Historic Home. City of Riverside Public Workshop. October 2010.

Riverside's Hidden Histories: The Gems Among Us – Nava Tires. Mission Inn Foundation and Museum. June 17, 2010.

The Art of the Survey. Riverside County Historical Commission 5th Annual Symposium. October 26, 2007.

The Field of Public History. California State University, Fullerton. Dr. Wendy Elliott Scheinberg. November 14, 2006.

Arlington Heights, the Realization and Preservation of a California Dream. CPF Conference. May 14, 2005.

How to Research Your Historic Home. Riverside County Historical Commission History Workshop. April 16, 2004.

Affiliations & Service

National Trust for Historic Preservation, General Member #58551599.

California Preservation Foundation, General Member #21244.

Old Riverside Foundation, General Member; Board of Directors (2003-2005) – facilitated mission advancement through planning and direction of annual home tour, awards program, facilities maintenance, and historic preservation advocacy.

Riverside Historic Society, Lifetime Member