



HISTORIC BUILT ENVIRONMENT ASSESSMENT FOR THE 8001 AUTO CENTER DRIVE BUILDING PROJECT, CITY OF RIVERSIDE, RIVERSIDE COUNTY, CALIFORNIA

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SUMMARY OF FINDINGS

The purpose of this study is to determine the potential impacts to historic resources resulting from the Auto Center Drive Building Project (Project), City of Riverside, Riverside County, California. The City of Riverside is the lead agency.

The Project area is located at 8001 Auto Center Drive in the City of Riverside, Riverside County, California. The Project area currently consists of three buildings: the current/modern showroom, service garage, and the original Helgeson Buick showroom which is a single auto center showroom built in 1965. The Project involves demolishing the existing showroom building at 8001 Auto Center Drive to make way for future development.

Cogstone Resource Management (Cogstone) requested a search of the California Historical Resources Information System (CHRIS) from the Eastern Information Center (EIC) located at University of California Riverside on June 16, 2023 which included the entire proposed Project area as well as a half-mile radius. Results of the record search indicate that one previous study has been completed within the Project area while an additional two studies have been completed previously within a half-mile radius of the Project area. According to the EIC record search results, no cultural resources have been recorded within the Project area. Outside of the Project area a total of 24 cultural resources have been previously documented within the half-mile search radius from the Project area. These consist of five cultural resources within a quarter-mile of the Project area and 19 cultural resources with a quarter- to half-mile radius of the Project area.

During consultations with the City of Riverside Historic Preservation Division, a site record for the Helgeson Buick showroom was provided. The showroom was recorded and evaluated for historic significance by Historic Resources Group in 2013. Historic Resource Group recommended this building eligible for listing in the California Register of Historical Resources (CRHR) at the local level as a local landmark as “a good example of a Mid-Century Modern/International Style automobile showroom in Riverside.”

Cogstone completed a survey and re-evaluation of the showroom and concludes that there appears to be no overall adverse impact to the building’s integrity of exterior materials, design, workmanship, association, location, setting, and feeling as compared to the building’s recording in 2013. Therefore, Cogstone recommends this building retains its eligibility for listing in the CRHR under Criterion 3, it embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.

The results of this study find that this resource is considered historically significant. The Project proposes to demolish the Helgeson Buick showroom which will result in the total loss of this resource. Therefore, three options regarding future treatment of the building are provided to provide mitigation of the Project’s negative impact to a historic resource. First, is to preserve the historic building (Option 1: Preservation); second, is to repurpose the building for new use (Option 2: Rehabilitation and Adaptive Reuse); or three, thoroughly document the resource in a Historic American Building Survey (HABS)-like report prior to demolition (Option 3: Demolition and Mitigation).

Option 1: Preservation

According to the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings*, Preservation is defined as:

“...the act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a preservation project. However, new exterior additions are not within the scope of this treatment. The Standards for Preservation require retention of the greatest amount of historic fabric along with the building's historic form.” (Grimmer 2017)

Option 2: Rehabilitation and Adaptive Reuse

According to the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings*, 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. The Rehabilitation Standards acknowledge the need to alter or add to a historic building to meet continuing or new uses while retaining the building's historic character.” (Grimmer 2017)

Option 3: Demolition and Mitigation

The Project requires that this buildings be demolished. Therefore, Cogstone's mitigation measures recommend that, prior to demolition, the Helgeson Buick showroom be thoroughly recorded in a Historic American Building Survey (HABS)-like report and a permanent interpretative display of the history of the Riverside Helgeson Buick dealership (including the showroom's historic context within the Riverside Auto Center and its local significance as an architectural style within the City) be installed on site. A copy of the HABS-like report is to be kept on file at the City of Riverside.

INTRODUCTION

PURPOSE OF STUDY

The purpose of this study is to determine the potential impacts to historic resources resulting from the Auto Center Drive Building Project (Project), City of Riverside, Riverside County, California (Figure 1). The City of Riverside is the lead agency.

PROJECT LOCATION AND DESCRIPTION

The Project area is located at 8001 Auto Center Drive in the City of Riverside, Riverside County, California (Figures 2 and 3). The Project area currently consists of three buildings: the current/modern showroom, service garage, and the original Helgeson Buick showroom which is a single auto center showroom built in 1965. The Project involves demolishing the Helgeson Buick showroom building at 8001 Auto Center Drive to make way for future development.

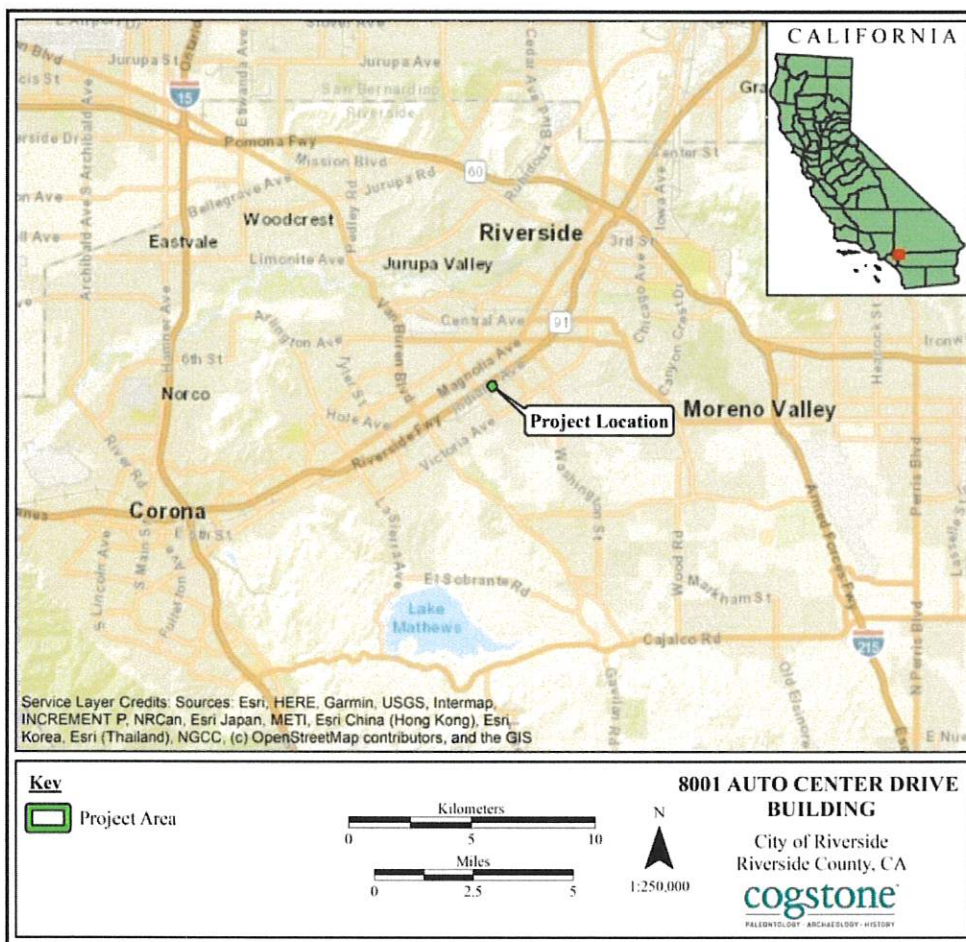


Figure 1. Project vicinity map

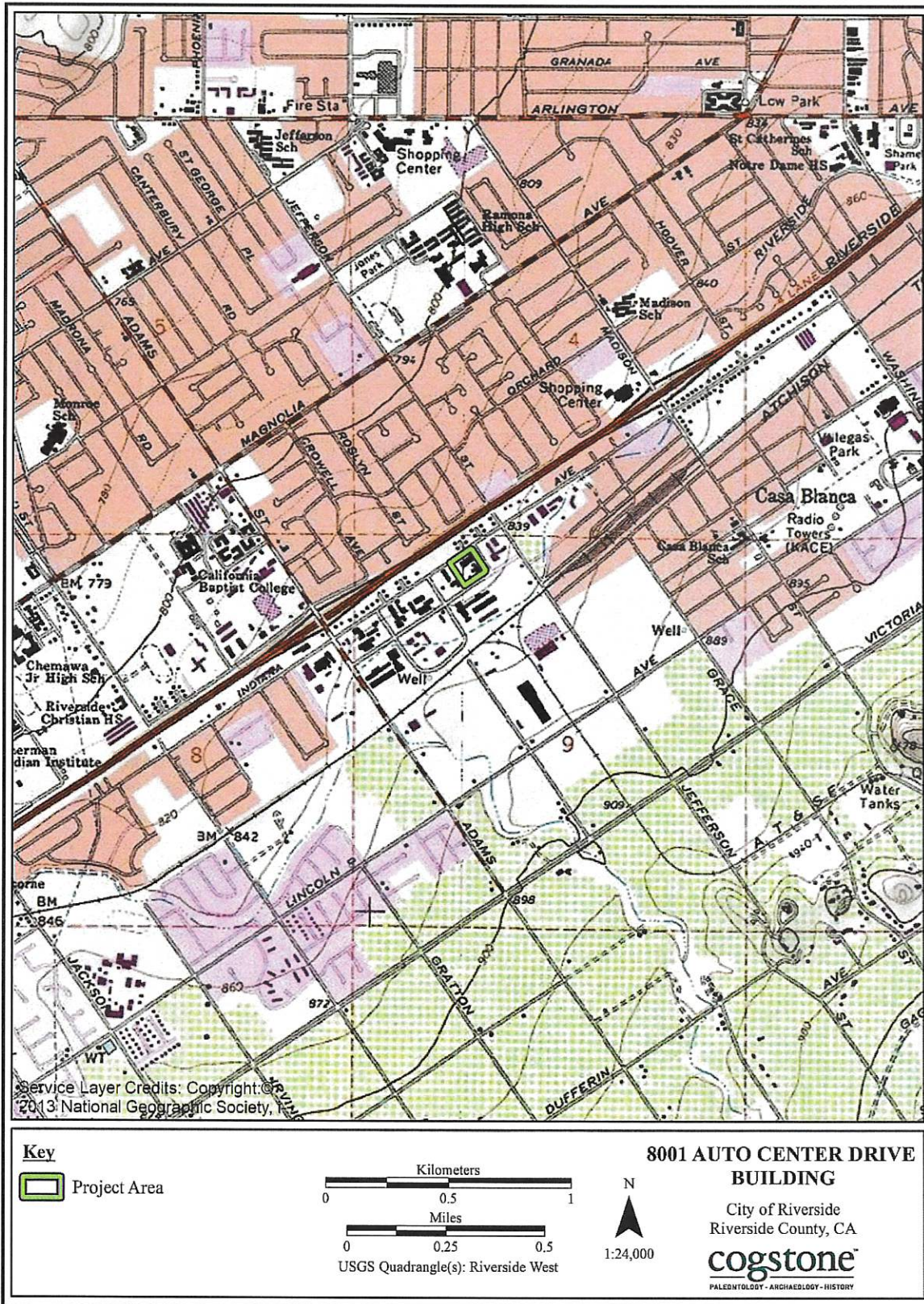


Figure 2. Project location

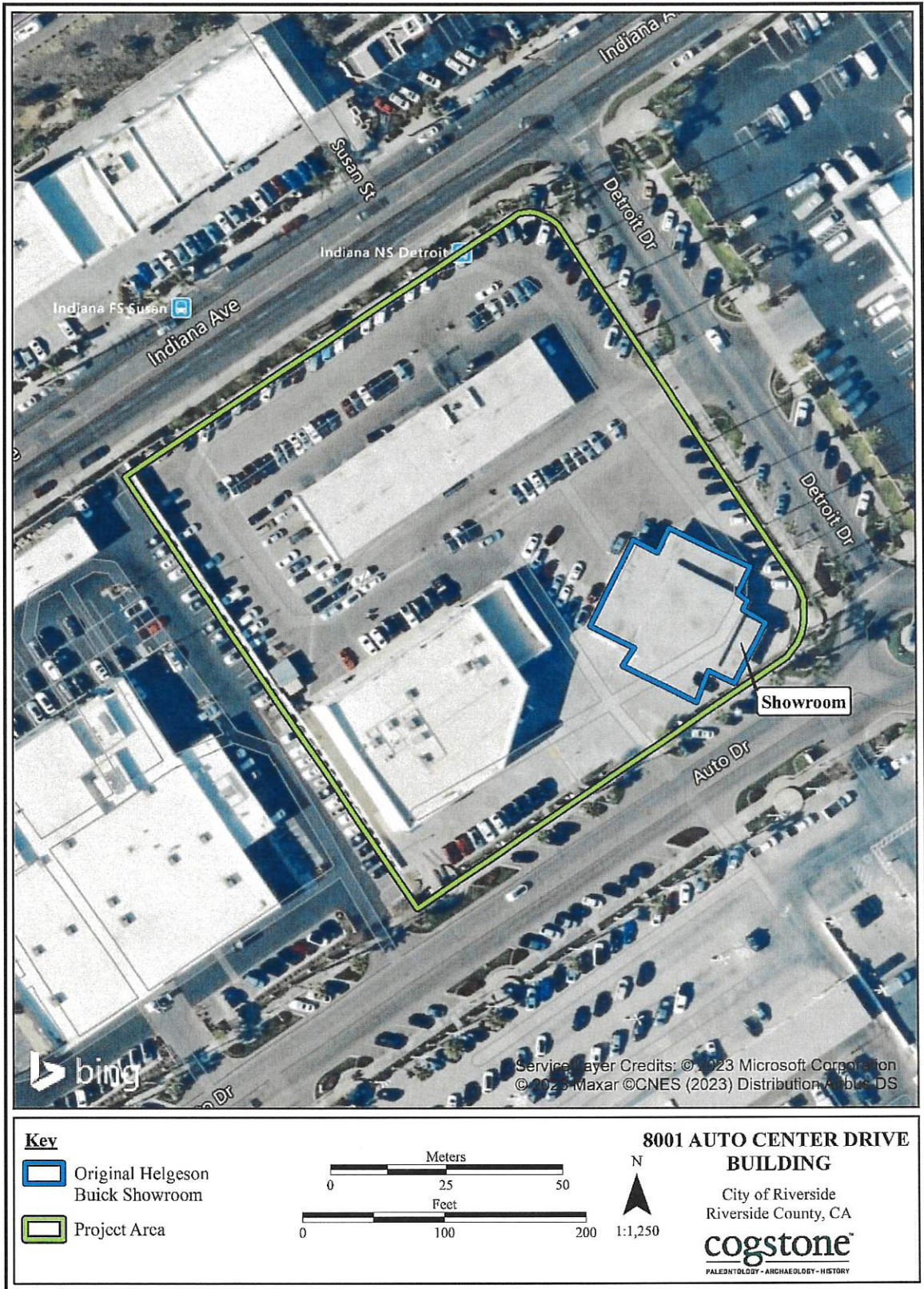


Figure 3. Aerial photograph

PROJECT PERSONNEL

Cogstone Resource Management (Cogstone) conducted the cultural study and authored this report. Resumes of key personnel are provided in Appendix A.

- Molly Valasik served as the QA/QC for this Project. Ms. Valasik has an M.A. in Anthropology from Kent State University in Ohio and over 14 years of experience in southern California archaeology.
- Shannon Lopez served as Architectural Historian. Ms. Lopez conducted outreach to the local historical societies, evaluated built environment for historic significance, and drafted a majority of this report. Ms. Lopez has an M.A. in History (emphasis in Architecture) from California State University (CSU), Fullerton and over five years of experience in architectural history research and reporting.
- Logan Freeberg conducted the archaeological record searches and prepared the maps for the report. Mr. Freeberg has a certificate in Geographic Information Systems (GIS) from CSU Fullerton and a B.A. in Anthropology from the University of California, Santa Barbara and has more than 20 years of experience in southern California archaeology.

REGULATORY ENVIRONMENT

STATE LAWS AND REGULATIONS

CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA states that: It is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required are intended to assist public agencies in systematically identifying both the significant effects of proposed project and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects.

CEQA declares that it is state policy to: "take all action necessary to provide the people of this state with...historic environmental qualities." It further states that public or private projects financed or approved by the state are subject to environmental review by the state. All such projects, unless entitled to an exemption, may proceed only after this requirement has been satisfied. CEQA requires detailed studies that analyze the environmental effects of a proposed project. In the event that a project is determined to have a potential significant environmental effect, the act requires that alternative plans and mitigation measures be considered.

TRIBAL CULTURAL RESOURCES

As of 2015, CEQA established that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (Pub. Resources Code, § 21084.2). In order to be considered a "tribal cultural resource," a resource must be either:

- (1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or
- (2) a resource that the lead agency chooses, in its discretion, to treat as a tribal cultural resource.

To help determine whether a project may have such an effect, the lead agency must consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact. Public Resources Code §20184.3 (b)(2) provides examples of mitigation measures that lead agencies may consider to avoid or minimize impacts to tribal cultural resources.

PUBLIC RESOURCES CODE

Section 5097.5: No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands (lands under state, county, city, district or public authority jurisdiction, or the jurisdiction of a public corporation), except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor. As used in this section, "public lands" means lands owned by, or under the jurisdiction of, the state, or any city, county, district, authority, or public corporation, or any agency thereof.

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register of Historical Resources (CRHR) is a listing of all properties considered to be significant historical resources in the state. The California Register includes all properties listed or determined eligible for listing on the National Register, including properties evaluated under Section 106, and State Historical Landmarks No. 770 and above. The California Register statute specifically provides that historical resources listed, determined eligible for listing on the California Register by the State Historical Resources Commission, or resources that meet the California Register criteria are resources which must be given consideration under CEQA (see above). Other resources, such as resources listed on local registers of historic resources or in local surveys, may be listed if they are determined by the State Historic Resources Commission to be significant in accordance with criteria and procedures to be adopted by the Commission and are nominated; their listing in the California Register is not automatic.

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

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

In addition to having significance, resources must have integrity for the period of significance. The period of significance is the date or span of time within which significant events transpired, or significant individuals made their important contributions. Integrity is the authenticity of a historical resource's physical identity as evidenced by the survival of characteristics or historic fabric that existed during the resource's period of significance.

Alterations to a resource or changes in its use over time may have historical, cultural, or architectural significance. Simply, resources must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register, if, under Criterion 4, it maintains the potential to yield significant scientific or historical information or specific data.

NATIVE AMERICAN HUMAN REMAINS

Sites that may contain human remains important to Native Americans must be identified and treated in a sensitive manner, consistent with state law (i.e., Health and Safety Code §7050.5 and Public Resources Code §5097.98), as reviewed below:

In the event that human remains are encountered during project development and in accordance with the Health and Safety Code Section 7050.5, the County Coroner must be notified if potentially human bone is discovered. The Coroner will then determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) by phone within 24 hours, in accordance with Public Resources Code Section 5097.98. The NAHC will then designate a Most Likely Descendant (MLD) with respect to the human remains. The MLD then has the opportunity to recommend to the property owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and associated grave goods.

CALIFORNIA ADMINISTRATIVE CODE, TITLE 14, SECTION 4307

This section states that “No person shall remove, injure, deface or destroy any object of paleontological, archeological or historical interest or value.”

BACKGROUND

HISTORIC SETTING

SPANISH PERIOD (1769-1822)

The earliest explorations of California occurred in 1542, when Juan Rodríguez Cabrillo and his party landed near Point Loma. Cabrillo had been tasked by the Spanish monarch with exploration of the western United States interior. Interaction with the native population was initiated, but intensive exploration and colonization of California by Spain did not occur until the 1700s.

In 1769, the Spanish developed plans to build three towns and four presidios (forts) along the California coastline stretching from San Diego northward to Monterey. The town sites, established between 1777 and 1797, included present-day Los Angeles, San Jose, and a small town near Santa Cruz named Branciforte. The presidios were established at San Diego, Santa Barbara, Monterey, and San Francisco. Under Spain, the borderlands were colonized as defenses against the intrusion of the English, French, Dutch, and Russians, with the Manila trade an important item for protection in California. They were held by two typical institutions: the mission and the presidio (Bolton 1913, 1921, 1930 as cited in Aviña 1976).

Mission San Gabriel was founded in 1771 and was the fourth of 21 Franciscan missions built in California. The goals of the missions were tri-fold: they established a Spanish presence on the west coast, provided a way to Christianize native peoples, and served to exploit native population as laborers. The mission system severely disrupted the Native socio-political structure, especially those living in close proximity (Loumala 1978:595).

Arrival of the Franciscan missionaries during the Spanish period resulted in far-reaching alterations in Native American lifeways. These shifts included high mortality rates and social changes due to the introduction of European diseases and customs (e.g., European farming methods; Dobyns 1983; Walker and Hudson 1989). Due to the high mortality rates, many Native American villages were abandoned, with inhabitants fleeing to the missions:

“As the Native Americans watched the Europeans remain healthy during the epidemics, they began to view disease as a form of divine punishment for human transgressions” (Dobyns 1983). “Believing that the Christian God held a power greater than their own, the Natives willingly joined the Spanish missions.”
(Rushing 1995:15)

The Native population decreased as a consequence of a series of epidemics, and their traditional lifestyle was severely altered as neophytes were converted to Christianity and forced to work for the mission.

In 1830, the San Bernardino Asistencia, a satellite rancho associated with Mission San Gabriel, was established (California Office of Historic Preservation n.d.). Located in what is now Redlands, California, approximately 25 miles east of the Project area, this complex was the easternmost outpost of the Mission San Gabriel. Its lands were used for cattle grazing and as a place to round up the Cahuilla and Serrano as labor.

Mexican Period (1822-1847)

After Mexico gained independence from Spain in 1821, major efforts were taken by the Mexican government to establish reliable land routes throughout Alta California. In the 1820s, a group of soldiers was dispatched from Sonora to do just that. The group documented new routes through San Diego County, Riverside County, through Mission San Gabriel and up to the pueblo of Los Angeles. In the early days, this route through Southern California was known as “El Camino Real” and would later be known as Sonora Road, the Colorado Road, and the Los Angeles to Yuma Road (Lech 2012).

New settlers purchased land and built their homes along the road which doubled as way stations for travelers. In 1826, the Mexican government declared that Sonora Road would serve as the official mail route between Mexico and California. In the hopes of staving off encroachment by the ever expanding United States, the Mexican government was eager to entice its own settlers to travel north and populate California. However, this proved difficult as the best land in the region was already claimed by the numerous missions located there. As a response, in 1826, California Governor Jose Maria Echeandia announced a plan to secularize the missions and use the inhabitants to establish Native American village settlements. The same year, Governor Echeandia authorized a partial emancipation decree which allowed some “Mission Indians” to leave their missions and find work for Hispanic settlers. The partial emancipation policy began in the Monterey district and then later implemented elsewhere (Milliken et al. 2009).

In 1833, the southern Mission Prefect Narciso Duran wrote of the contrast of the quality of life of the natives that remained at the mission versus who were “emancipated” and worked in the pueblo of Los Angeles:

“I have seen with the greatest amazement that [the Indians who dwell in the pueblo of Los Angeles] . . . live far more wretched and oppressed than those in the missions. There is not one who has a garden of his own, or a yoke of oxen, a horse, or a house fit for a rational being. The equality with the white people, which is preached to them, consists in this, that these Indians are subject to a white *comisionado*, and are the only ones who do the menial work . . . All in reality are slaves, or servants of white men who know well the manner of securing their services by binding them a whole year for an advanced trifle . . . The benevolent ideas of the Government will never be realized, because the Indian

evinces no other ambition than to possess a little more savage license, even though it involved a thousand oppressions of servitude” (Milliken et al. 2009).

Following years of intense debate, the mission lands were secularized under the Secularization Act of 1833 and large portions of land reverted to the governor to parcel out as he saw fit. From 1834 to the end of the Mexican Period in 1946, approximately seven hundred land grants (ranchos) were issued to Mexican citizen (Lech 2012).

AMERICAN PERIOD (1848-PRESENT)

The Mexican-American war followed on the heels of the Bear Flag Revolt of June 1846 (Ohles 1997). General Andrés Pico and John C. Frémont signed the Articles of Capitulation in December 1847, and with the signing of the Treaty of Guadalupe Hidalgo in February 1848, hostilities ended and Mexico relinquished California to the United States. Under the treaty, Mexico ceded the lands of present-day California, Arizona, New Mexico and Texas to the United States for \$15 million (Fogelson 1993:10). Within two years following the treaty, California applied for admission as a state.

Following vast territorial gains, a flood of American, European, and Asian settlers moved west. With the discovery of gold in California in 1849, by the following year, 100,000 settlers, all seeking gold, descended on California. Due to a lack of governmental authority and oversight, there was widespread killing of natives and kidnapping of native children by miners (Castillo 2022).

In 1851, the State of California in conjunction with two senators in the United States Senate overturned multiple treaties that had been previously negotiated and signed by the Native Americans of California. As a result, until the 1870s, local tribes had no legal standing with the government until a presidential executive order was signed which established reservations for multiple tribes.

CITY OF RIVERSIDE

The Project is located within the City of Riverside. Riverside was founded by John W. North in 1870 as a colony of “intelligent, industrious and enterprising” people. That same year, the colony began digging an irrigation canal (now known as the Riverside Canal) from the Santa Ana River to their fields. By 1872 Riverside had planted fields and constructed homes, stores, churches, a schoolhouse, and stagecoach connections. The citrus industry began in 1873 when Eliza Tibbets, one of the original settlers, received two seedless navel orange trees from the Department of Agriculture in Washington D.C. (City of Riverside 2015). The citrus trees were well suited for Riverside’s climate and prospered. The success of the citrus trees established the citrus industry in the City of Riverside. In 1882 almost half of all the orchard trees in California were in Riverside and the new railroad was used to transport produce. On October 11, 1883, the City of Riverside was incorporated. By the 1890s Riverside was the wealthiest city per capita in

California (Robinson 1957). Further evidence of Riverside's prosperity is found in the Mission Inn which was built in 1876 as a small guest hotel and later expanded in 1882 and the early 1900s. Now a historic landmark and included in the National Register of Historic Places, the Mission Inn was frequented by many wealthy easterners, Europeans, and even United States Presidents (Brown 1985).

The citrus industry continued its prominence until the late 1940s when citrus diseases killed large numbers of trees, decimating productivity. Many growers sold their orchards to land developers when they were unable to pay their taxes. The residential development was fueled both by Federal Housing Authority stimuli and a surge in immigration to the region. By the 1950s, the population of Riverside had doubled. This trend has continued due to construction of Interstate 10 in the 1950s and State Route 60 in the 1960s, which improved transportation of both people and goods. Relatively low-cost housing has attracted many home buyers in spite of long commutes to work (Patterson 2015).

RIVERSIDE AUTO CENTER

On November 12-14, 1965, a grand dedication ceremony celebrated the opening of the Riverside Auto Center near downtown Riverside. Hailed as the first of its kind in the United States, the complex included a coalition of the seven largest car dealerships on a single site spanning 55 acres; the valuation at the time of its opening was estimated at \$15,000,000 (*Santa Barbara News-Press* 1965; *Daily Record* 1965). An advertisement for the Riverside Auto Center's dedication festivities promised an antique auto show and giveaway, a race car display, musical entertainment, children's rides, and appearances by the radio and TV personality Dick Clark, as well as an autograph signing by baseball stars Jim Lefebvre and Jim Gilliam of the Dodgers.

The original complex included a nine-acre central mall which consisted of a restaurant, carwash, and office space, along with multiple facilities to sell and service new and used cars and trucks. The seven contributing dealers included:

- W.E. Boyer, Boyer Motors, Inc. (Lincoln-Mercury)
- J.A. (Red) Moss Sr., Moss Motors (Dodge)
- George Reade Sr., De Anza Chevrolet
- Jack F. Kennedy Jr., Kennedy Pontiac
- Birkett G. Warren, Warren Anderson Ford
- Charles F. Dutton, Rubidoux Motor Co. (Oldsmobile-Cadillac)
- Robert Helgeson, Helgeson Buick Inc. (Project area; 8001 Auto Center Drive)

While none of these dealership owners were obliged to coordinate their respective building designs with one another, the contemporary style of Mid-Century Modern was a preferred architectural theme as it best showcased their automotive inventories and projected a futuristic aesthetic. Floorplans were open, accommodating to foot traffic, with large window walls to

integrate the outside natural environment with their cars as the focal point. According to the Riverside Art Museum, the Durrion Motor Company (formally Rubidoux Automotive Co.) is the last dealership of the Riverside Auto Center which remains in its original and relatively unchanged building (Riverside Art Museum [RAM] 2013). Unfortunately, the Auto Center's central mall did not perform as desired and was eventually closed, the parcels divided, and sold to the dealerships (RAM 2013).

At present a total of 25 dealerships occupy the Riverside Auto Center such as (but not limited to):

- Moss Bros. Chrysler Dodge Jeep Ram Riverside
- Riverside Chevrolet
- Fritts Ford
- Walter's Audi
- BMW Of Riverside
- Dutton Buick
- Dutton Cadillac Of Riverside
- Porsche Riverside
- Land Rover Riverside
- Riverside Hyundai (Project Area; 8001 Auto Center Drive)

PROJECT AREA HISTORY

The Project area is within APN: 231-240-002 which is currently occupied by the Riverside Hyundai automotive car dealership. According to the earliest known USDA aerial photograph of the Project area, in 1931, the land upon which the current automotive dealership is located included an agricultural field, orchard, and portion of a single-family house (FrameFinder 1931). By 1938, a single-family residence and access roads appear within the APN (FrameFinder 1938). By 1948, several additional ancillary buildings are present near the single-family residence (NETROnline 1948). What appears to be over a dozen covered greenhouses are present at the western boundary of the APN (FrameFinder 1953).

In 1966/1967, the agricultural fields and residential housing have been removed and the land developed into what is now 8001 Auto Center Drive (opened in 1965). The currently existing showroom and auto garage are present in their current locations (Figures 4 and 5).

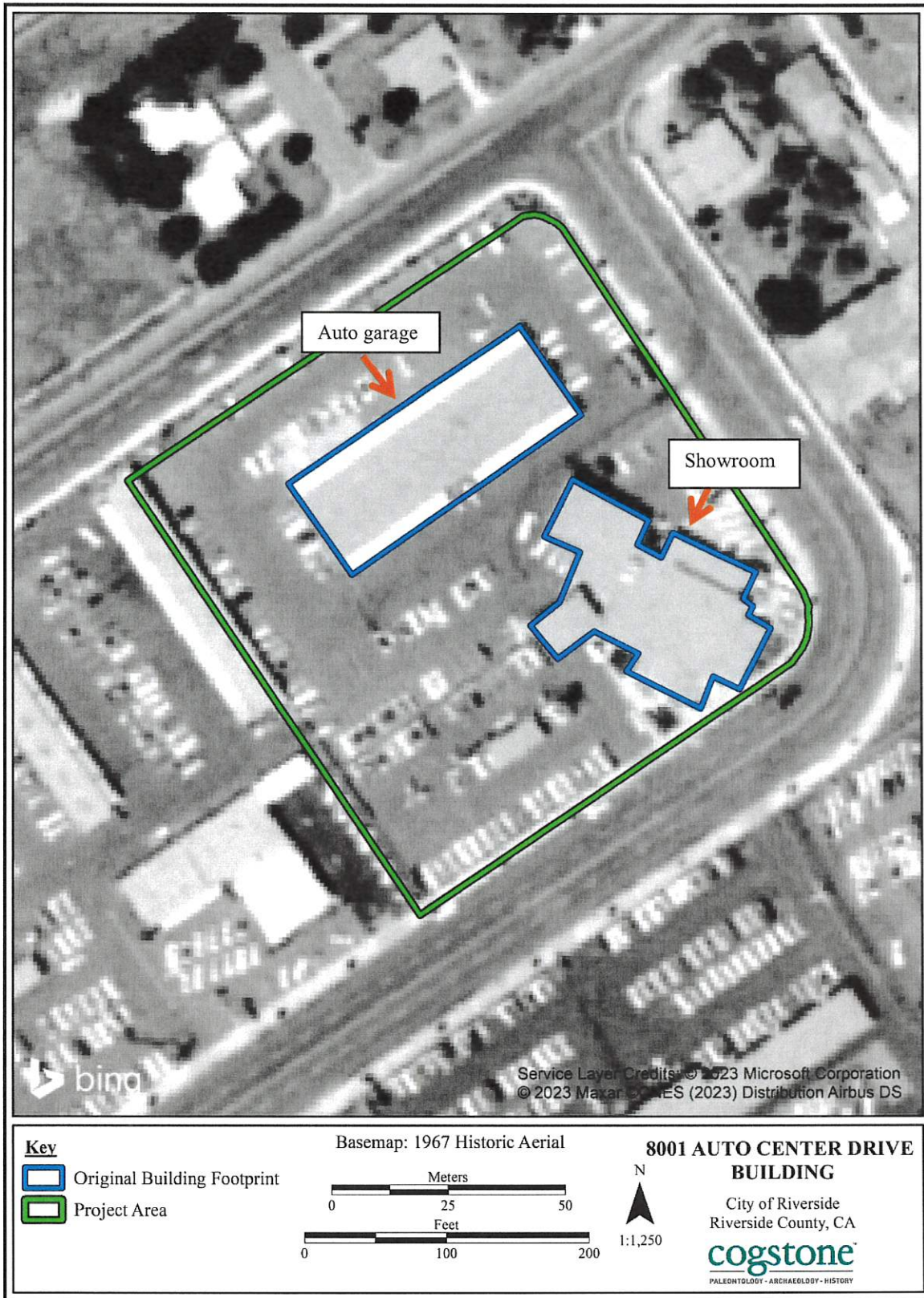


Figure 4. 1967 aerial photograph of 8001 Auto Center Drive

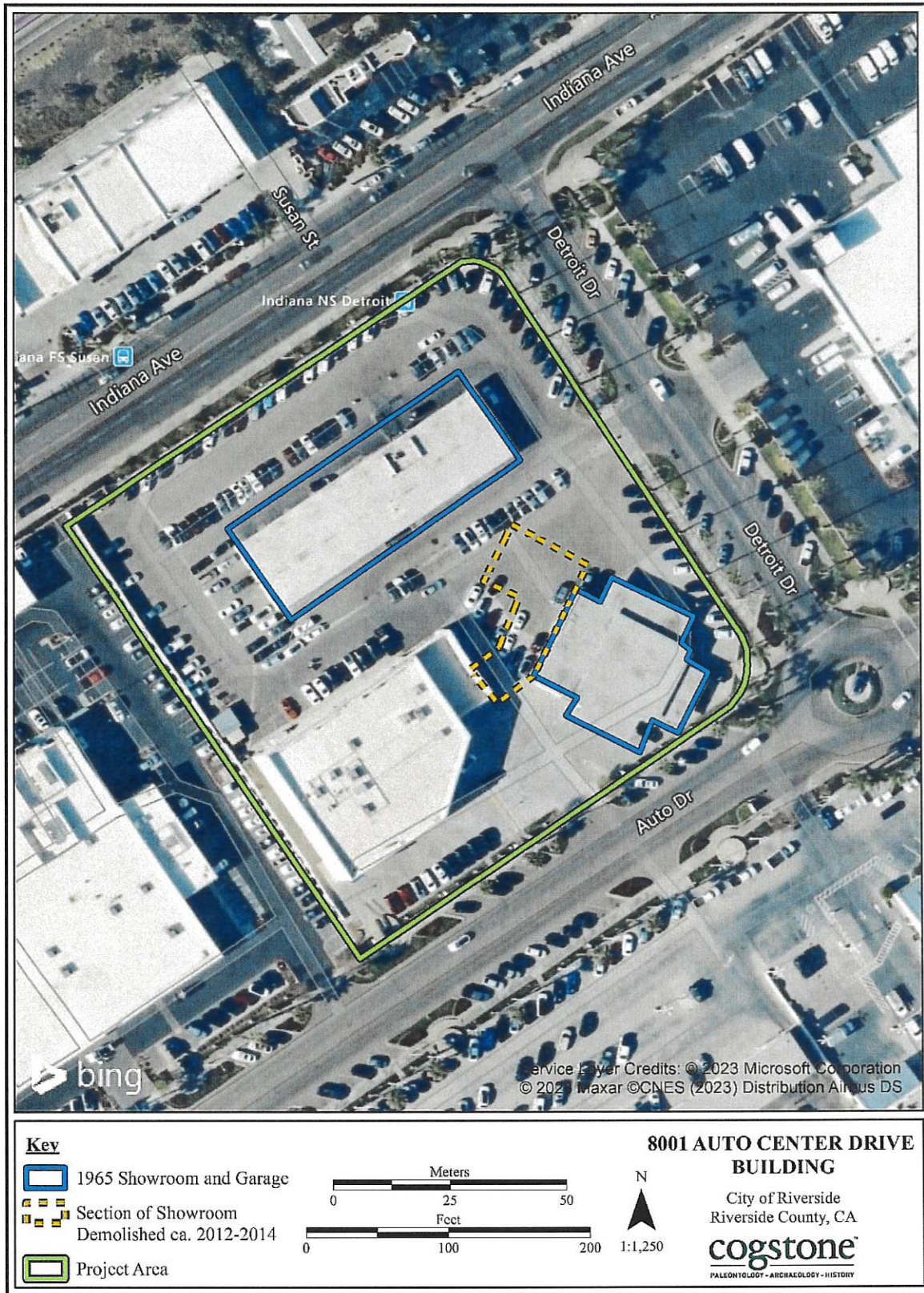


Figure 5. Current 2023 aerial photograph of 8001 Auto Center Drive

SOURCES CONSULTED

CALIFORNIA HISTORIC RESOURCES INFORMATION SYSTEM

Cogstone requested a search of the California Historical Resources Information System (CHRIS) from the Eastern Information Center (EIC) located at University of California Riverside on June 16, 2023 which included the entire proposed Project area as well as a half-mile radius. Results of the record search indicate that one previous study has been completed within the Project area while an additional two studies have been completed previously within a half-mile radius of the Project area (Table 1).

Table 1. Previous Studies within a half mile radius of the Project area

Report No. (RI-)	Author(s)	Title	Year	Distance (miles) from Project area
05754	Tang, Bai, Michael Hogan, and Uyen K. Doan	Cultural Resources Reconnaissance Report: Arlington Redevelopment Project Amendment No. 3, City of Riverside, Riverside County, California	2003	Within
09515	Mermilliod, Jennifer	Cultural Resources Survey California Baptist University Specific Plan 8432 Magnolia Avenue Riverside, Riverside County, California Planning Case # P11-0342	2012	0.25 – 0.5
10859	Austerman, Gini	Cultural Resources Assessment Harley Davidson Storage Project Assessor's Parcel Numbers 230-233-013, 230-245-013, 230-245-015, and 230-253-010 City of Riverside, Riverside County, California	2017	0.25 – 0.5

No cultural resources have been recorded within the Project area (Table 2). Outside of the Project area a total of 24 cultural resources have been previously documented within the half-mile search radius from the Project area (Table 2). These consist of five cultural resources within a quarter-mile of the Project area and 19 cultural resources with a quarter- to half-mile radius of the Project area.

Table 2. Previously Recorded Cultural Resources within a half mile radius of the Project area

Primary No. (P-33-)	Trinomial No. (CA-RIV-)	Resource Type	Resource Description	Year Recorded	Distance (miles) From Project area	NRHP/CRHR Status
004495	004495	Historic Archaeological Site	Riverside Upper Canal. Concrete lined waterway conveyance system. 1870-1886	1991, 1992 1996, 2003 2009, 2016	0 – 0.25	NR – 2S2

Historic Built Environment Assessment for the 8001 Auto Center Drive Building Project

Primary No. (P-33-)	Trinomial No. (CA-RIV-)	Resource Type	Resource Description	Year Recorded	Distance (miles) From Project area	NRHP/CRHR Status
004791	004791	Multi-Component Site	Riverside Lower Canal. Concrete lined waterway conveyance system. 1874-1877	1992, 2001 2002, 2005 2011	0 – 0.25	NR – 4S7
027792		Historic Built Environment	3132 Pliny Street. Single family residence, Minimal Traditional architectural style. 1945	2001	0.25 – 0.5	NR – 6Z1
027853		Historic Built Environment	7634 Casa Blanca Street. Single family residence, Modern Vernacular architectural style. 1948	2001	0.25 – 0.5	NR – 6Z1
027854		Historic Built Environment	7728 Casa Blanca Street. Single family residence, Modern Vernacular architectural style. 1947	2001	0.25 – 0.5	NR – 6Z1
027855		Historic Built Environment	7738 Casa Blanca Street. Single family residence, Bungalow architectural style. 1925	2001	0.25 – 0.5	NR – 5S1
027856		Historic Built Environment	7787 Casa Blanca Street. Single family residence, Modern Vernacular architectural style. 1948	2001	0.25 – 0.5	NR – 6Z1
027857		Historic Built Environment	7792 Casa Blanca Street. Single family residence, Modern Vernacular architectural style. 1948	2001	0.25 – 0.5	NR – 5S3
027858		Historic Built Environment	7810 Casa Blanca Street. Single family residence, Bungalow architectural style. 1927	2001	0.25 – 0.5	NR – 5S3
027859		Historic Built Environment	7811 Casa Blanca Street. Single family residence, Modern Vernacular architectural style. 1947	2001	0.25 – 0.5	NR – 6Z1
027860		Historic Built Environment	7818 Casa Blanca Street. Single family residence, Vernacular architectural style. 1925	2001	0.25 – 0.5	NR – 6Z1
027861		Historic Built Environment	7824 Casa Blanca Street. Single family residence, Bungalow architectural style. 1930	2001	0.25 – 0.5	NR – 6Z1
027862		Historic Built Environment	7830 Casa Blanca Street. Single family residence, Hall and Parlor architectural style. 1920	2001	0.25 – 0.5	NR – 5S3

Historic Built Environment Assessment for the 8001 Auto Center Drive Building Project

Primary No. (P-33-)	Trinomial No. (CA-RIV-)	Resource Type	Resource Description	Year Recorded	Distance (miles) From Project area	NRHP/CRHR Status
027863		Historic Built Environment	7850 Casa Blanca Street. Single family residence, Domesticated Vernacular architectural style. 1948	2001	0 – 0.25	NR – 6Z1
027955		Historic Built Environment	7683 Peters Street. Single family residence, Minimal Traditional architectural style. 1948	2001	0.25 – 0.5	NR – 6Z1
027956		Historic Built Environment	7694 Peters Street. Single family residence, Hall and Parlor architectural style. 1920	2001	0.25 – 0.5	NR – 6Z1
027966		Historic Built Environment	3245 Depot Street. Single family residence, Modern Vernacular architectural style. 1942	2001	0.25 – 0.5	NR – 6Z1
027978		Historic Built Environment	3407 Verde Street. Single family residence, Minimal Traditional architectural style. 1950	2001	0.25 – 0.5	NR – 6Z1
027979		Historic Built Environment	3415 Verde Street. Single family residence, Modern Traditional architectural style. 1950	2001	0.25 – 0.5	NR – 6Z1
027980		Historic Built Environment	7715 Railroad Avenue. Single family residence, Hall and Parlor architectural style. 1925	2001	0.25 – 0.5	NR – 6Z1
027981		Historic Built Environment	7837 Railroad Avenue. Single family residence, Bungalow architectural style. 1915	2001	0.25 – 0.5	NR – 6Z1
027982		Historic Built Environment	7851 Railroad Avenue. Single family residence, Bungalow architectural style. 1931	2001	0 – 0.25	NR – 6Z1
027983		Historic Built Environment	7889 Railroad Avenue. Single family residence, Hall and Parlor architectural style. 1920	2001	0 – 0.25	NR – 5S3
029141	013024	Historic Archaeological Site	Concrete foundation fragment of former Casa Blanca Station and three ornamental landscape palm trees	2017	0.25 – 0.5	NR – 6Z

OTHER SOURCES

In addition to the EIC records search, a variety of sources were consulted in October 2023 to obtain information regarding the cultural context of the Project vicinity (Table 3). Sources included the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), Built Environment Resource Directory (BERD), California Historical Landmarks (CHL), and California Points of Historical Interest (CPHI). Specific information about the Project area, obtained from historic-era maps and aerial photographs, is presented in the Project area History section.

Table 3. Additional Sources Consulted

Source	Results
National Register of Historic Places (NRHP)	Negative
Historic USGS Topographic Maps	See Project Area History section
Historic US Department of Agriculture Aerial Photographs	See Project Area History section
California Register of Historical Resources (CRHR)	Negative
Built Environment Resource Directory (BERD)	Negative
California Historical Landmarks (CHL)	Negative
California Points of Historical Interest (CPHI)	Negative
Bureau of Land Management (BLM) General Land Office Records	Negative
Local Registers (Historical Societies/Archives)	Positive, See Riverside Historic Resources Inventory and Citywide Modernism Intensive Survey section

RIVERSIDE HISTORIC RESOURCES INVENTORY

Upon review of the City of Riverside’s Historic Resource Inventory online database, results for 8001 Auto Center Drive provided a digital copy of a Historic Property Profile (Appendix C) prepared in 2009 (associated with the 2009 *City of Riverside Modernism Context Statement*; CAJA 2009). There is no listed author for the Historic Property Profile for 8001 Auto Center Drive (resource described as “The Helgeson Buick dealership”), however, a brief description of the original showroom was provided as well as a recommendation that the building appears eligible for listing in the California Register of Historical Resources (CRHR) under Criterion 3. At the time of documentation and evaluation, the Helgeson Buick dealership was reported to retain a high level of integrity due to a lack of exterior alterations. This building is not currently listed in the CRHR.

2013 CITYWIDE MODERNISM INTENSIVE SURVEY

In 2013, a citywide survey report was prepared for the City of Riverside by Historic Resource Group (Historic Resource Group 2013). The report is an extension of the City’s 2009 *City of Riverside Modernism Context Statement*. Within the 2013 survey report, 8001 Auto Center Drive is included in a table titled “Individual Properties That Appear Eligible for Listing in the California Register of Historical Resources.” The resource is attributed the status code: 3CS

(Appears eligible for CR as an individual property through survey evaluation) and 5S3 (Appears to be individually eligible for local listing or designation through survey evaluation).

CITY OF RIVERSIDE HISTORIC PRESERVATION DIVISION

On August 25, 2023, a request for information regarding the Project area was sent to Scott Watson (Assistant Planner and City of Riverside Historic Preservation Division) regarding the Project area. Mr. Watson provided Cogstone with a digital copy of a 2013 Department of Parks and Recreation (DPR) series forms for the Helgeson Buick showroom and a digital link to the City's Modernism Context Statement and Modernism Survey. The DPR assigns this resource the status code 3CS and 5S3. The DPR record does not have an assigned Primary number. This along with the negative record search from the EIC indicates the DPR has not been filed with the EIC.

HISTORICAL SOCIETY CONSULTATION

On June 26, 2023, requests for information were sent via the United States Postal Service to the Old Riverside Foundation, Riverside County Heritage Association, and the Riverside Historical Society. On July 13, 2023 and August 3, 2023, a second and third, follow up request were sent via electronic mail to the three organizations. A response was received on August 4, 2023, via electronic mail, from Steven Lech representing the Riverside County Heritage Association. Mr. Lech stated that the Association declines to comment and in future is not to be contacted regarding request for information. On August 4, 2023, via electronic mail, a response was received from Glenn Wenzel of the Riverside Historical Society. Mr. Wenzel stated that the Society is a non-profit organization of volunteers without staff, archives, or facility. He recommended the Museum of Riverside be contacted. However, at the time of this Project's consultation process, the Museum of Riverside is currently closed for renovation.

On August 25, 2023, a response letter was received via electronic mail from Dave Stolte, President of the Old Riverside Foundation. Mr. Stolte commented that the auto showroom at 8001 Auto Center Drive (now part of Riverside Hyundai) is listed as an Individual Historic Resource and included in the City of Riverside's Modernism Context Statement. In addition:

“Alterations to the Helgeson Buick building have not affected the appearance of the showroom from three sides. The 2012-2014 demolition was restricted to the rear portion of the structure, leaving the International Style showroom intact and with a great deal of integrity... Demolition, disposal, and reconstruction of structures is an unsustainable practice that negatively impacts our environment, economy, and residents. The demolition of any historic resource is not a matter to be taken lightly and in this case is unnecessary. With the widespread popularity of Midcentury Modern style, we believe the property owner,

Historic Built Environment Assessment for the 8001 Auto Center Drive Building Project

and the city as a whole, would greatly benefit from the restoration and continued use of this landmark eligible structure.” (Appendix B)

SURVEY

METHODS

The built environment resources survey identified and verified the location of all structures and buildings within the Project area aged 45 years or older. Once identified, historic built environment resources were examined to ascertain if they are recommended eligible for listing as a historical resource at the local, state, or national level and if the original integrity of the resource remains intact. The seven aspects of integrity which are considered as part of a determination of eligibility include: location, design, setting, materials, feeling, workmanship, and association.

RESULTS

On November 20, 2023, Cogstone's architectural historian Shannon Lopez conducted a site visit of the Helgeson Buick building at 8001 Auto Center Drive. The Helgeson Buick showroom was documented on Department of Parks and Recreation (DPR) 523 forms (Appendix D). Ms. Lopez was permitted access to the building's interior by the current owner Richard Michaelson. According to Mr. Michaelson, the interior of the showroom and its associated office space have not been used since the purchase of the property in 2013 (Figures 6 and 7). Upon visual inspection, the building's interior features appear to be in fair to poor condition due to deterioration and removal of materials which contained asbestos.

Comparison of the building's exterior, as recorded in 2013, and what was observed by Ms. Lopez on November 20, 2023 shows no significant alterations to the resource's exterior (Figures 8 and 9). Some deterioration of paint and minor rust are visible on the corrugated steel overhang. Overall, there appears to be no adverse impact to the building's integrity of exterior materials, design, workmanship, association, location, setting, and feeling.



Figure 6. Main lobby/showroom interior, facing north.



Figure 7. Rear of building (northwest area), office space.

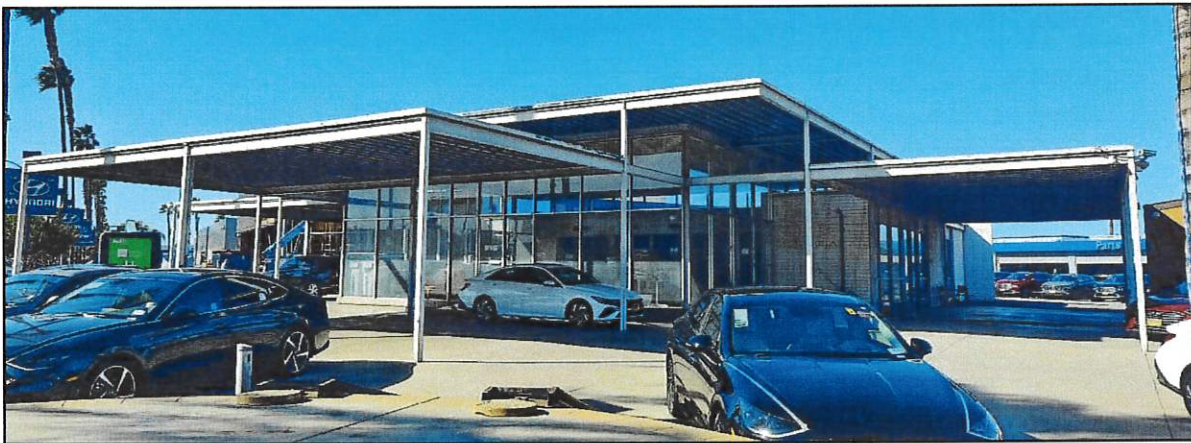


Figure 8. Oblique southeast corner, facing northwest.



Figure 9. Southern elevation, facing northeast.

BUILT ENVIRONMENT RE-EVALUATION

To be eligible for the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) a resource must:

- A/1. be associated with events that have made a significant contribution to the broad patterns of history;
- B/2. be associated with the lives of significant persons of the past;
- C/3. embody distinctive characteristics of type, period, or method of construction or represent the work of a master, or possess high artistic value, or represent a significant and distinguishable entity those components may lack individual distinction; or
- D/4. yielded or may likely yield information important in history or prehistory.

In addition to having significance using the above criteria, resources must have “integrity of location, design, setting, materials, workmanship, feeling, and association” to the period of significance (OHP 2011). The period of significance is the date or span of time within which significant events transpired, or significant individuals made their important contributions. Integrity is the authenticity of a historical resource’s physical identity as evidenced by the survival of characteristics or historic fabric that existed during the resource’s period of significance. Alterations to a resource or changes in its use over time may have historical, cultural, or architectural significance. Simply, resources must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance.

Criteria A/1

Is this resource associated with events that have made a significant contribution to the broad patterns of our history?

The Helgeson Buick showroom was constructed in 1965 as part of the Helgeson Buick dealership. This dealership was one of seven automotive dealerships which formed the Riverside Auto Center, the first of its kind in the United States upon its grand opening in 1965. While the Helgeson Buick showroom represents a contemporary structure from the Auto Center’s original design, its own contributions do not elevate the building to a level of historic significance required for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR).

Criteria B/2

Is this resource associated with the lives of significant persons in our past?

The Helgeson Buick showroom is associated with Robert Helgeson, owner of Helgeson Buick Inc. Helgeson was one of the seven founding auto dealers of the Riverside Auto Center. Mr. Helgeson was a successful automobile dealer and was elected as the president of the Helgeson Buick, Riverside and the president of the Los Angeles Metropolitan Buick Dealers Association

in the 1960s. However, the showroom's association with Mr. Helgeson does not elevate this resource to the level of historic significance required for listing in the NRHP under Criterion B or the CRHR under Criterion 2.

Criteria C/3

Does this resource embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction?

In 2013, the Helgeson Buick showroom was documented and evaluated for historic significance by the Historic Resources Group. The building was described as an International Style one-story automobile showroom. The building has a rectangular plan, flat roof lines, a steel frame, floor-to-ceiling storefront windows, metal frame doors, and carports. In 2012, the rear portion of the building was demolished. Historic Resource Group recommended this building eligible for listing in the CRHR at the local level "as it retains sufficient integrity to convey its historic significance." The building is also recommended eligible for listing as a local landmark. Its significance represents "a good example of a Mid-Century Modern/International Style automobile showroom in Riverside." The building was not recommended eligible for listing in the NRHP due to building alterations and demolition of associated original buildings. At the time of documentation, the showroom was not yet 50 years old and was recommended not eligible for listing in the NRHP under National Register Special Criterion Consideration G "exceptional importance" required for properties that are less than 50 years old. The 2013 site records assigned this resource status codes: 3CS (Appears eligible for CR as an individual property through survey evaluation) and 5S3 (Appears to be individually eligible for local listing or designation through survey evaluation).

Comparison of the building as recorded in 2013 and what was observed by Ms. Lopez in 2023 shows no significant alterations to the resource's exterior. Some deterioration of paint and minor rust are visible on the corrugated steel overhang. Overall, there appears to be no adverse impact to the building's integrity of exterior materials, design, workmanship, association, location, setting, and feeling as compared to the building's recording in 2013. Therefore, this building retains its 2013 recommended status code of 3CS and 5S3.

Criteria D/4

Has this resource yielded or is it likely to yield, information important in history or prehistory?

Criteria D/4 is most often applied to archaeological sites and districts but can also apply to buildings, structures, and/or objects. This building does not exhibit a local variation of a standard design or construction technique that can yield important information (such as construction expertise or availability of local materials). Due to a lack of significance, this

resource is recommended not eligible for listing in the NRHP under Criterion D and the CRHR under Criterion 4.

Integrity

There has been no notable change to the building's integrity of location, design, setting, materials, workmanship, feeling, and association as from what was originally recorded in 2013.

RECOMMENDATIONS

In 2013, the Helgeson Buick showroom was documented and evaluated for historic significance by the Historic Resources Group. Historic Resource Group recommended this building eligible for listing in the CRHR at the local level as a local landmark as “a good example of a Mid-Century Modern/International Style automobile showroom in Riverside.” Cogstone completed a survey and re-evaluation of the showroom and concludes that there appears to be no overall adverse impact to the building’s integrity of exterior materials, design, workmanship, association, location, setting, and feeling as compared to the building’s recording in 2013. Therefore, Cogstone recommends this building retains its eligibility for listing in the CRHR under Criterion 3, it embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.

The results of this study find that this resource is considered historically significant. The Project proposes to demolish the Helgeson Buick showroom which will result in the total loss of this resource. Therefore, three options regarding future treatment of the building are provided to provide mitigation of the Project’s negative impact to a historic resource. First, is to preserve the historic building (Option 1: Preservation); second, is to repurpose the building for new use (Option 2: Rehabilitation and Adaptive Reuse); or three, thoroughly document the resource in a Historic American Building Survey (HABS)-like report prior to demolition (Option 3: Demolition and Mitigation).

OPTION 1: PRESERVATION

According to the *Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings*, Preservation is defined as:

“...the act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a preservation project. However, new exterior additions are not within the scope of this treatment. The Standards for Preservation require retention of the greatest amount of historic fabric along with the building’s historic form.” (Grimmer 2017)

OPTION 2: REHABILITATION AND ADAPTIVE REUSE

According to the *Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings*, 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. The Rehabilitation Standards acknowledge the need to alter or add to a historic building to meet continuing or new uses while retaining the building’s historic character.” (Grimmer 2017)

OPTION 3: DEMOLITION AND MITIGATION

The Project requires that this building be demolished. Therefore, Cogstone’s mitigation measures recommend that, prior to demolition, the Helgeson Buick showroom is thoroughly recorded in a Historic American Building Survey (HABS)-like report and a permanent interpretative display of the history of the Riverside Helgeson Buick dealership (including the showroom’s historic context within the Riverside Auto Center and its local significance as an architectural style within the City) be installed on site. A copy of the HABS-like report is to be kept on file at the City of Riverside.

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APPENDIX A. QUALIFICATIONS

EDUCATION

2009 M.A., Anthropology, Kent State University, Kent, Ohio
2006 B.A., Anthropology, Ohio State University, Columbus, Ohio

SUMMARY OF QUALIFICATIONS

Ms. Valasik is a Registered Professional Archaeologist (RPA) with more than 14 years of experience. She is a skilled professional who is well-versed in the compliance procedures of the California Environmental Quality Act (CEQA) and Section 106 of the National Historic Preservation Act (NHPA) and regularly prepares cultural resources assessment reports for a variety of federal, state, and local agencies throughout California. Ms. Valasik has managed a variety of projects at Cogstone in the water, transportation, energy, development, and federal sectors. She meets the qualifications required by the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation*. She is accepted as a principal investigator for prehistoric archaeology by the State Office of Historic Preservation's Information Centers.

SELECTED EXPERIENCE

Concord Huntington Park Apartments, City of Huntington Beach, Los Angeles County, CA. This study was conducted to determine potential impacts to cultural resources resulting from the project, which included seismically retrofitting the 15-story apartment building and replacing the roof. Services included records searches, a Sacred Lands File (SLF) search from the Native American Heritage Commission (NAHC), a built environment survey, and preparation of a Cultural Resources Assessment Report. Department of Parks and Recreation (DPR) 523 series forms were completed for the building, which was recommended not eligible for listing in the National Register of Historic Places (NRHP) nor the California Register of Historical Resources (CRHR) due to a lack of significance. As the entire area is landscaped, hardscaped, or covered by buildings, an archaeological survey was not conducted. The United States Department of Housing and Urban Development (HUD) is the lead agency under the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA). Sub to Partner Engineering and Science, Inc. Project Manager. 2022-2023

Brown Strauss Industrial Project, City of Banning, Riverside County, CA. Cogstone provided cultural and paleontological assessment services to determine the potential impacts to cultural and paleontological resources during the development of approximately 15 acres of vacant land to construct a steel manufacturing and distribution facility. The project consisted of a 45,000 square foot warehouse, a 3,000 square foot office, two 500 square foot enclosed saw sheds, and an outdoor storage yard and required a General Plan amendment, zone change, and parcel merger. Cogstone conducted cultural and paleontological resources records searches, a Sacred Lands File search from the Native American Heritage Commission (NAHC), and an intensive pedestrian survey. A Cultural and Paleontological Resources Assessment report was prepared. The City of Banning is the lead agency under the California Environmental Quality Act (CEQA). Sub to Sagecrest Planning+Environmental. Project Manager. 2022-2023

Wilson Warehouse Project, City of Perris, Riverside County, CA. This study was conducted to determine the potential impacts to cultural and paleontological resources during construction of an 83,910-square foot industrial building with associated landscaping and parking areas on the 4.75-acre project area. Cogstone conducted record searches, a Sacred Lands File (SLF) search from the Native American Heritage Commission (NAHC), performed an intensive pedestrian survey, and prepared a Cultural and Paleontological Assessment Report. The SLF search indicated that a traditional cultural landscape and two traditional cultural resources are in close proximity to the project area. Based on this information, the project area is considered moderately to highly sensitive for buried prehistoric cultural resources and Cogstone recommended full-time cultural and Native American monitoring for the duration of ground-disturbing activities. The City of Perris is the lead agency under the California Environmental Quality Act (CEQA). Sub to Sagecrest Planning + Environmental. Project Manager. 2022-2023

EDUCATION

2018 Geographic Information Systems (GIS) Certificate, California State University, Fullerton
2003 B.A., Anthropology, University of California, Santa Barbara

SUMMARY OF QUALIFICATIONS

Mr. Freeberg has over 20 years of experience in cultural resource management and has extensive experience in field surveying, data recovery, monitoring, and excavation of archaeological and paleontological resources associated with land development projects in the private and public sectors. He has conducted all phases of archaeological work, including fieldwork, laboratory analysis, research, and reporting. Mr. Freeberg also has a strong grounding in conventional field and laboratory methods and is skilled in the use of ArcGIS.

SELECTED EXPERIENCE

Concord Huntington Park Apartments, City of Huntington Beach, Los Angeles County, CA. This study was conducted to determine potential impacts to cultural resources resulting from the project, which included seismically retrofitting the 15-story apartment building and replacing the roof. Services included records searches, a Sacred Lands File (SLF) search from the Native American Heritage Commission (NAHC), a built environment survey, and preparation of a Cultural Resources Assessment Report. Department of Parks and Recreation (DPR) 523 series forms were completed for the building, which was recommended not eligible for listing in the National Register of Historic Places (NRHP) nor the California Register of Historical Resources (CRHR) due to a lack of significance. As the entire area is landscaped, hardscaped, or covered by buildings, an archaeological survey was not conducted. The United States Department of Housing and Urban Development (HUD) is the lead agency under the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA). Sub to Partner Engineering and Science, Inc. GIS Supervisor. 2022-2023

Brown Strauss Industrial Project, City of Banning, Riverside County, CA. Cogstone provided cultural and paleontological assessment services to determine the potential impacts to cultural and paleontological resources during the development of approximately 15 acres of vacant land to construct a steel manufacturing and distribution facility. The project consisted of a 45,000 square foot warehouse, a 3,000 square foot office, two 500 square foot enclosed saw sheds, and an outdoor storage yard and required a General Plan amendment, zone change, and parcel merger. Cogstone conducted cultural and paleontological resources records searches, a Sacred Lands File search from the Native American Heritage Commission (NAHC), and an intensive pedestrian survey. A Cultural and Paleontological Resources Assessment report was prepared. The City of Banning is the lead agency under the California Environmental Quality Act (CEQA). Sub to Sagecrest Planning+Environmental. GIS Supervisor. 2022-2023

Long Beach Market Place Mixed-Use Project, City of Long Beach, Los Angeles County, CA. Cogstone conducted a historic built environment evaluation for this project, which involved the demolition of two existing office buildings and the new construction of a six-story mixed-use development comprised of 390 apartment units with 4,800 square feet of ground floor retail. Services included background research, consultation with local historical societies, and a built environment survey. Three historic in age buildings were recorded on DPR 523 forms and evaluated for listing in the CRHR. A Historic Built Environment Evaluation report was prepared. All work was done in compliance with the mitigation measures for the project. Sub to PlaceWorks. GIS Supervisor. 2023

EDUCATION

- 2022 Certificate in Historic Preservation, The Boston Architectural College, Boston
- 2018 M.A., History (with an emphasis in architecture), California State University, Fullerton
- 2012 B.A., History, Minor in Asian-Pacific Studies, California State University, Dominguez Hills

SUMMARY QUALIFICATIONS

Ms. Lopez is a qualified architectural historian with over five years of experience who meets or exceeds the Secretary of the Interior's *Standards and Guidelines for Architectural History*. Her experience includes architectural history research and surveys with photo documentation and recording of built environment resources for local and federal projects. She has extensive knowledge with Native American consultation, consultation with local and state historical societies, and in the analysis of primary and secondary sources. Ms. Lopez is acknowledged as an approved Architectural Historian by Caltrans and is listed as a Principal Investigator on Cogstone's Bureau of Land Management (BLM) Cultural Resources Use Permit. She is accepted as a Principal Investigator for Architectural History and History by the State Historic Preservation Office (SHPO). Additionally, she is an approved Reader at the Huntington Library by the Los Angeles Office of Historic Resources.

SELECTED EXPERIENCE

Concord Huntington Park Apartments, City of Huntington Beach, Los Angeles County, CA. This study was conducted to determine potential impacts to cultural resources resulting from the project, which included seismically retrofitting the 15-story apartment building and replacing the roof. Services included records searches, a Sacred Lands File search from the Native American Heritage Commission (NAHC), a built environment survey, and preparation of a Cultural Resources Assessment Report. California Department of Parks and Recreation DPR 523 (DPR 523) forms were completed for the building, which was recommended not eligible for listing in the National Register of Historic Places (NRHP) nor the California Register of Historical Resources (CRHR) due to a lack of significance. As the entire area is landscaped, hardscaped, or covered by buildings, an archaeological survey was not conducted. The United States Department of Housing and Urban Development is the lead agency under the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA). Sub to Partner Engineering and Science, Inc. Architectural Historian. 2022-2023

Long Beach Market Place Mixed-Use Project, City of Long Beach, Los Angeles County, CA. Cogstone conducted a historic built environment evaluation for this project, which involved the demolition of two existing office buildings and the new construction of a six-story mixed-use development comprised of 390 apartment units with 4,800 square feet of ground floor retail. Services included background research, consultation with local historical societies, and a built environment survey. Three historic in age buildings were recorded on DPR 523 forms and evaluated for listing in the CRHR. A Historic Built Environment Evaluation report was prepared. All work was done in compliance with the mitigation measures for the project. Sub to PlaceWorks. Architectural Historian. 2023

Dominguez Bike Path, City of Carson, Los Angeles County, CA. Cogstone conducted a cultural and paleontological resources assessment to determine the potential impacts to cultural and paleontological resources during the proposed construction of a 12-foot wide asphalt bike path located on approximately 1.13 linear miles along the northern embankment of the Macco Channel and along the eastern embankment of the Dominguez Channel within the Los Angeles County Flood Control District right-of-way. Cogstone's services included records searches, a Sacred Lands File search from the NAHC, intensive cultural, paleontological, and built environment surveys, and preparation of a Cultural and Paleontological Resources Assessment Report. One historic built-environment resource, a segment of the Dominguez Channel Levee System, was recorded on DPR 523 forms and evaluated for historic significance. The assessment report complied with the requirements of the California Environmental Quality Act (CEQA) with the City of Long Beach acting as the lead agency. Due to the possible impacts on waterways, the United States Army Corps of Engineers (USACE) requires Project proponents to obtain a Clean Water Act (CWA) Section 404 permit. The USACE is the lead agency under the CWA and Section 106 of the NHPA. Sub to Geode Environmental. Architectural Historian. 2022

APPENDIX B. HISTORICAL SOCIETY CONSULTATION

cogstone

PALEONTOLOGY - ARCHAEOLOGY - HISTORY



July 13, 2023 (1st attempt: June 26, 2023)

Old Riverside Foundation
P.O. Box 601
Riverside, CA 92502

RE: Request for Information regarding the Historic Built Environment Assessment for the 8001 Auto Center Drive Building Project, City of Riverside, Riverside County, California.

To Whom It May Concern:

Cogstone Resource Management (Cogstone) is conducting a historic built environment assessment for the 8001 Auto Center Drive Building Project (Project) located at 8001 Auto Center Drive in the City of Riverside, Riverside County, California (Figures 1, 2, and 3).

The Project involves demolishing the existing showroom building at 8001 Auto Center Drive on the corner of Auto Center Drive and Detroit Drive to make way for future development (Figure 4). The International Style building was constructed in 1965. In 2009, the building was documented (by an unknown individual) and recommend as eligible for listing in the California Register of Historical Resources as a local representation of International Style architecture (Figures 5 and 6). Sometime between 2012 and 2014, large sections of the original building were removed, which has negatively affected the building's integrity (Figures 7 and 8).

We are contacting you because we would like to invite members of the Old Riverside Foundation to provide input regarding the redevelopment of the Project area, specifically the proposed demolition of the showroom and its current eligibility for listing is light of its loss of integrity. We appreciate any information regarding the history of the Project area that you may have as well as any comments, issues, and/or concerns relating to the history of the Project area. Please contact me at slopez@cogstone.com or at (714) 974-8300. Thank you for your attention to this matter.

Sincerely,

Shannon Lopez, M.A.
Architectural Historian
(714) 974-8300 x.108
slopez@cogstone.com

1518 West Taft Avenue
Orange, CA 92865
Office (714) 974-8300

Branch Offices
San Diego - Riverside - Morro Bay - Sacramento

Federal Certifications EDWOSB, SDB
State Certifications DBE, WBE, UDBE

cogstone.com
Toll free (888) 333-3212

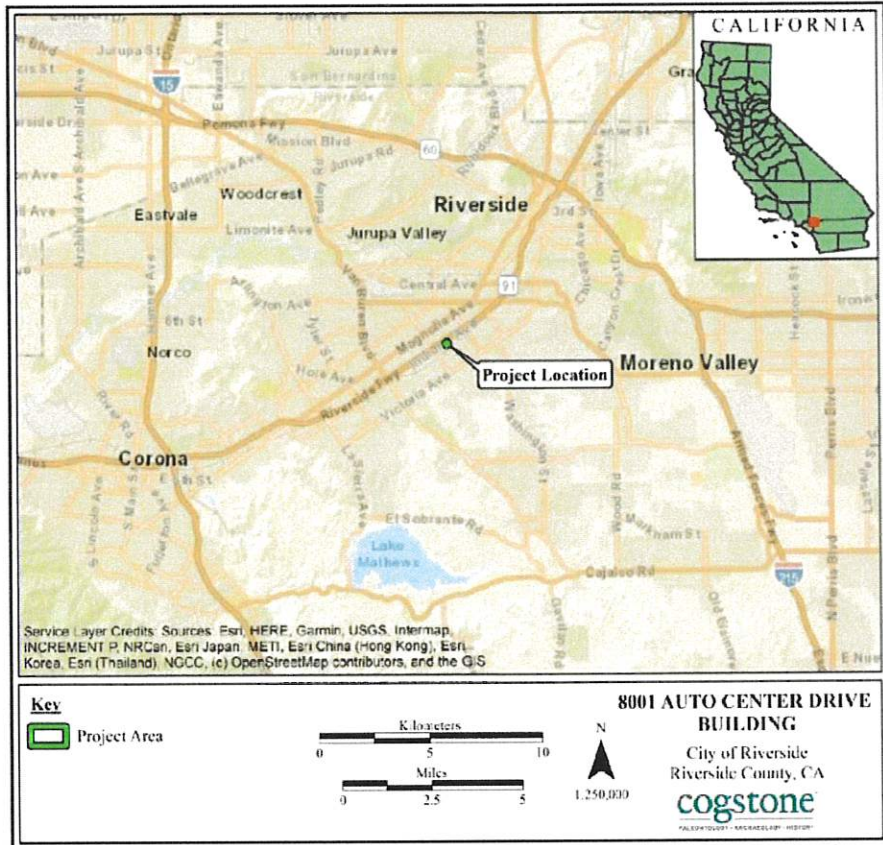


Figure 1. Project Vicinity Map

cogstone.com

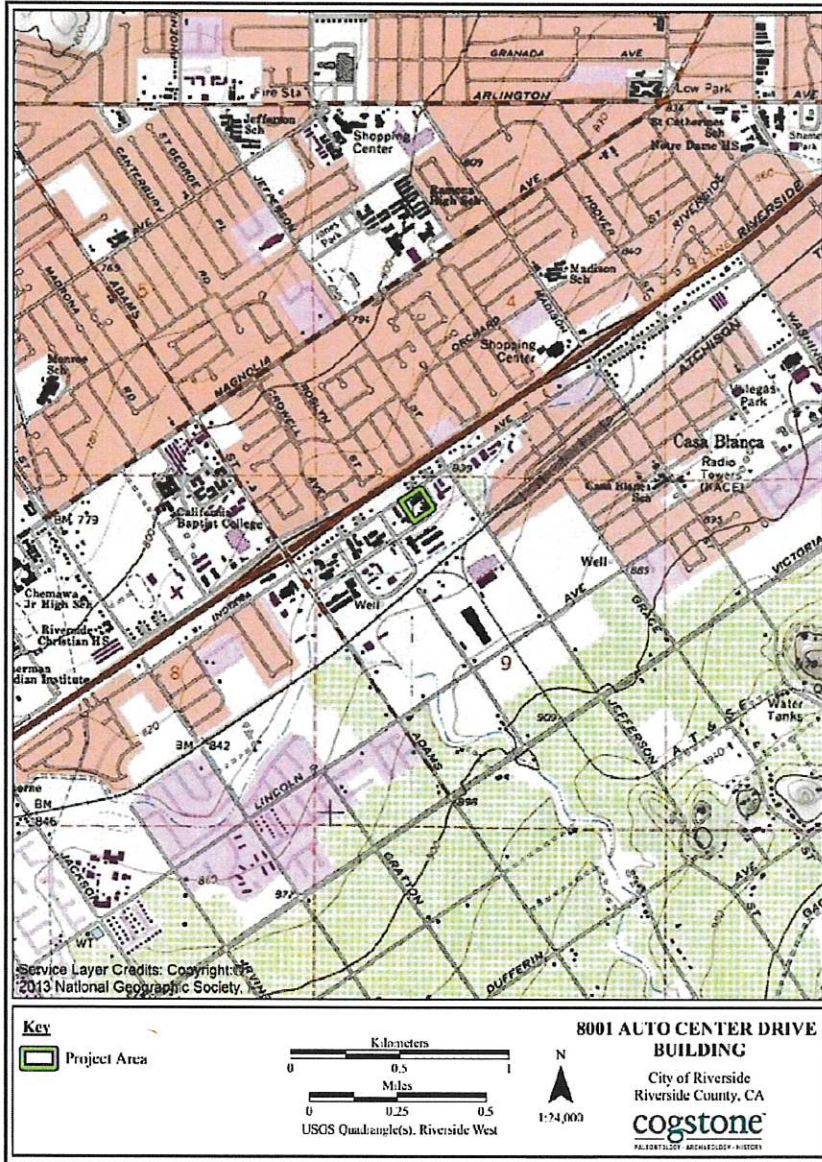


Figure 2. Project Location Map

cogstone.com

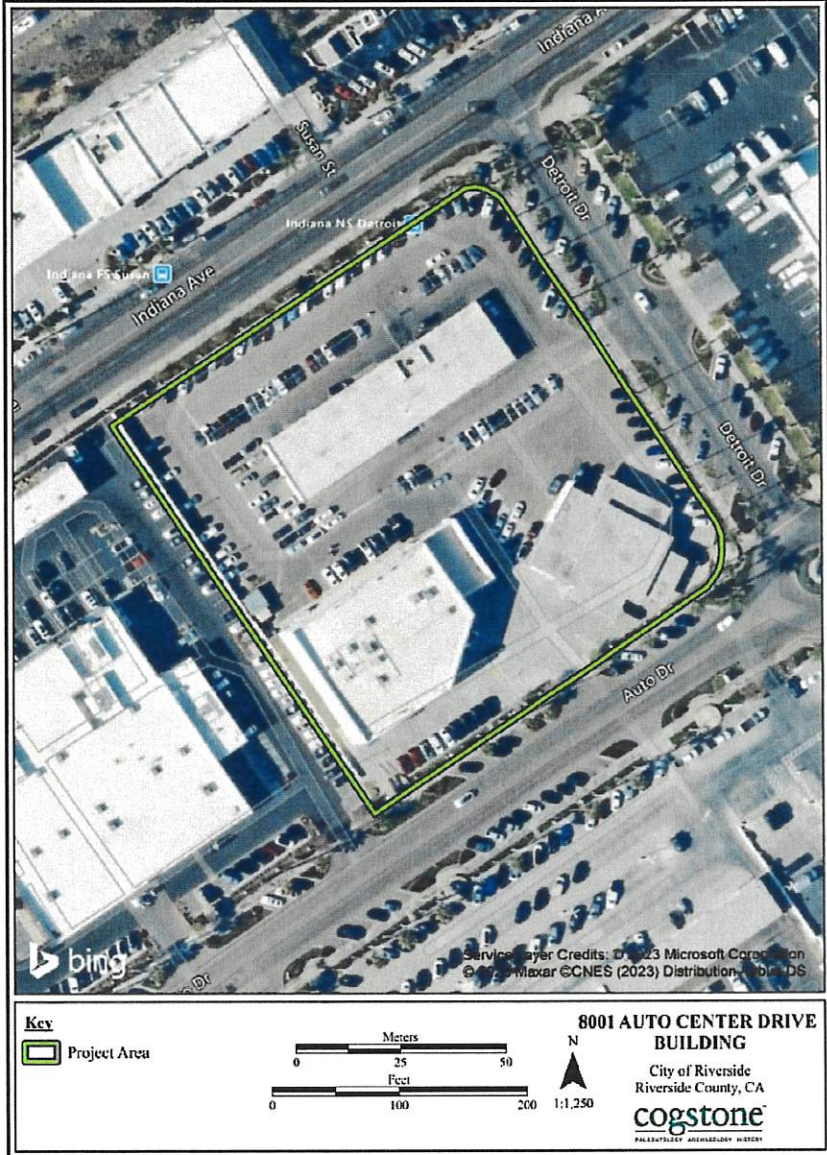


Figure 3. Project Aerial Map

cogstone.com

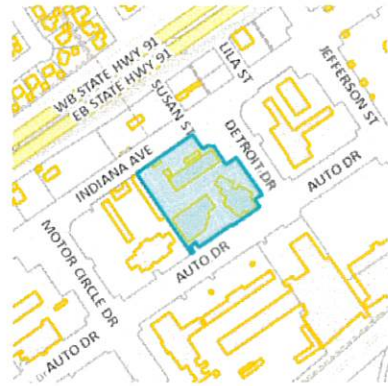


Figure 4. 2022 Street view of the showroom to be demolished as part of Project
Source: Google Maps

cogstone.com

Historic Property Profile: 8001 AUTO DR

Produced On June 16, 2023



Address:	8001 AUTO	Year Built:	1965
APN:	231240002	Builder:	J. D. Diffenbaugh
Name:	Helgeson Buick	Contractor:	
Architect:	J. D. Diffenbaugh	Style:	International
Original Use:	Commercial	Original Owner:	

Legal Description:

Property Description:

Designations

Date:	Name:	
Level:	Description:	
Plaque Date:	Landmark No:	Merit No:
Plaque Text:		
Remarks:		

Survey Results

Survey Description **Survey Year:** 2009
This International Style car dealership is one story in height, covered by a flat roof, and is sited diagonally on the corner of Auto and Detroit Drives. It consists of a square-plan, central interior space and four open, rectangular

Figure 5. 2009 Evaluation for 8001 Auto Center Drive

Author unknown, available from City of Riverside Historic Resource Inventory (part 1 of 2)

cogstone.com

wings on each side. The roofs of the wings start from below the large central roof. The whole structure is composed of thin steel beams spread apart from each other as supports for the metal roof with exposed and recessed beams. The roof detail is cornice-like with the upper part of the roof slightly extending over the wide, lower beam. Landscaping includes grass and palm trees. Additions include a circular car platform on the corner, and a boxy, featureless building and trailer north and directly behind the building.

Significance

This building is eligible for listing in the California Register under Criterion 3. It is significant at the local level in the context of modern architecture in Riverside as an excellent example of the International Style. This is a classic example of an International Style car dealership with the floor-to-ceiling glazing, flat roof, exposed structural system, and use of steel framing. In 1965, seven of the city's automobile dealerships moved from their downtown quarters to a jointly owned Auto Center along the freeway at Adams Street. It was one of the first centers of its type in the United States. The idea for the center originated in a discussion among five dealers. Of the original Auto Center buildings, the Helgeson Buick dealership is the most distinctive. J. D. Diffenbaugh was the local contractor, who designed and built this. He was also the contractor for the Blindness Support Services building at 3690 3696 Beatty Drive. The Helgeson Buick dealership retains a high level of integrity as there are no apparent exterior alterations.

Property Type: Commercial

Theme: Architecture

Period of Significance: 1965

Related Features:

Resource Attributes: HP06

Report Citation: Modernism Context Statement for the City of Riverside, Certified Local Government Grant

NRHP Status: 3CS Appears eligible for CR as an individual property through survey evaluation

Applicable Criteria: C Property embodies distinctive characteristics which possess high artistic value

NRHP Eligible

Condition:

Survey Type: Intensive Survey

Figure 6. 2009 Evaluation for 8001 Auto Center Drive

Author unknown, available from City of Riverside Historic Resource Inventory (part 2 of 2)

cogstone.com

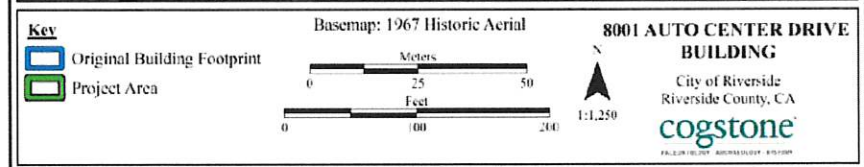
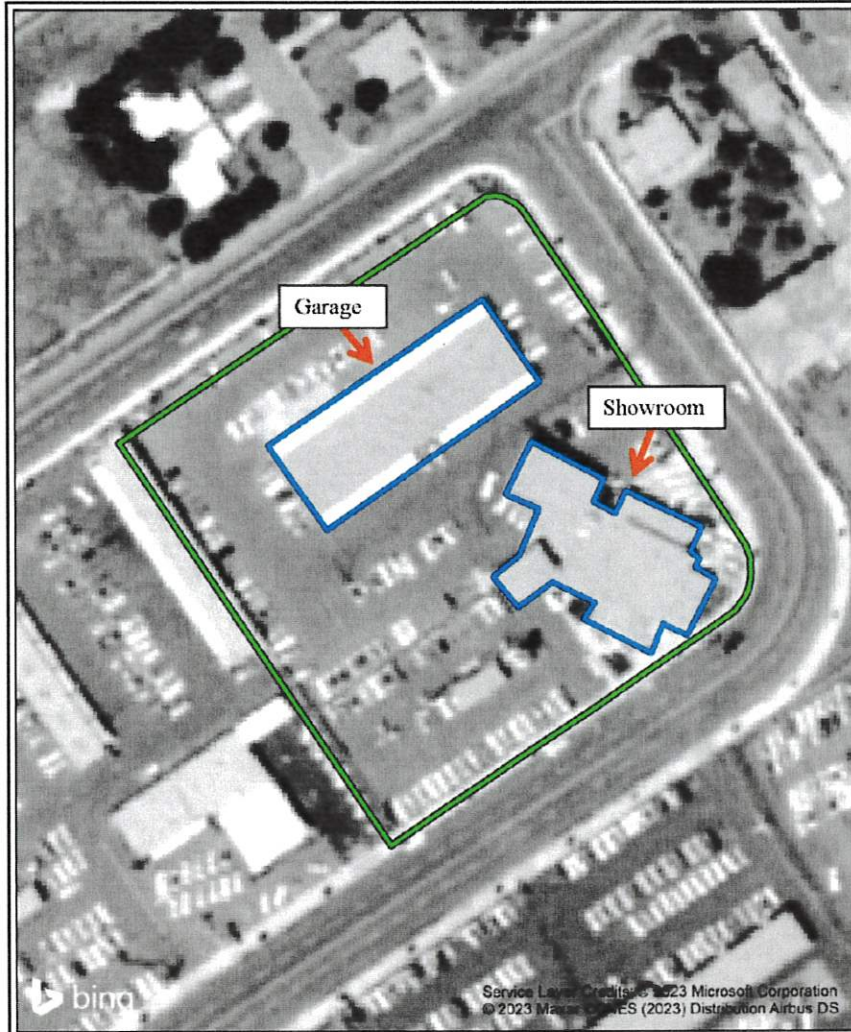


Figure 7. 1967 footprint of buildings (1967 aerial photograph)

cogstone.com



Figure 8. Current footprint of buildings (2023 aerial photograph)

cogstone.com



OLD
RIVERSIDE
FOUNDATION

P.O. BOX 601 · RIVERSIDE, CA 92502 · (951) 683-2725 · OLDRIVERSIDE.ORG

Ms. Shannon Lopez
Cogstone Resource Management
1518 W. Taft Avenue
Orange, CA 92865

August 25, 2023

RE: Request for Information, Helgeson Buick, 8001 Auto Center Drive

Ms. Lopez,

Thank you for informing Old Riverside Foundation of the proposed demolition of the 1965 Helgeson Buick dealership showroom at 8001 Auto Center Drive (now part of Riverside Hyundai) and asking for comment. This structure is included in the City of Riverside's Modernism Context Statement on pages 35, 75, 86, 91, 121-123 and is listed as an Individual Historic Resource:

"In 1965, seven of the city's automobile dealerships moved from their downtown quarters on Market Street to a jointly owned Auto Center along the freeway at Adams Street. It was one of the first centers of its type in the United States. The idea for the center originated in a discussion among five dealers... Of the original Auto Center buildings, the Helgeson Buick dealership is the most distinctive and intact."

As noted, it was among the original dealerships to establish the Riverside Auto Center, which is now regarded as the first Auto Center in California, if not the world. The City of Riverside produced this short video for the Auto Center's 50th Anniversary; the Helgeson Buick building is featured among the historic photographs.

Alterations to the Helgeson Buick building have not affected the appearance of the showroom from three sides. The 2012-2014 demolition was restricted to the rear portion of the structure, leaving the International Style showroom intact and with a great deal of integrity.

Old Riverside Foundation believes Riverside's unique heritage and many historic buildings are vital cultural and economic resources that demand protection for our current viability and the continued livability of all residents. Demolition, disposal, and reconstruction of structures is an unsustainable practice that negatively impacts our environment, economy, and residents. The demolition of any historic resource is not a matter to be taken lightly and in this case is unnecessary. With the widespread popularity of Midcentury Modern style, we believe the property owner, and the city as a whole, would greatly benefit from the restoration and continued use of this landmark-eligible structure.

Thank you for the opportunity to participate in the review process. If any more information is needed, please feel free to contact us. Please keep Old Riverside Foundation on your list of contacts for updates on the project.

Sincerely,

Dave Stolte, President

request

Glenn Wenzel <rhstrea@gmail.com>

Fri 8/4/2023 7:56 AM

To: Shannon Lopez <SLopez@cogstone.com>

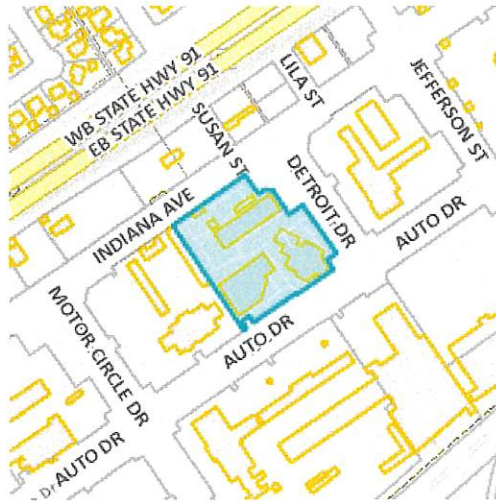
Riverside Historical Society is a non-profit organization of volunteers without a staff, archives or facility. Try contacting the Museum of Riverside.

Sent from Mail for Windows

APPENDIX C. HISTORIC PROPERTY PROFILE

Historic Property Profile: 8001 AUTO DR

Produced On June 16, 2023



Address:	8001 AUTO	Year Built:	1965
APN:	231240002	Builder:	J. D. Diffenbaugh
Name:	Helgeson Buick	Contractor:	
Architect:	J. D. Diffenbaugh	Style:	International
Original Use:	Commercial	Original Owner:	

Legal Description:

Property Description:

Designations

Date:	Name:	
Level:	Description:	
Plaque Date:	Landmark No:	Merit No:
Plaque Text:		
Remarks:		

Survey Results

Survey Description

Survey Year: 2009

This International Style car dealership is one story in height, covered by a flat roof, and is sited diagonally on the corner of Auto and Detroit Drives. It consists of a square-plan, central interior space and four open, rectangular

wings on each side. The roofs of the wings start from below the large central roof. The whole structure is composed of thin steel beams spread apart from each other as supports for the metal roof with exposed and recessed beams. The roof detail is cornice-like with the upper part of the roof slightly extending over the wide, lower beam. Landscaping includes grass and palm trees. Additions include a circular car platform on the corner, and a boxy, featureless building and trailer north and directly behind the building.

Significance

This building is eligible for listing in the California Register under Criterion 3. It is significant at the local level in the context of modern architecture in Riverside as an excellent example of the International Style. This is a classic example of an International Style car dealership with the floor-to-ceiling glazing, flat roof, exposed structural system, and use of steel framing. In 1965, seven of the city's automobile dealerships moved from their downtown quarters to a jointly owned Auto Center along the freeway at Adams Street. It was one of the first centers of its type in the United States. The idea for the center originated in a discussion among five dealers. Of the original Auto Center buildings, the Helgeson Buick dealership is the most distinctive. J. D. Diffenbaugh was the local contractor, who designed and built this. He was also the contractor for the Blindness Support Services building at 3690-3696 Beatty Drive. The Helgeson Buick dealership retains a high level of integrity as there are no apparent exterior alterations.

Property Type: Commercial

Theme: Architecture

Period of Significance: 1965

Related Features:

Resource Attributes: HP06

Report Citation: Modernism Context Statement for the City of Riverside, Certified Local Government Grant

NRHP Status: 3CS Appears eligible for CR as an individual property through survey evaluation

Applicable Criteria: C Property embodies distinctive characteristics which possess high artistic value

NRHP Eligible

Condition:

Survey Type: Intensive Survey

File:

File Date:

Photographer:

APPENDIX D. DPR

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS, 5S3

Other Listings
Review Code

Reviewer

Date

Page 1 of 3

*Resource Name or #: Helgeson Buick

P1. Other Identifier:

*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: Riverside West

Date: May 17, 2012

c. Address: 8001 Auto Drive

City: Riverside

Zip: 92504

e. Other Locational Data: APN 231-240-002-2

*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property is located on the northwest corner of Auto Drive and Detroit Drive, and contains a one-story automobile showroom originally constructed for Helgeson Buick in 1965. It exhibits characteristics of the International Style. The building is oriented diagonally on the parcel. It is rectangular in plan and composed of discrete volumes, with steel frame construction and a flat roof. The central volume is slightly taller than the other volumes, and consists of floor-to-ceiling storefront windows on three sides that give it a transparent appearance. The primary entrance is a single, fully-glazed, metal frame door. There are four rectangular volumes projecting from the central showroom. On the primary (south) façade there is a flat-roofed entrance canopy. On the west façade there is an open, flat-roofed carport used to display automobiles. On the east and rear façades there are enclosed office spaces clad in stack bond brick. The eastern wall of the east volume rises above the roofline creating a parapet. There is an addition on the north.

*P3b. **Resource Attributes:** HP6 – 1-3 story commercial building

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

P5a. Photo or Drawing



P5b. Description of Photo: (View, date, accession #) View looking Northwest (March 2013)

*P6. **Date Constructed/Age and Sources:** Historic Prehistoric Both
1965, building permit

*P7. **Owner and Address:**

*P8. **Recorded by:**
Historic Resources Group
12 S Fair Oaks Ave, Ste 200
Pasadena, CA 91105

*P9. **Date Recorded:**
March 20, 2013

*P10. **Survey Type:**
Intensive

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

Christopher A. Joseph & Associates, *City of Riverside Modernism Context Statement*, November 2009.

Historic Resources Group, *Citywide Modernism Intensive Survey*, September 2013.

*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

*Resource Name or # Helgeson Buick

B1. Historic Name: Helgeson Buick

B2. Common Name: None

B3. Original Use: Commercial/auto

B4. Present Use: Vacant/not in use

***B5. Architectural Style:** Mid-Century Modern/International

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

Original three structures, noted on building permits as "A", "B", and "C" buildings, completed in 1965. Roof addition (15x66 feet) to unspecified building added in 1990. Spray booth added in 2003. Roof of original structure replaced in 2005. New building for Acura dealership completed in 2005. The smallest of the three original structures ("B" building) was demolished in 2006. Awnings on "C" building at rear of site demolished in 2006. Rear portion (2825 ft²) of main building at southeast corner of site ("A" building) demolished in 2012. Remaining structure was sealed off with a masonry wall.

***B7. Moved?** No Yes Unknown **Date:**

Original Location:

***B8. Related Features:**

B9a. Architect: William Ficker

b. Builder: J.D. Diffenbaugh

***B10. Significance: Theme:** Modern Architecture

Area: Riverside

Period of Significance: 1965

Property Type: Commercial/auto

Applicable Criteria: 3/c

Helgeson Buick at 8001 Auto Drive is a good example of a post-World War II automobile showroom in Riverside. It was constructed in 1965 and designed by architect William Ficker. It exhibits Mid-century Modern and International Style details specific to automobile showrooms of this period, including floor-to-ceiling glazing, flat roof, exposed structural system, and use of steel framing. In 1965, seven of the city's automobile dealerships moved from their downtown quarters to a jointly owned Auto Center along the freeway at Adams Street. It was one of the first centers of its type in the United States. The idea for the center originated in a discussion among five dealers. Of the original Auto Center buildings, only Dutton Motor Company and Helgeson Buick retain sufficient integrity for historic designation. The Helgeson Buick dealership is the most distinctive.

Helgeson Buick retains sufficient integrity to convey its historic significance. It appears eligible for listing in the California Register at the local level of significance, and as a local landmark. It is significant under the theme Modern Architecture as a good example of a Mid-Century Modern/International Style automobile showroom in Riverside. It does not appear eligible for listing in the National Register of Historic Places due to alterations to the site, including the demolition of two of the original buildings. In addition, it does not meet National Register Criterion Consideration G of "exceptional importance" required for properties that are less than fifty years old.

B11. Additional Resource Attributes:

***B12. References:**

City of Riverside Building Permits.

City of Riverside Modernism Context Statement, prepared for the City of Riverside by Christopher A. Joseph & Associates, Los Angeles, CA, November 2009.

County of Riverside Property Information Center.

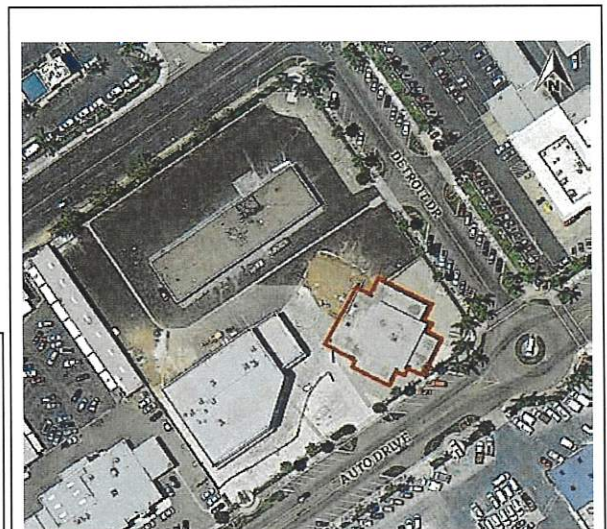
Riverside County Land Information System (LIS).

B13. Remarks:

***B14. Evaluator:** Christine Lazzaretto

***Date of Evaluation:** March 20, 2013

(This space reserved for official comments.)



CONTINUATION SHEET

2013 SURVEY AND EVALUATION

In 2013, the Helgeson Buick showroom was documented and evaluated for historic significance by the Historic Resources Group. The building was described as an International Style one-story automobile showroom. The building has a rectangular plan, flat roof lines, a steel frame, floor-to-ceiling storefront windows, metal frame doors, and carports. In 2012, the rear portion of the building was demolished. Historic Resource Group recommended this building eligible for listing in the California Register of Historical Resources (CRHR) at the local level "as it retains sufficient integrity to convey its historic significance." The building is also recommended eligible for listing as a local landmark. Its significance represents "a good example of a Mid-Century Modern/International Style automobile showroom in Riverside." The building was not recommended eligible for listing in the National Register of Historic Places (NRHP) due to building alterations and demolition of associated original buildings. At the time of documentation, the showroom was not yet 50 years old and was recommended not eligible for listing in the NRHP under National Register Special Criterion Consideration G "exceptional importance" required for properties that are less than 50 years old. The 2013 site records assigned this resource status codes: 3CS (Appears eligible for CR as an individual property through survey evaluation) and 5S3 (Appears to be individually eligible for local listing or designation through survey evaluation).

2023 SURVEY AND RE-EVALUATION

On November 20, 2023, Cogstone's architectural historian Shannon Lopez conducted a site visit of the Helgeson Buick building at 8001 Auto Center Drive. Ms. Lopez was permitted access to the building's interior by the current owner Richard Michaelson. According to Mr. Michaelson, the interior of the showroom and its associated office space have not been used since the purchase of the property in 2013. Upon visual inspection, the building's interior features appear to be in fair to poor condition due to deterioration and removal of materials which contained asbestos.

Comparison of the building's exterior, as recorded in 2013, and what was observed by Ms. Lopez in 2023 shows no significant alterations to the resource's exterior. Some deterioration of paint and minor rust are visible on the corrugated steel overhang. Overall, there appears to be no adverse impact to the building's integrity of exterior materials, design, workmanship, association, location, setting, and feeling. Therefore, this building retains its 2013 recommended status code of 3CS and 5S3.

HISTORIC CONTEXT- ADDITIONAL BACKGROUND RESEARCH

RIVERSIDE AUTO CENTER

On November 12-14, 1965, a grand dedication ceremony celebrated the opening of the Riverside Auto Center near downtown Riverside. Hailed as the first of its kind in the United States, the complex included a coalition of the seven largest car dealerships on a single site spanning 55 acres; the valuation at the time of its opening was estimated at \$15,000,000 (*Santa Barbara News-Press* 1965; *Daily Record* 1965). An advertisement for the Riverside Auto Center's dedication festivities promised an antique auto show and giveaway, race car display, musical entertainment, children's rides, and appearances by the radio and TV personality Dick Clark, as well as an autograph signing by baseball stars Jim Lefebvre and Jim Gilliam of the Dodgers.

The original complex included a nine-acre central mall which consisted of a restaurant, carwash, and office space, along with multiple facilities to sell and service new and used cars and trucks. The seven contributing dealers included:

- W.E. Boyer, Boyer Motors, Inc. (Lincoln-Mercury)
- J.A. (Red)Moss Sr., Moss Motors (Dodge)
- George Reade Sr., De Anza Chevrolet
- Jack F. Kennedy Jr., Kennedy Pontiac
- Birkett G. Warren, Warren Anderson Ford
- Charles F. Dutton, Rubidoux Motor Co. (Oldsmobile-Cadillac)
- Robert Helgeson, Helgeson Buick Inc. (8001 Auto Center Drive)

While none of these dealership owners were obliged to coordinate their respective building designs with one another, the contemporary style of Mid-Century Modern was a preferred architectural theme as it best showcased their automotive inventories and projected a futuristic aesthetic. Floorplans were open, accommodating to foot traffic, with large window walls to integrate the outside natural environment with their cars as the focal point. According to the

Riverside Art Museum, the Durrón Motor Company (formally Rubidoux Automotive Co.) is the last dealership of the Riverside Auto Center which remains in its original and relatively unchanged building (Riverside Art Museum [RAM] 2013). Unfortunately, the Auto Center's central mall did not perform as desired and was eventually closed, the parcels divided, and sold to the dealerships (RAM 2013).

At present a total of 25 dealerships occupy the Riverside Auto Center such as (but not limited to):

- Moss Bros. Chrysler Dodge Jeep Ram Riverside
- Riverside Chevrolet
- Fritts Ford
- Walter's Audi
- BMW Of Riverside
- Dutton Buick
- Dutton Cadillac Of Riverside
- Porsche Riverside
- Land Rover Riverside
- Riverside Hyundai (Project Area; 8001 Auto Center Drive)

SHOWROOM HISTORIC SIGNIFICANCE RE-EVALUATION

Criteria A/1

Is this resource associated with events that have made a significant contribution to the broad patterns of our history?

The Helgeson Buick showroom was constructed in 1965 as part of the Helgeson Buick dealership. This dealership was one of seven automotive dealerships which formed the Riverside Auto Center, the first of its kind in the United States upon its grand opening in 1965. While the Helgeson Buick showroom represents a contemporary structure from the Auto Center's original design, its own contributions do not elevate the building to a level of historic significance required for listing in the NRHP or the CRHR.

Criteria B/2

Is this resource associated with the lives of significant persons in our past?

The Helgeson Buick showroom is associated with Robert Helgeson, owner of Helgeson Buick Inc. Helgeson was one of the seven founding auto dealers of the Riverside Auto Center. Mr. Helgeson was a successful automobile dealer and was elected as the president of the Helgeson Buick, Riverside and the president of the Los Angeles Metropolitan Buick Dealers Association in the 1960s. However, the showroom's association with Mr. Helgeson does not elevate this resource to the level of historic significance required for listing in the NRHP under Criterion B or the CRHR under Criterion 2.

Criteria C/3

Does this resource embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction?

In 2013, the Helgeson Buick showroom was documented and evaluated for historic significance by the Historic Resources Group. The building was described as an International Style one-story automobile showroom. The building has a rectangular plan, flat roof lines, a steel frame, floor-to-ceiling storefront windows, metal frame doors, and carports. In 2012, the rear portion of the building was demolished. Historic Resource Group recommended this building eligible for listing in the CRHR at the local level "as it retains sufficient integrity to convey its historic significance." The building is also recommended eligible for listing as a local landmark. Its significance represents "a good example of a Mid-Century Modern/International Style automobile showroom in Riverside". The building was not recommended eligible for listing in the NRHP due to building alterations and demolition of associated original buildings. At the time of documentation, the showroom was not yet 50 years old and was recommended not eligible for listing in the NRHP under National Register Special Criterion Consideration G "exceptional importance" required for properties that are less than 50 years old. The 2013 site records assigned this resource status codes: 3CS (Appears eligible for CR as an individual property through survey evaluation) and 5S3 (Appears to be individually eligible for local listing or designation through survey evaluation).

Comparison of the building as recorded in 2013 and what was observed by Ms. Lopez in 2023 shows no significant alterations to the resource's exterior. Some deterioration of paint and minor rust are visible on the corrugated steel overhang. Overall, there appears to be no adverse impact to the building's integrity of exterior materials, design, workmanship, association, location, setting, and feeling as compared to the building's recording in 2013. Therefore, this building retains its 2013 recommended status code of 3CS and 5S3.

Criteria D/4

Has this resource yielded or is it likely to yield, information important in history or prehistory?

Criteria D/4 is most often applied to archaeological sites and districts but can also apply to buildings, structures, and/or objects. This building does not exhibit a local variation of a standard design or construction technique that can yield important information (such as construction expertise or availability of local materials). Due to a lack of significance, this resource is recommended not eligible for listing in the NRHP under Criterion D and the CRHR under Criterion 4.

Integrity

There has been no notable change to the building's integrity of location, design, setting, materials, workmanship, feeling, and association as from what was originally recorded in 2013.

REFERENCES

Daily Record

1965 "Riverside Auto Center Brings 7 Dealer to 55-Acre Site". *Daily Record* (Banning, California). Published: Saturday, November 13, 1965. Page 3. Available at: <https://www.newspapers.com/image/688560546>. Accessed: June 26, 2023.

Historic Resource Group

2013 "Helgeson Buick". *Department of Parks and Recreation*. Copy on file with the City of Riverside Historic Preservation Department.

Riverside Art Museum (RAM)

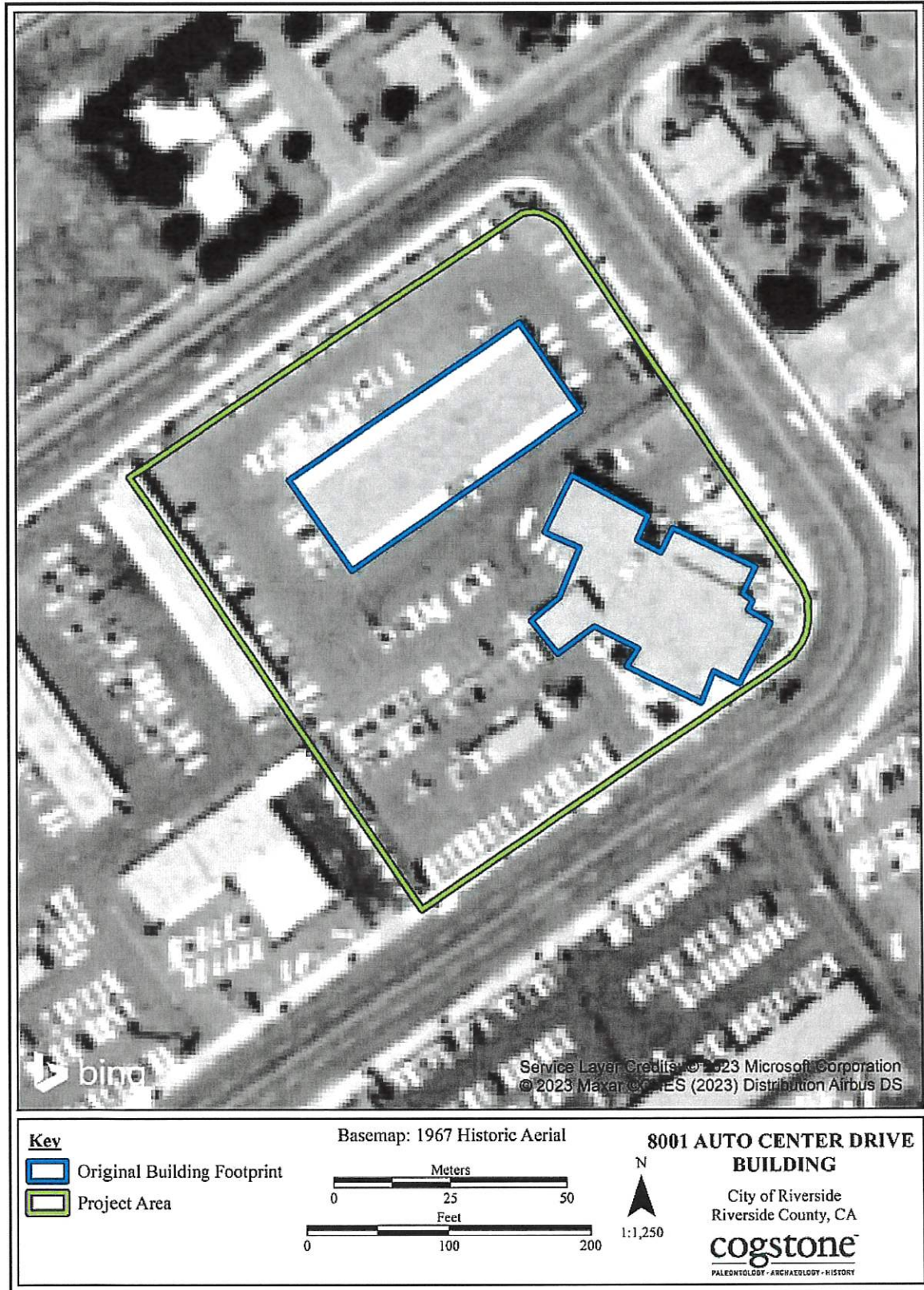
2013 "The First of Its Kind: The Riverside Auto Center, 1965". Available at: <https://riversideartmuseum.org/exhibits/the-first-of-its-kind-the-riverside-auto-center-1965/>. Accessed: June 26, 2023.

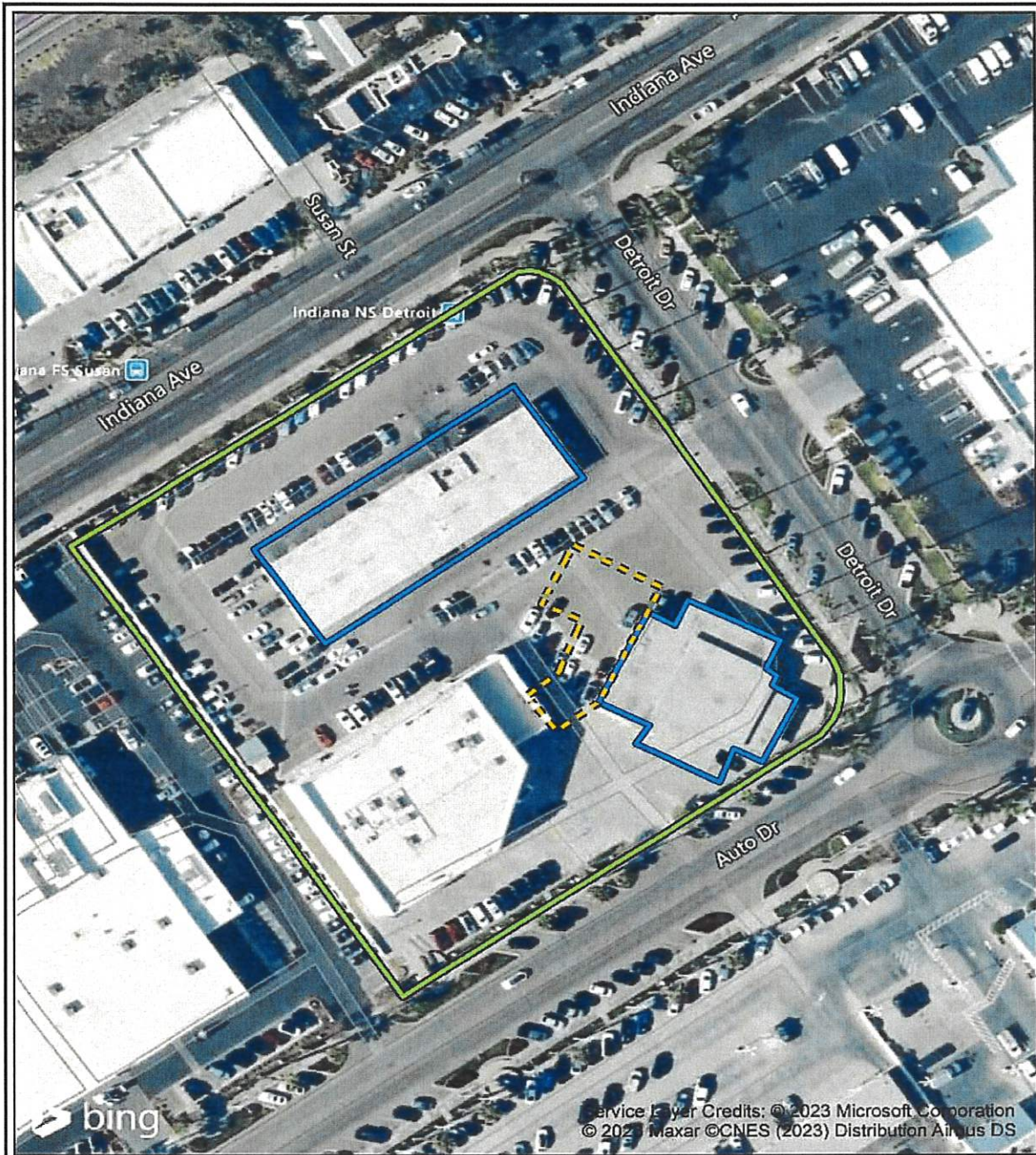
The San Bernardino County Sun

1968 "Antenna Windshield". *The San Bernardino County Sun* (San Bernardino, California). Published: Sunday October 13, 1968. Page 74. Available at: <https://www.newspapers.com/image/61584775>. Accessed: June 15, 2023.




Santa Barbara News-Press

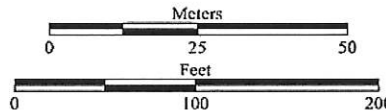
1965 "Seven-Dealer Venture: Riverside Auto Center Reality After 12 Years". *Santa Barbara News-Press* (Santa Barbara, California). Published: Thursday, November 18, 1965. Page 37. Available at: <https://www.newspapers.com/image/929351200>. Accessed: June 15, 2023.





Key

-  1965 Showroom and Garage
-  Section of Showroom Demolished ca. 2012-2014
-  Project Area



8001 AUTO CENTER DRIVE BUILDING

City of Riverside
 Riverside County, CA





View looking South (March 2013)



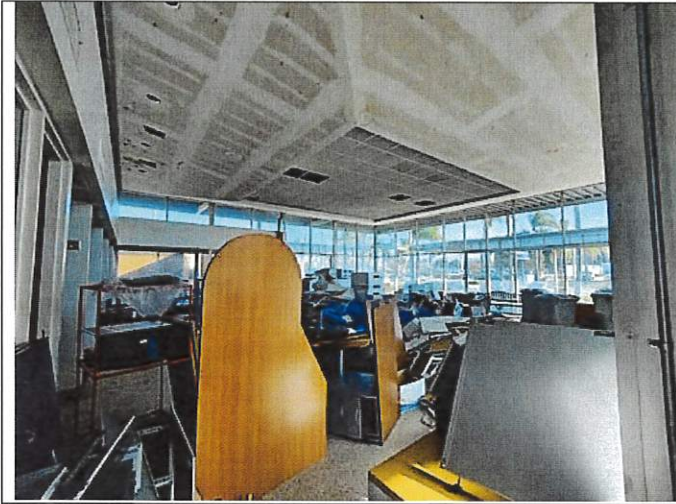
View looking Southeast (March 2013)



Northeast elevation. Original building configuration prior to demolition of the southern block of the building in 2012.



Southwest elevation. Original building configuration prior to demolition of the southern block of the building in 2012.



Main lobby/showroom interior, facing east.



Main lobby/showroom interior, facing north.



Rear of main lobby/showroom, facing secondary office space.



Rear of building (northwest area), office space.



Rear of building (northwest area), office space.



Rear of building (northwest area), office space.

Exterior



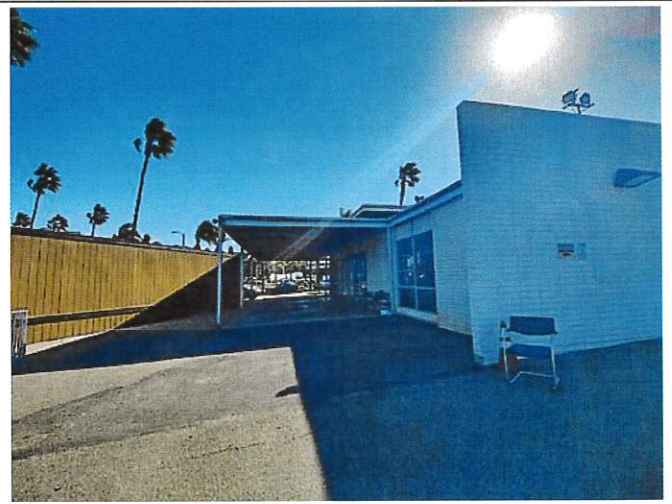
Southern elevation, facing northeast.



Northwest elevation, facing southeast.



Oblique southeast corner, facing northwest.



Northeast elevation, facing southeast.

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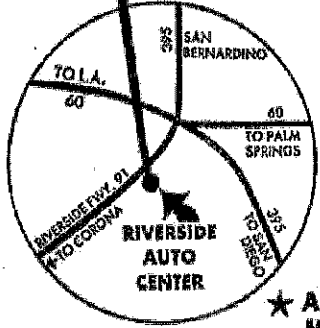
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★ Jim Gilliam
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Dedication of the Riverside Auto Center (Redlands Daily Facts, 1965, page 2)