

## REQUEST FOR HISTORIC AND SCENIC PRESERVATION COMMISSION ACTION

### VI.B. PROPERTY ONE, LLC, APPLICANT

**PUBLIC HEARING** to consider **Certificate of Appropriateness No. 615** for the removal of a modern building addition (349 Orange Street) and the rehabilitation of adjoining walls with the Chamber of Commerce Building (347 Orange Street) and the Santa Fe Depot (347 Orange Street), located at in the TC-H (Town Center - Historic) District of Specific Plan No. 45 (APN: 0169-281-39-0000). This project is exempt from environmental review pursuant to Sections 15301(l)(3) and 15331 of the California Environmental Quality Act Guidelines.

HISTORIC AND SCENIC PRESERVATION MEETING: January 7, 2021

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Planner: Emily Elliott, AICP, Contract Planner

#### PROCEDURE FOR PUBLIC HEARING

1. Chairperson declares the meeting open as a public hearing.
2. Chairperson calls upon staff for report.
3. Chairperson calls for questions/comments from members of the Commission.
4. Chairperson calls upon applicant, or its representative, for comments/testimony.
5. Chairperson calls for comments/questions/testimony from members of the public (3 minutes per speaker).
6. Chairperson calls upon the applicant, or representative, for rebuttal comments (5 minutes).
7. Chairperson closes the public hearing.
8. Commission considers the motion(s) and votes.

#### SYNOPSIS

1. Historic Designation: 349 Orange Street, the subject building to be demolished, is not a historic resource. Adjacent building to the south, 347 Orange Street (Chamber of Commerce Building) and the 351 Orange Street (Santa Fe Railroad Station) to the north, are both individually designated historic resources on the federal register and are contributing buildings to the federal Santa Fe Depot Historic District.
2. Existing Land Use: The subject building proposed for demolition is occupied by a hair salon. The Santa Fe Depot and platform recently underwent seismic rehabilitation for future use as the Arrow Rail platform and the Chamber of Commerce building is currently occupied by a restaurant.

3. Historic and Scenic Preservation Commission submittal dates:
- (A) Date Submitted: December 3, 2020
  - (B) Date Accepted as Complete: December 7, 2020
  - (C) Historic and Scenic Preservation Commission Meeting: January 7, 2021
4. Attachments:
- (A) Location Map
  - (B) DPR Sheet and Continuation Form for the Santa Fe Depot Historic District
  - (C) Massing study and plans
  - (D) Analysis of Secretary of Interior Standards
  - (E) Resolution No. 2021-01, with Conditions of Approval

## **PROPOSAL**

The applicant is proposing to remove an approximately 1,825 square foot building located at 349 Orange Street that was constructed in 1990 (subject building), as identified on Attachment A: Location Map. The subject building is not a historic resource nor a contributing resource to a historic district, however the subject building is situated between two designated historic structures which will require rehabilitation upon demolition of the subject building. This Certificate of Appropriateness provides the path of approval of the proposed demolition while considering the appropriate treatment of the adjacent buildings.

Upon removal of the subject building, the applicant proposes to restore the space as a courtyard/plaza. Repairs will be made to the existing stucco façade and will be repainted with color that matches the historic precedents of the building. Extant roof tiles will be cleaned and repaired, and new underlayment will be provided. Roof eaves will be repaired, and gutters will be installed to match historic precedents. Existing storefronts will be cleaned, repaired, and repainted as needed to match historic precedents. The extant windows will be repaired and replaced as needed with those that match in appearance. Original finishes, including plaster exterior walls, wood wainscot, and window casings, trim, and sills will be retained to the extent possible and will be repaired using matching materials and colors as needed. In a future phase of work, the applicant will be seeking an additional Certificate of Appropriateness for a service room addition to accommodate the restroom facilities for the Arrow Rail.

## **BACKGROUND**

The subject building is located within the Santa Fe Depot District (District), a National Register historic district established in 1991, one year after the construction of the subject building.

The District is bounded by Eureka Street to the west, North 5<sup>th</sup> Street to east, Redlands Boulevard to the south, and the railroad tracks and Stuart Avenue to the north. It is comprised of 33 buildings, 23 of which are contributing resources, with a period of significance that ranges from 1888 – 1941(Attachment B: DPR and Continuation Form for the Santa Fe Depot District).

The subject building is situated directly between the Board of Trade/Chamber of Commerce building (347 Orange Street) constructed in 1912 and the Santa Fe Railroad Station (351 Orange Street) constructed in 1909 (Attachment C: Massing study and plans).

The subject building shares a wall with the Board of Trade/Chamber of Commerce building and minor attachments to the Santa Fe Railroad Station. The attachment points of the subject building to the adjacent resources and the respective rehabilitative treatments are the subject of this report. Attachment B

The applicant has obtained the services of Architectural Resources Group (ARG), as an architect/conservator, to ensure consistency with the Secretary of Interior's Standards for the Treatment of Historic Properties. Following these standards and the Secretary of Interior's Guidelines for Rehabilitating Historic Buildings, the applicant has demonstrated an emphasis on maintaining existing materials and features, repairing and restoring historic materials where needed, replacing materials only when determined that repair and restoration is not feasible with in-kind materials to match, and replacing historic materials when identified to be missing. The applicant has recently completed a major rehabilitation effort at the Santa Fe Railroad Station to seismically retrofit the building and prepare it for use as the service platform for the Arrow light rail, expected in 2022-2023.

## **ANALYSIS**

### **A) Zoning**

The property is located within the TC-H (Town Center Historic) District of the Downtown Specific Plan (Specific Plan No. 45). The scope of work for the demolition does not include any new building additions or expansions at this time, nor will there be changes of use in the adjacent buildings. As such, development standards such as lot coverage, setbacks, and building heights will not be affected by the proposal to demolish the

subject building and the removal of the building will not alter the site's conformity with the underlying zoning district.

#### B) Secretary of Interior Standards and Guidelines

In reviewing the submitted request, staff utilized the 2017 revision of the *Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings*. The proposal to demolish the subject building will require the rehabilitation of shared walls and connections with the Board of Trade/Chamber of Commerce building and the Santa Fe Railroad Station. This rehabilitation effort 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.<sup>1</sup>

A table including staff's analysis of the Secretary of the Interior's Standards for Rehabilitation has been included as "Attachment D". The analysis concludes that the proposed project will be consistent the Secretary of Interior's standards and guidelines for rehabilitation, based on the scope of work and the proposed plans provided by the applicant.

#### C) City of Redlands Historic and Scenic Preservation Design Manual

The project will be consistent with the City's Historic and Scenic Preservation Design Manual. The proposed demolition of the non-historic building addition will not alter or permanently remove any of the characteristic features of the architectural style that remains on the adjacent historic resources. While the removal of the subject building will require rehabilitation of shared walls and attachment points, it will be done so in a manner that meets the requirements of the National Park Service Federal Historic Tax Credit program.

#### D) Summary

The proposed demolition, with the incorporation of standard conditions of approval, will not adversely affect or change the adjacent historic resources, nor their context within the historic district. The scope of work is consistent with the Redlands Municipal Code, Secretary of Interior's Standards for the Treatment of Historic Buildings and Guidelines

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<sup>1</sup> Kay D. Weeks and Anne E. Grimmer (Revised 2017). *Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings*. U.S. Department of the Interior, National Park Service, Technical Preservation Services, Washington, D.C.

for Rehabilitation, the City's Historic and Scenic Preservation Manual, and the Citywide Context Statement.

## **ENVIRONMENTAL REVIEW**

The proposed demolition is exempt from the requirements of the California Environmental Quality Act's guidelines pursuant to Sections 15301(l)(3) and 15331. Section 15301(l)(3) exempts the demolition of small commercial structures and 15331 exempts the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of historical resources in a manner consistent with the Secretary of the Interior's Standards.

## **STAFF RECOMMENDATION**

Staff recommends that the Historic and Scenic Preservation Commission approve Certificate of Appropriateness No. 615, subject to the recommended Conditions of Approval.

## **MOTION**

If the Historic and Scenic Preservation Commission deems it appropriate, staff recommends the following motion:

"I move that the Historic and Scenic Preservation Commission adopt Resolution No. 2021-01, approving Certificate of Appropriateness No. 615, subject to Conditions of Approval, and find that the project is exempt from further environmental review pursuant to Sections 15301(l)(3) and 15331 of the CEQA Guidelines."

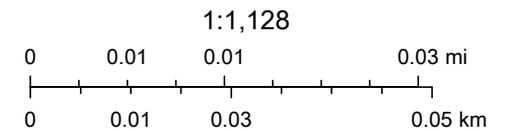
# ATTACHMENT "A"

Location Map

# Attachment A: Location Map



December 18, 2020



ATTACHMENT "B"

DPR Sheet and Continuation Form for the Santa Fe  
Depot Historic District

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

JUL 11 1991

NATIONAL REGISTER  
OHP

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Redlands Santa Fe Depot District  
other names/site number \_\_\_\_\_

2. Location

street & number BOUNDED BY Eureka St., N. 5th St., Redlands  not for publication  
city, town Redlands / Blvd., RR track & W. Stuart  vicinity  
state California code CA county San Bernardino code 071 zip code 92373

3. Classification

Ownership of Property:

- private
- public-local
- public-State
- public-Federal

Category of Property

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
<u>23</u>	<u>9</u> buildings
_____	<u>1</u> sites
_____	_____ structures
_____	_____ objects
<u>23</u>	<u>10</u> Total

name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.

Signature of certifying official Kathryn Swathlow  
California Office of Historic Preservation

Date 9-11-91

State or Federal agency and bureau \_\_\_\_\_

In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.

Signature of commenting or other official \_\_\_\_\_

Date \_\_\_\_\_

State or Federal agency and bureau \_\_\_\_\_

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register.  See continuation sheet.
- determined eligible for the National Register.  See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain): \_\_\_\_\_

Antoinette Lee

10/29/91

fr \* Signature of the Keeper

Date of Action

## 6. Function or Use

Historic Functions (enter categories from instructions)

Commerce/Business

Commerce/Specialty Store

Commerce/Organization

Commerce/Warehouse

Industry/Processing Site

Current Functions (enter categories from instructions)

1. Commerce/Business

2. Commerce/Professional

3. Commerce/Specialty Store

## 7. Description

Architectural Classification

(enter categories from instructions)

Late Victorian

Late 19th & 20th cent. Revivals

Materials (enter categories from instructions)

foundation concrete

walls brick

iron

roof asphalt

other steel

stucco

Describe present and historic physical appearance.

The district contains thirty two buildings, nine of which do not contribute -- either by loss of integrity or by being constructed after the period of significance. One building has recently been lost to fire. Dating from 1888 through 1941, the buildings visually document the district's economic and social booms. Predominately commercial in nature, the district also includes industrial packing houses, other citrus industry related structures and the train station. The depot area evolved from the first "downtown" area at Orange Street and Redlands Boulevard (now demolished) established by the "Chicago Colony" in 1886. A city ordinance, passed in 1888, prescribed that all future downtown buildings be built of brick. Although some facades have changed, the traditional design strength of the commercial facades remains cohesive. Most of the buildings are one and one-half stories or two stories in height though there are a few one story buildings. Standing adjacent to each other, block upon block, they form the rhythm of the retail commercial on the east side of Orange Street.

The urban design patterns and physical amenities in the Redlands downtown are like those that existed in many parts of this country before the advent of the regional shopping centers. However, Redlands is fortunate because unlike many other Southern California towns, it still has the citrus commercial core on the west side of Orange. Except for the depot and a few other structures, the architecture is eclectic. It ranges from the late 19th century brick commercial "blocks", and the excellent examples of storefront design such as the Worley Building at 338-340 Orange Street, The Poundstone Hamilton Building/Ralph's Antiques at 342-344 Orange Street, The Redlands City Transfer Building/Lite House at 360 Orange Street, The Pioneer Transfer Building (inlay brick) at 348 Orange Street, and The Packard dealership at 415 Orange Street, to the 19th and 20th century brick packing houses, and from utilitarian architecture with corrugated steel roofs, steel windows to Classical Revival architecture in the Depot and Board of Trade Building. The area demonstrates not only the evolution of a downtown, but also distinctive eras of growth, architecture, and function. Even the new structures in the area are scaled to pedestrians and not the automobile.

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Continuation Sheet

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The alleys behind the buildings on the east side of Orange Street provide not only a unique street circulation system but also a view of the district's industrial and service images. Arched windows, fading signs, exposed pipes, lofts, and heavy wooden or metal doors punctuate the simple brick facades. The alley setback pattern varies with the historic uses of the buildings. Although still in use today, the alleys have been altered very little and are often the clues that buildings with 1940-1960 street faces date to the 1890s.

Even though this area combines the era from 1888-1941 and combines industrial commercial and retail commercial, there are common elements that tie the area together. The scale may be the outstanding feature of the entire area and unlike the rest of the downtown, the street layout design is still the same as it was when Redlands was founded. The use of brick, which was required by ordinance in Redlands, is the material that ties the buildings together. There must have been one brick mason who worked on many of the buildings for there are corbeil parapets on the packing houses as well as The Phinney Block and Ralphs and in both retail and industrial buildings there is also a pattern of utilizing segmental arch openings with radiating brick lentils. Gable roofs predominate in all of the buildings with the addition of monitor roofs, skylights and shed roof wings.

The district remains relatively intact due to a commercial shift South to State Street where a new mall replaced the original downtown settlement. This shift, although scorned by Orange Street commercial and industrial owners, did help preserve the depot area for its future as a historic district.

The city has recently added reproductions of the original Redlands' street lights as well as benches and plantings. These additions add to the pedestrian scale and cohesiveness of the area. Architecturally this area has the components of the 20th century small town. Each era of history is represented. There are architectural treasures that are still functioning or can be adapted to a downtown use. One is charmed with the sense of time and place. The Depot district is an area that tells a story of Redlands growth.

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1. Redlands Mutual Orange Company/Packing House 1906  
(330 North Fourth Street)

Originally a packing house, the tall, one-story, rectangular brick building at 330 N. Fourth is now sheathed with stucco. The main section has a low parapet on the North, South, and East. Behind the parapet is a series of corrugated metal, shed roofs that resemble a truncated hip. On the North elevation of this section there are three loading doors and five basement windows. Three of these have segmental arch lintels and all have steel bar grilles. On the East elevation are two arched lintel loading doorways with corrugated metal doors and three segmental arch lintel windows. Two of these have the original paired, wood, double-hung windows with solid arch fill while the third has been remodeled. Next to this window is a single entry door with a molded surround. Covering these openings is a corrugated metal awning roof supported by wood brackets. On the South elevation the brick wall returns partially and has a window matching those on the East. At the end of the return the simpler, working end of the packing house begins. This and the West wall have been partially remodeled but there is still evidence of the typical, wood slat, open wall, storage and work areas. The West side has a shed roof and no parapet and in the center of the building is a two-story tower with a combination of shed and gabled corrugated roof. Some of the walls of this structure are open wood slats while the rest is corrugated.

2. Rettig Machine Shop (205 West Stuart Avenue) 1941

A good example of a 1940s industrial building, the Rettig Machine Shop at 205 Stuart has a rectangular plan and is one-story but tall enough to accommodate a second floor in the North end. The gable on hip roof is of corrugated metal and in the center of the gable ridge is a very low monitor roof that serves as a skylight. The foundation of the building is of poured concrete and except for the South wall it is exposed to a height of about five feet where the wood frame construction begins. The wood frame is sheathed with flat metal siding.

The main entry on the North elevation has been remodeled and has aluminum doors but the rest of the building is in tact although a large post and beam steel shed has been attached to the West wall. Over the entry on the North is a second floor loading door and large, multi-pane, steel, industrial windows on either side extend from the foundation to the eaves. These windows and the others in the building are unusual in that they are fixed but have an open section in the

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center. It is difficult to tell if there was originally an awning or hood casement.

The East elevation features an oversize loading door in the center that extends up to the eaves and a large painted sign - RETTIG MACHINE. On either side of the door are industrial windows also extending to the eaves.

The West elevation matches the East and the South has a central loading door and one small window. Only the metal walls are visible here as the ground covers the foundation.

3. J. J. Prendergast Packing House (301 North Third Street) 1903

The former packing house at 301 N. Third is a very tall, one-story, brick building with one large, steeply pitched gable roof facing North and South. The roof is covered with rolled composition roofing. Running almost the full length of the main ridge is a monitor roof with horizontal, wood slat vents running the entire length and a metal roof. It would be a rectangular building except for a small wing on the Northwest corner that has a flat parapet with a rectangular arched corbel band at the top. In the East wall of this wing are three window openings with segmental arch lintels of radiating brick. In the South wall of this wing there is a small segmental arch doorway with radiating brick lintel and a five cross panel wood door. The windows are boarded up. On the East elevation of the main wing are three loading doors with segmental arch lintels. Cement ramps lead to the doors. The eave overhang is very large here and is supported by wood brackets. The overhang is notched to accommodate loading. On the wall at the Southern end of the East elevation is a painted sign. In the center of the South wall facing the railroad tracks is another loading door matching the others.

4. Cope Commercial Company Warehouse/Grigsby Brothers 1889  
(21 West Stuart Avenue)

The large brick warehouse building at 21 West Stuart has a rectangular plan and features, on the West end, a basement loading door that allows the rock foundation to show to advantage. This door has a segmental arch lintel. There are two other openings in this wall, the most significant being a segmental arch opening in the gable end. The metal, steeply pitched gable roof runs East to West and has large eave overhangs to cover the wood plank loading docks. Metal tie rods support the eaves. On the ridge are two monitor roofs. The walls of these are metal, multi-paned windows, some of which are broken. Mounted above and spanning between these is a large painted sign - GRIGSBY BROS. Opening onto the North and South loading dock

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are a combination of loading doors, small doors and windows. The larger loading doors are rectangular with multi-light transoms, but the smaller doors and some of the windows have segmental arch openings with radiating brick lintels.

The secondary building at 21 West Stuart, built in 1912, is a long rectangular, one-story, brick building on a concrete foundation. The bricks were unpainted originally but now have mustard paint. The parapet is stepped on the East and West ends which are the narrow elevations. The brickwork is decorated by corbeled string courses at the top and base of the parapet on all sides. In the East wall are two doorways with segmental arch lintels of radiating brick. These doorways were originally open with sliding exterior barn door closures. One now has a hinge door and a wood filled lintel arch while the other is boarded up. The North wall has a large sliding barn door at the West end and three arched lintel loading doors in the center of the wall. These have been boarded up. A plate glass window on the East end is possibly a later addition. The West and North walls are solid. Two contributing buildings.

## 5. Packard Motor Company Sales Office (415 Orange Street) 1923

The one-story, reinforced poured concrete, rectangular building at 415 Orange stands alone so that all elevations are visible. The parapet is flat on the sides and gabled on the West and is of concrete block. The main entrance is in an under roof, cutaway entry patio on the Northeast corner. This patio was originally a car entry to the Motor Company. The roof of the cutaway is supported by concrete pillars. An interesting alteration to the pillars is a notch that was cut to accommodate wider cars. On the North side the pillars have solid brackets of concrete at the header. On the front or East elevation are large, plate glass storefront windows with aluminum frames. These replace the original central double doors, stone front windows, and transom. The South elevation has been remodeled and has several entries and aluminum windows. The original elevation had five large industrial windows into the rear garage area and two smaller windows into the front office area. Four large sycamore trees complement this facade. The most outstanding feature of the building is the recently restored brick facade on the East elevation. Light red brick and white glazed bricks are used to create a pattern on the pillars, and on the parapet. The pattern is simple with the white brick outlining the edges of rectangular sections.

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## 6. Board of Trade/Chamber of Commerce (337 Orange Street) 1912

A small one-story building next to the Santa Fe depot, the old Chamber of Commerce reflects some of the characteristics of the depot. The gabled roof is covered with red tiles and ends in a low-pitch pediment facing the street. The pediment is filled with clay tile pipe ends. Below the pediment is a boxed cornice supported by six free-standing concrete doric columns with flared bottoms on square bases. These columns stand in groups of threes at either end of the front porch, four facing the street and the remaining two enclosing the sides of the porch. Their orange color contrasts with the cream shade of the buildings poured concrete walls. The large aluminum entry doors and windows on the East elevation are replacements. Additional decoration is seen in the gable ornamentation; a finial at the peak, and ball and pedestals at either end. Flat square pilasters with flared bottoms, (three on each side wall and two at the rear) give the building symmetry and add to its classical flavor. The lower part of the facade is made up of long glass windows and doors. The remaining three sides have double-hung sash windows with wood frames. A door in the west wall serves as the rear entrance and is approached by two concrete steps. The building has a concrete foundation and sits over a basement.

## 7. Santa Fe Railroad Station (351 Orange Street) 1909

The tall, one-story, Classical Revival building has a T-shaped plan formed by a square waiting room/warehouse and a long attached colonnade that parallels the tracks on the North. The foundation, walls, columns and beams are of poured concrete with plaster coating. The roof is covered with flat, red clay tile with decorative red tile on the ridges.

The hipped roof over the waiting room is topped with a low monitor roof and on the South side there is a central, plastered chimney with corbeled top. This section, on three sides not attached to the colonnade has very large eave overhangs with plastered soffit and rafter ends and molded cornice. Hanging from the soffits are distinctive but simple light fixtures that hang on a rigid wrought iron bar with hook holding a metal shade lamp. The West end of this section was designed for baggage and warehouse use while the East end is for passenger and office use. The walls all around are a series of openings between which are wide engaged pilasters with only a slight reveal. The West wall has two large openings that are mostly filled in except for the transom area. The South elevation has two sets of very tall loading doors that reach to the top of the wall. The Western most pair has a higher sill and side lights with transom. The

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other set has two pairs side by side. The doors are original with exposed cross bracing over vertical boards. To the East of these doors two sets of tall, multi-paned, wood windows flank double entry doors set in a larger, matching set of windows. These windows are distinctive and are repeated on the East and North elevations. The panes are tall and narrow and there are typically nine in the fixed window and six in the transom except above the door where there are eight. Large sets of matching windows fill the East elevation and the North elevation, which is under the colonnade, mirrors the South with the addition of several small doors.

On the North is a grand plaza, made up of 5,000 bricks, for passenger loading and unloading. Over the plaza the long colonnade is made up of thirty-six Doric columns evenly spaced in pairs. The columns rest on square bases of varying heights depending on the rise of the ground. On the side of the colonnade, the ends and center, are pairs of heavy concrete piers that help support the gable roof and the monitor house at each end. Between the piers at the frieze are molded concrete panels decorated with base relief vegetable designs. While the piers are needed for support they are so designed that they serve the secondary function of entry statements at the ends of the colonnade and where the colonnade meets the waiting room. Exposed concrete beams, three longitudinal and several cross beams about nine feet apart, also help support the colonnade roof. These are exposed but plastered. The matching monitor structures at each end of the colonnade have low, tile, hip roofs, a molded boxed cornice, and a doorway on the South wall. They are large enough for a person to stand inside.

The ends of the colonnade mirror the Old Chamber of Commerce building to the South with pairs of free standing Doric columns flanking the entry. Above the roof over the columns are large ball finials with square base. The pediment tympanum is recessed. A sign - REDLANDS is carved in the concrete frieze. There is also a painted sign - SANTA FE on the South frieze and a painted Santa Fe logo on the monitor wall.

8. Redlands City Transfer/Lite House (360 Orange Street) 1906

The two-story, rectangular building at 360 Orange retains much of its original character. The West or front facade has been stuccoed but the detailing of the brick work is partially evident. At each corner of the facade is a square pilaster that rises above the flat parapet each having a corbeled top. Along the cornice are four corbeled brackets. The second story has five segmental arch openings with wood, single-pane, double-hung windows. A string course runs the width of the facade under these openings. The store front has a

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recessed entry with a wood and glass door in the center and large plate glass windows with wood frames on either side. At the outside corners of the recess are thin, wood, engaged columns. Above, a transom extends across the entire front. The transom glass has been painted. Projecting over the sidewalk above the transom is a can neon sign "LITE HOUSE".

The building is the last in a row of storefront buildings that ends at the railroad tracks so that the North elevation was designed to be exposed. A painted sign fills the wall. It is faded but the words - FOWLER TRANSFER CO., WAREHOUSE & STORAGE, and HOUSEHOLD GOODS can be seen, as well as a Wrigley's Spearmint Gum sign overlaid diagonally. In the lower wall are three large and two small windows.

The top of the South elevation has a similar sign and can be seen from Orange Street as the attached building is one story.

The East elevation on the alley is brick but the lower wall has been stuccoed. The parapet has one step and just beneath it is a small painted sign - FOWLER TRANSFER CO. There are three windows above with segmental arch lintels of radiating brick, projecting brick sills and single-pane, double-hung windows. On the ground level is a large loading entrance flanked by similar windows. The door also has the arched lintel with radiating bricks.

## 9. Pioneer Transfer (348 Orange Street) 1897

The one-story building at 348 Orange has five storefront sections divided by piers. The recessed entry occupies the second section from the left. The transom area does not recess but is flush across the entire front. It has been covered temporarily with vertical siding. The last two sections to the right have been altered. One with a roll-up aluminum door and the other with a wood siding door. There are storefront, plate glass windows to the left and right of the entry. These and the entry door are aluminum frame. The main feature of this building is the brick inlay work on the parapet and piers. The parapet is divided into three sections that have a diamond pattern of white enameled bricks. Above these panels is a white brick string course. The six piers are outlined with the same bricks.

The East elevation faces the alley and is brick with a four stepped parapet. A string course outlines the top of the parapet. There is a large loading door with a concrete lintel, a pedestrian door and three large windows that have been boarded up.

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10. The Palace Livery Stable (346 Orange Avenue) 1908

The rectangular, one-story building at 346 Orange does not follow the typical storefront pattern of the rest of the block as it was originally a livery and feed building. There is one large carriage size entrance on the front elevation. To the right is a large vertical opening with a segmental arch lintel of radiating bricks and a projecting brick sill. To the left is a larger square opening with a projecting brick sill. Both openings are boarded up. Originally the left window matched the one on the right and the livery door had an arched lintel. Decorative interest is added to the painted brick facade by the intricate string course at the top of the parapet, and the crenelated corners.

The East elevation facing the alley is unpainted brick with two large openings with segmental arch lintels with radiating bricks and projecting brick sills. Both are boarded up. On the right side is a large loading door. Over the right half of the building is a second story section with walls and a gable roof of corrugated metal. From the exterior it does not appear that the front and rear loading or carriage doors are on axis.

11. The Poundstone and Hamilton Building/Ralph's Antiques 1898  
(342-344 Orange Street)

T. Fulkerson Hardware (342 Orange Street)

W. N. Kline & E. J. Underwood Tinnars (344 Orange Street)  
(342-344 Orange Street - Ralph's Antiques)

The rectangular building at 342-344 Orange is one of the last classic storefronts left in Redlands. The one-story building is of the original brick and has two storefront entrances set back within the facade. The entry doors have nicely detailed wood molding and a large, single-pane transom above. One door is the original wood frame but the other has been replaced. There are decorative iron columns with capitals that define the outside corners of the recesses, and octagonal multi-light transom windows above the plate glass storefront windows. There is a central brick pier and a brick base beneath the windows. The transom returns with the entry recess. The brick parapet has one large center step. The cornice is relieved by a decorative arch corbel table, four rounded crenelated corners, and a quarter round of brick work in the angle of the step. A narrow, vertical neon sign projects at the top of the parapet.

The building as seen from the East, facing the alley seems to have two sections. The North half has a flat parapet, is unpainted brick and has a loading door flanked by two large windows. The

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windows and door have segmental arch lintels of three row radiating brick. The south half is lower with a corrugated shed roof and stuccoed walls.

## 12. The Worley Building (338-340 Orange Street) 1892

The grey brick facade of this two-story building at 338-340 Orange represents a remodel of 1917. The ground floor facade was further remodeled with stucco and during the 1950s new doors and windows were added so that any reference to an earlier period is gone. There are three entrances. The second story has four large, single-pane, wood sash, double-hung windows with vertical brick lintels and header course surrounds. A string course creates a continuous sill and there is an additional header course at the lower parapet line. At the corners above the sill the brick work creates the look of engaged pilasters. In the center is a wide parapet step in which a red brick inlay sign reads, WORLEY BLDG. Aluminum awnings have been added.

The East facade facing the alley is two-story brick with a single step parapet with a string course at the top. An unusual feature is a large second story loading door. Above the door is a large wood beam that supports a loading pulley. This door and two small windows on each side have segmental arch lintels of radiating brick. The windows have projecting brick sills and single-pane, wood sash frames. This design is repeated in one pedestrian door and three windows on the ground floor where there is also another loading door and simpler pedestrian door.

## 13. Beacon Printery (336 Orange Street) 1902

The one-story, rectangular building at 336 Orange is composed of stucco over brick. A molded band at the top of the flat parapet may be a brick string course under the stucco. The storefront may be the original configuration with a recessed central entry and plate glass windows, although the tile under the windows may be a 1920s or 1930s addition. An aluminum awning covers the storefront and individual letters mounted on a double rail compose the parapet sign - BEACON PRINTERY.

The East elevation faces the alley and is of unpainted brick. There is a loading door on the left and a recessed entry with segmental arch and radiating brick lintel on the right. In the entry is a cross panel wood door. There is a brick string course at the top of the parapet.

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14. Hamilton Block/Carlson Hardware (330-332 Orange Street) 1888

The two-story building at 330-332 Orange has kept much of its original character even though it has been covered with stucco. At the top of the front parapet is a band that is probably a double string course under the stucco. The side walls have a rounded corner where they meet the parapet. The three matching windows on the second floor have paired, wood sash, single-pane, double-hung windows set in an opening with a segmental arch, decorative molded arch trim, and projecting sills. Above a flat awning on the ground level is a transom that has been covered. Beneath the awning the storefront was remodeled in 1925 but may have been built around the original iron columns.

The East elevation on the alley is painted brick with a loading door in the center and wood, eight-pane windows on each side with re-bar grilles and concrete lintels.

On the top of the South elevation is a painted sign - Carlson Hardware, and three windows.

15. E. I. Martin Home and Nursery (328 Orange Street) 1902

The small, one-story, rectangular building at 328 Orange has been stuccoed all around over the original brick. The storefront windows and door have been replaced with aluminum, so that the original character has been lost, except that the storefront pattern and roof line does contribute to the rhythm of the streetscape. On the South elevation three segments and window openings have been boarded up. It could be restored to its original appearance. Non-contributing.

16. Phinney Block/Joe Greensleeves (220 Orange Street) 1892

The imposing two-story red brick building built as the Phinney Block has a narrow facade facing Orange and a longer exposed facade on the North side. The South side is attached to the next building.

The parapet is a main feature having three raised pediments, one in the front and two on the North side. The pediments have a corbeled base and the parapet between the pediments has corbeled brickwork. Beneath the front pediment are individual letters reading - Phinney Block. The second story has four windows in the front and eight matching windows on the North side. They have exaggerated rectangular vertical openings with decorative brickwork lintels. The wood windows have either single-pane, double-hung sash or multi-light sash above. A few have a single pane with a multi-light transom. A corbel table forms a continuous sill under all of the windows. On the ground floor is a main door and secondary door facing the front with a wood paneled

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entry. On the South are three eyelid, fixed pane windows placed high in the wall and a large plate glass window with a rounded arch fixed transom. The base of the building on the North is plastered.

The East elevation on the alley is brick and a second story entry door with segmental arch, radiating brick lintel can be seen beyond a shed roof addition that extends to the alley edge.

17. The Gregg Block (216-218 Orange Street) 1888

The two-story, rectangular brick building has been covered with stucco and encloses two storefronts. Between the storefronts is a door leading to the second floor where once were shop owner apartments or offices. The building maintains more of its original appearance on the East elevation, but in total, has lost integrity. Non-contributor.

18. Levine's (208 Orange Street) 1894

The one-story storefront building has been completely altered. Stucco and flagstone cover the original brick. The flat parapet and storefront pattern are not inconsistent with the rhythm of the streetscape. The East elevation on the alley has been altered. Non-contributor.

19. Hamilton Block (206 Orange Street) 1888

The one-story, storefront building at 206 Orange has stucco and flagstone covering the brick facade. The storefront and parapet pattern are compatible with the rhythm of the street. The East elevation on the alley has been altered. Non-contributor.

20. Haight Packing House/Mitten Display Sign 1890  
(345 North Fifth Street)

This two-story warehouse building at 345 North Fifth is one of the most monumental in Redlands. It is a red brick, rectangular building and stands alone, except that a Quonset hut addition covers about one half of the South elevation. At the gable ends on the East and West is a pitched parapet with a square step at the top. At intervals along all of the walls are engaged pilasters -- seven at the gable ends and about ten on the sides. The North and West ends have

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corrugated, shed additions on the ground floor. There is a high rectangular window between each pilaster on the side walls. The main entry is on the East where, on the ground level, there is a door and a double-hung window in each of two wall sections between the pilasters, and a pair of double-hung windows in two sections. In a fifth section is a raised window and below is a loading door to the basement that is now unusable because of the reconfiguration of the street. The window openings have segmental arch lintels of radiating brick and the doors are solid wood with a round window.

On the South in the second wall section from the East is a loading door and platform. It is at this point that the addition begins.

The addition is a double Quonset hut with the ends facing East and West. At the South end is a brick wall with parapet and two large, multi-pane wood windows. The East wall of this addition has bricked-in, two large windows, or loading doors, a door and smaller window. There is remaining an entry door and three windows with a shed roof over the windows.

21. Hall of Justice (215 North Fifth Street) 1935

The one story, rectangular building at 215 North Fifth has a center courtyard, a truncated hip roof, and has been covered with a new coat of stucco. The red tile roof has a very small overhang above a molded stuccoed cornice band. The plate glass windows on the East or front elevation as well as those on the North and South, are fixed. On the East is a wide recessed, under roof entry porch that includes a stucco balustrade and two three-light oak doors. Just above the entry is a sign debossed in the cement header - HALL OF JUSTICE. Some of the windows on the sides have been boarded up.

22. H. Jacobson's Warehouse 1894  
(rear building West of 215 North Fifth Street)

The one-story, rectangular, building West of 215 North Fifth is red brick with a double stepped parapet topped by a header course on the North and South. These elevations are identical with radiating brick around a large rounded arch carriage entry in the center and a window opening on each side with segmental arch lintels of radiating brick. The window openings are boarded up on the North and closed in with cement block on the South. Above the doors is a pair of rectangular wood vents. The carriage doors on the North have double cross bracing and diagonal paneling and appear to be original.

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23. Gregory Packing House 1903  
(Oriental Avenue West of 301 North Third Street)

This building has recently burned down and is no longer a contributor. A description is provided here as a record of its existence. This former packing house was situated West of, and partly attached to the packing house at 301 N. Third. The main section was rectangular and built of brick and had a steeply pitched gable roof running North and South. Centered in the South wall facing the tracks was a large loading door. In the peak of the North gable end was a round vent and below it a painted sign. The lower part of this wall could not be seen because of a shed roof, open slat wall wing that covered most of the wall and projected North. Where this wing met the wall was a small flat roof section between this wing and 301 N. Third. Attached to the West wall of the shed wing was a lower shed that also had open wall construction. Non-contributing site.

24. Quality Slacks of California (225 Oriental Avenue) 1946

The one-story plaster building has a flat roof and a low flat parapet. On the front or North elevation is a central, recessed entry leading to double wood doors. Above is a transom flush to the front wall. The transom and large windows on each side of the entry are metal casement windows typical of industrial buildings of the period. These windows are repeated on the East and West sides. On the top of the roof is a saw tooth light scoop. Non-contributing because of construction date.

25. (202-204-208 Oriental Avenue) 1907

Three gable roofed, rectangular warehouses. The one on the South is all wood vertical siding with a corrugated metal roof. The one in the middle is wood, vertical siding with the front faced with corrugated metal and the third is presumably wood but is now completely covered with corrugated metal.

The buildings are all raised on wooden bracing and do not have foundations. There are platforms and sliding platform doors on all of the buildings. 3 contributing buildings.



**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties:

nationally     statewide     locally

Applicable National Register Criteria     A     B     C     D

Criteria Considerations (Exceptions)     A     B     C     D     E     F     G

Areas of Significance (enter categories from instructions)

Architecture  
Commerce  
Industry  
Transportation

Period of Significance

1889-1941

Significant Dates

\_\_\_\_\_  
\_\_\_\_\_

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

\_\_\_\_\_  
\_\_\_\_\_

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Redlands Santa Fe Depot District is significant for the following reasons:

1. The district has retained its integrity from the period of significance as one of the economic hubs of Redlands.
2. The district strongly conveys a sense of time and place as the commercial heart of the City of Redlands.
3. The district represents the major phases of urban development in the local community from the 1880s through 1941. The district continues to be a significant commercial center to this day, however, since exceptional significance has not been established, the period of significance ends at 1941, fifty years ago.
4. The district constitutes a significant architectural assemblage containing numerous individually distinguished buildings and the works of notable local architects and designers.

The development of The Redlands Depot District was influenced by its proximity to good roads, Orange Street and Redlands Boulevard (Highway 99), and the location of the Santa Fe Railroad tracks, the Southern Pacific tracks, and the streetcar tracks. It was within easy access, whether by carriage, automobile, or streetcar, to the early residential areas of Redlands. During its growth, the entire depot area has maintained its scale, architecture, and proprietor businesses. Most of the early commercial and industrial structures in the area remain and have important architectural and historical value. The Redlands Depot District, which is at the heart of Redlands' downtown, still fulfills the requirements of a small town downtown. It is more than just bricks and mortar, more than just a shopping center. It was and is the center of the community.

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Section number 8 Page 1

The district exhibits the variety of industries, services, and businesses that comprise a downtown. Within the district we find 215 Fifth Street that was built as a courthouse and is now a data processing company; 337 Orange Street that was the Board of Trade/ Chamber of Commerce, and is now being adapted to a new use; 360 Orange Street which was a transfer company, and is now Lite House; 346 and 348 Orange Street that were livery stables and garages; 330 Orange Street that has been a hardware store for over forty years; 208 Orange Street that was a meat market and later a tailor and clothing store; 415 Orange Street that was an automobile dealer, and is now a florist; and 206 Orange Street that was built as a bakery and restaurant and is now a realty. Although uses have changed over the years, the downtown is still a vital area showing distinctive eras of commercial use.

The focal point of the district, historically and architecturally is the Santa Fe Depot. This Classical structure is actually the third railroad station in Redlands. Designed by Bakewell and Brown, and constructed by F. O. Engstrom in 1909, it replaced the original 1888 wood depot. Redlands was actually founded in 1881, but development was spurred by the rate war between the Santa Fe and Southern Pacific Railroads. The Southern Pacific Depot was built on Orange Street just north of Redlands Boulevard in 1898 and demolished in 1968. The original Santa Fe station was one of dozens built by the railroad to display settlements along their newly acquired route. The Redlands Board of Trade/Chamber of Commerce urged The Santa Fe to build a "better" station since five trains daily arrived in Redlands over the Santa Fe line. A \$32,000.00 building permit was issued for the building and it was completed by April, 1910. The station looks today almost the same as when it was built, yet there has been no passenger service there since 1938. The tracks have been used for freight service and there is now talk of resuming commuter passenger service on the Santa Fe Route between San Bernardino and Los Angeles.

At one time the Pacific Electric commuter Railroad tracks intersected the Santa Fe tracks on Orange Street and passengers for that line could also use the depot. The depot is now listed as a California point of Historical Interest.

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The other components of an original orange empire (now Inland Empire) downtown, are the citrus packing houses and agricultural implement headquarters. Redlands probably has the largest array of citrus related buildings left in Southern California. Twenty-six packing houses operated in the Redlands area during the heyday of the navel orange industry. Redlands was a citrus town and the orange industry was the foremost income for the town. Citrus began to decline in the 1950s as land value rose and subdivisions supplanted the orchards. The packing houses represent one of the best visible links to Redlands' citrus heritage. Nine packing houses remain between the Southern Pacific right-of-way and the Santa Fe tracks. Their location was strategic to ensure competitive prices from the railroads. The nine remaining packing houses are excellent and unusual examples of industrial/commercial architecture. In a downtown where the major industry was citrus, the packing houses were a vital part of the downtown organism.

Three of the remaining industrial buildings, 202-204-208 Oriental Avenue were part of the original Redlands Chinatown. The Chinese were brought to the area by the railroads in the late 1800s to help construct the lines. By 1922 Redlands Chinatown had disappeared and the buildings were adapted for citrus related uses.

The Redlands area was a leader in the cooperative marketing movement for the California citrus industry. It was the first town to develop an association of growers (1888). Citrus growers worked through associations and then cooperation among associations resulted in an exchange which acted as a broker for the associations in selling the fruit. Over the years there were sixty-six growers, twenty-nine Associations, and five exchanges.

Redlands was one of the leaders in the water supply development and formation of the citrus business in California. Many easterners were lured to Redlands by the promise of profitable investment in orange groves and a plentiful supply of water. Bear Valley Dam, built in 1884 by one of Redlands' founders, Frank Brown, was also a great achievement for Redlands. It did and does provide a reliable source of water for the urban city as well as agriculture. Brown selected Bear Valley as the site for the reservoir, organized a company to buy the land, and built a dam. A Yale engineering school graduate, he conceived a single arch, masonry dam of granite. The dam, which cost \$75,000.00 was to become one of the engineering marvels of its time.

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The Depot area also brings to light the importance of some of Redlands' early citizens. M. M. Phinney, citrus grower and entrepreneur, planned and financed most of the buildings on the west side of Orange. Phinney came to Redlands in 1890 and established himself as a business leader and major planner of Orange Street. Several of the brick buildings in the district were built by the Taylor brothers who owned the brick yard in Redlands. Arthur Gregory, who built the brick packing house on Oriental just west of 301 North Third Street established The Gregory Fruit Company in 1903 which was housed in several Redlands packing houses. The Prendergast packing house at 301 North Third Street was built by J. J. Prendergast in 1903. Prendergast was the father of Lucretia Moore, wife of the first publisher of the Redlands Daily Facts. Judge I. W. Gregg of San Bernardino invested in the Gregg block during the boom years. 21 West Stuart, the first Redlands Warehouse, was built by prominent Redlands pioneers, Wilbur N. Chamblin, and his partner James S. Edwards. Edward's daughter Charlotte was married to Watson Hamilton who built The Hamilton Block at 330-32 and 342-44 Orange Street.

9. Major Bibliographical References

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Redlands City Hall  
30 Cajon Street Redlands, CA 92373

10. Geographical Data

Acreage of property Twenty (20) acres

UTM References

A 

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Zone Easting Northing

C 

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B 

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Zone Easting Northing

D 

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See continuation sheet

Verbal Boundary Description

(see enclosed Boundary Map)

See continuation sheet

Boundary Justification

The boundary includes the Santa Fe Depot, Packing Houses, and Commercial Buildings that maintain historic integrity. The Southern boundary is North of Redlands Boulevard because historic resources are not present along the boulevard. The boundaries were drawn to encompass the greatest number of contributing resources and exclude non-contributors.

See continuation sheet

11. Form Prepared By

name/title Judy Wright/Mary Stoddard, AEGIS for  
organization Redlands Redevelopment Agency date May 1990 revised July 1991  
street & number 30 Cajon Street telephone (714) 621-1207  
city or town Redlands state California zip code 92373

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### UTM References

- A 11 482880 3768520
- B 11 483140 3768670
- C 11 483345 3768660
- D 11 483420 3768290
- E 11 482940 3768330

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REDLANDS SANTA FE DEPOT DISTRICT PHOTO INDEX

The following information applies to all photographs  
of the Redlands Santa Fe Depot District:

1. Redlands Santa Fe Depot Historic District
2. Redlands, California
3. Photographer Mary Stoddard/AEGIS
4. Original negatives are located with the  
Redlands Redevelopment Agency, Redlands, California

Photo # 1 elevation - North  
Redlands Mutual Orange Company Packing House  
(330 North Fourth Street)

Photo # 1A elevation - Southeast  
Redlands Mutual Orange Company Packing House  
(330 North Fourth Street)

Photo # 2 elevation - North  
Rettig Machine Shop  
(205 West Stuart Avenue)

Photo # 2A elevation - East  
Rettig Machine Shop (sign detail)  
(205 West Stuart Avenue)

Photo # 2B elevation - East  
Rettig Machine Shop  
(205 West Stuart Avenue)

Photo # 3 elevation - East  
J.J. Prendergast Packing House  
(301 North Third Street)

Photo # 3A elevation - North  
J.J. Prendergast Packing House  
(301 North Third Street)

Photo # 3B elevation - South  
J.J. Prendergast Packing House (right)  
(301 North Third Street)  
Gregory Packing House (left)  
(Oriental Avenue West of 301 North Third Street)

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- Photo # 4 elevation - North  
Cope Commercial Company Warehouse/Grigsby Brothers  
(21 West Stuart Avenue)
- Photo # 4A elevation - North and West  
Cope Commercial Company Warehouse/Grigsby Brothers  
(21 West Stuart Avenue)
- Photo # 4B elevation - North  
Cope Commercial Company Warehouse/Grigsby Brothers  
(21 West Stuart Avenue)
- Photo # 4C elevation - South  
Cope Commercial Company Warehouse/Grigsby Brothers  
(21 West Stuart Avenue)
- Photo # 4D (North building) elevation - East  
Cope Commercial Company Warehouse/Grigsby Brothers  
(21 West Stuart Avenue)
- Photo # 5 elevation - East  
Packard Motor Company Sales Office  
(415 Orange Street)
- Photo # 5A elevation - East  
Packard Motor Company Sales Office (detail)  
(415 Orange Street)
- Photo # 6 elevation - East  
Board of Trade/Chamber of Commerce  
(337 Orange Street)
- Photo # 7 elevation - East and North  
Santa Fe Railroad Station  
(351 Orange Street)
- Photo # 7A elevation - East  
Santa Fe Railroad Station  
(351 Orange Street)
- Photo # 7B elevation - arcade interior  
Santa Fe Railroad Station  
(351 Orange Street)

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<u>Photo # 7C</u>	Santa Fe Railroad Station (351 Orange Street)	elevation - South
<u>Photo # 7D</u>	Santa Fe Railroad Station (351 Orange Street)	elevation - South
<u>Photo # 7E</u>	Santa Fe Railroad Station (351 Orange Street)	elevation - South (West end of Arcade)
<u>Photo # 7F</u>	Santa Fe Railroad Station (351 Orange Street)	elevation - (detail)
<u>Photo # 8</u>	Redlands City Transfer/Lite House (360 Orange Street)	elevation - West
<u>Photo # 8A</u>	Redlands City Transfer/Lite House (360 Orange Street)	elevation - North
<u>Photo # 8B</u>	Redlands City Transfer/Lite House (360 Orange Street)	elevation - East
<u>Photo # 9</u>	Pioneer Transfer (348 Orange Street)	elevation - West
<u>Photo # 9A</u>	Pioneer Transfer (348 Orange Street)	elevation - West (detail)
<u>Photo # 10</u>	The Palace Livery Stable (346 Orange Street)	elevation - West
<u>Photo # 10A</u>	The Palace Livery Stable (346 Orange Street)	elevation - East

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<u>Photo # 11</u>	Poundstone and Hamilton Building/Ralph's Antiques (342-344 Orange Street)	elevation - West
<u>Photo # 12</u>	The Worley Building (338-340 Orange Street)	elevation - West
<u>Photo # 12A</u>	The Worley Building (338-340 Orange Street)	elevation - East
<u>Photo # 13</u>	Beacon Printery (336 Orange Street)	elevation - West
<u>Photo # 14</u>	Hamilton Block/Carlson Hardware (330-332 Orange Street)	elevation - West
<u>Photo # 15</u>	E. I. Martin Home and Nursery (328 Orange Street)	elevation - West
<u>Photo # 16</u>	Phinney Block (220 Orange Street)	elevation - West
<u>Photo # 17</u>	Gregg Block (216-218 Orange Street)	elevation - West
<u>Photo # 17A</u>	Gregg Block (216-218 Orange Street)	elevation - East
<u>Photo # 18</u>	Levine's (208 Orange Street)	elevation - West
<u>Photo # 19</u>	Hamilton Block (206 Orange Street)	elevation - West

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Section number Appendix Page 5

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- Photo # 20 elevation - East  
Haight Packing House/Mitten Display  
(345 North Fifth Street)
- Photo # 20A elevation - West  
Haight Packing House/Mitten Display  
(345 North Fifth Street)
- Photo # 20B elevation - South (addition)  
Haight Packing House/Mitten Display  
(345 North Fifth Street)
- Photo # 20C elevation - Southwest (addition)  
Haight Packing House/Mitten Display  
(345 North Fifth Street)
- Photo # 21 elevation - East  
Hall of Justice  
(215 North Fifth Street)
- Photo # 22 elevation - South  
H. Jacobsen's Warehouse  
(215 North Fifth Street - rear)
- Photo # 22A elevation - North  
H. Jacobsen's Warehouse  
(215 North Fifth Street - rear)
- Photo # 23 elevation - North  
Gregory Packing House  
(Oriental Avenue West of 301 North Third Street)
- Photo # 24 elevation - North and East  
Quality Slacks of California  
(225 Oriental Avenue)
- Photo # 25 elevation - South  
Chinatown Laundries  
(202-204-208 Oriental Avenue)
- Photo # 26 elevation - South  
Redlands Fruit Association Warehouse  
(241 Oriental Avenue)

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number Appendix Page 6

- 
- Photo # 27 View - Orange Street direction - Southwest  
Building #s on Map 6 and 7
- Photo # 28 View - Orange Street direction - Northwest  
Building #s on Map 5, 6 and 7
- Photo # 29 View - Santa Fe Tracks direction - East  
Building #s on Map 4, 7 and 8
- Photo # 30 View - Depot and direction - Southeast  
Santa Fe Tracks  
Building #s on Map 4, 7 and 8
- Photo # 31 View - Depot and direction - Northeast  
Grigsby Brothers  
Building #s on Map 4 and 7
- Photo # 32 View - Packing House and Depot area -  
Orange Street in background direction - Southeast  
Building # on Map 1
- Photo # 33 View - Packing House area  
Oriental Avenue direction - West  
Building #s on Map 1, 3 and 25
- Photo # 34 View - Packing House area - Orange Street in  
background Santa Fe Trail direction - East  
Building #s on Map 3, 1 and 10
- Photo # 35 View - Packing House area -  
Third Street direction - North  
Building #s on Map 3 and 2
- Photo # 36 View - Orange Street -  
East side direction - Southeast  
Building #s on Map 8 to 16
- Photo # 37 View - Orange Street -  
East side direction - Southeast  
Building #s on Map 16 to 18
- Photo # 38 View - Alley, Orange Street direction - Southwest  
Building #s on Map 8 to 12

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number Appendix Page 7

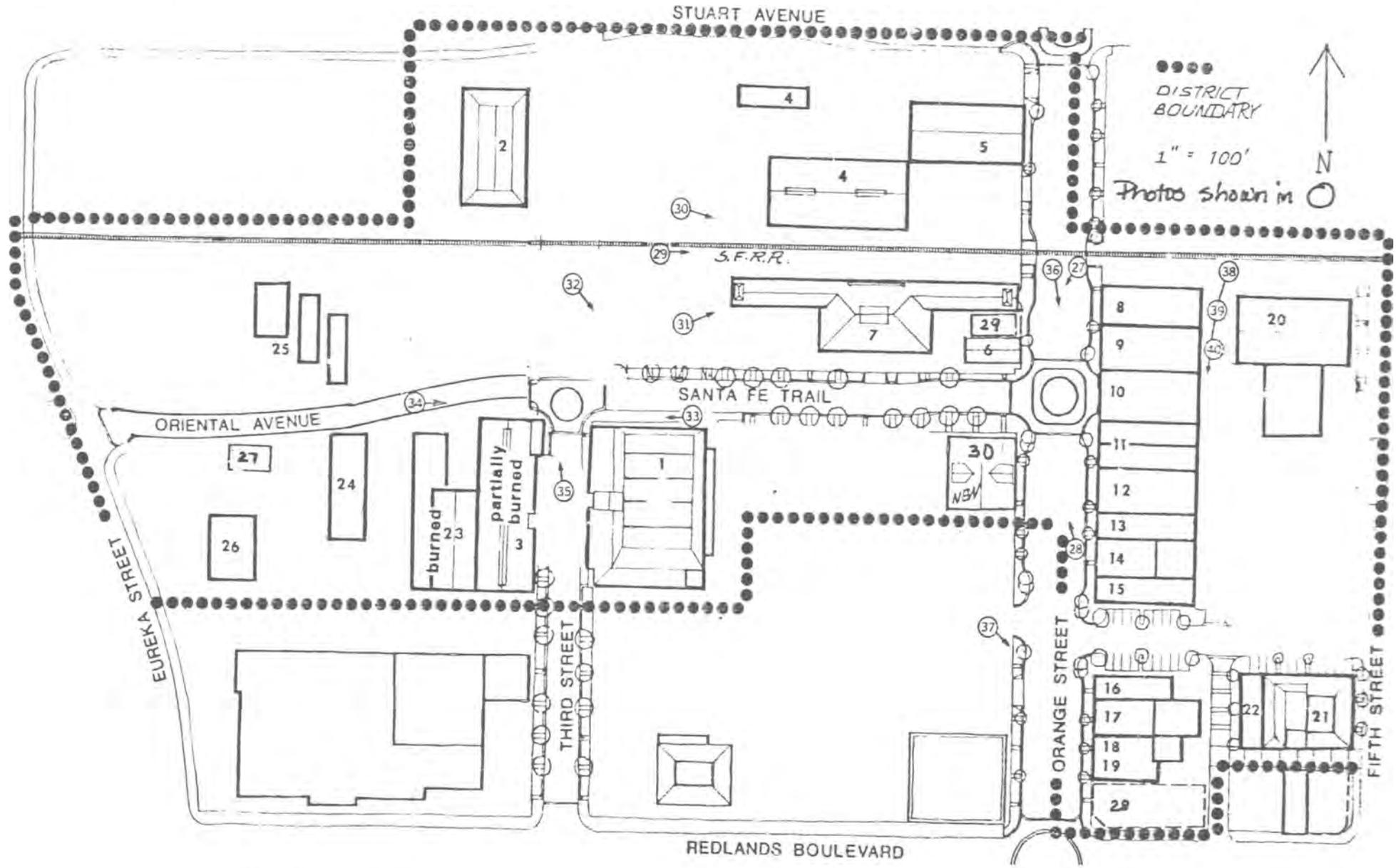
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Photo # 39 View - Alley, Orange Street direction - Southwest  
Building #s on Map 9 to 11

Photo # 40 View - Alley, Orange Street direction - Southwest  
Building #s on Map 9 to 12

Redlands Santa Fe Depot District  
Redlands, San Bernardino Co.  
California

REVISED MAP 1991



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Redlands Santa Fe Depot District

MULTIPLE NAME:

STATE & COUNTY: CALIFORNIA, San Bernardino

DATE RECEIVED: 9/17/91 DATE OF PENDING LIST: 10/01/91  
DATE OF 16TH DAY: 10/17/91 DATE OF 45TH DAY: 11/01/91  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 91001535

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: Y NATIONAL: N

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 10/29/91 DATE

ABSTRACT/SUMMARY COMMENTS:

The Redlands Santa Fe Depot District is significant for its central role in the economy of Redlands because it served as the community's commercial hub. It also represents a significant concentration of packing houses, warehouses, sales offices, a railroad station, and commercial buildings related to the area's dependence on the citrus industry.

RECOM./CRITERIA Accept / A+C  
REVIEWER Antonio G. Ghee  
DISCIPLINE History  
DATE 10/29/91

DOCUMENTATION see attached comments Y/N see attached SLR Y (N)

---

CLASSIFICATION

count       resource type

---

STATE/FEDERAL AGENCY CERTIFICATION

---

FUNCTION

historic       current

---

DESCRIPTION

architectural classification  
 materials  
 descriptive text

---

SIGNIFICANCE

Period      Areas of Significance--Check and justify below

Specific dates      Builder/Architect  
Statement of Significance (in one paragraph)

summary paragraph  
 completeness  
 clarity  
 applicable criteria  
 justification of areas checked  
 relating significance to the resource  
 context  
 relationship of integrity to significance  
 justification of exception  
 other

---

BIBLIOGRAPHY

---

GEOGRAPHICAL DATA

acreage       verbal boundary description  
 UTM's       boundary justification

---

ACCOMPANYING DOCUMENTATION/PRESENTATION

sketch maps     USGS maps     photographs     presentation

---

OTHER COMMENTS

Questions concerning this nomination may be directed to

\_\_\_\_\_ Phone \_\_\_\_\_

Signed \_\_\_\_\_ Date \_\_\_\_\_







205



*Rettig*  
MACHINE  
WELDING SHOP

*Rettig*  
**MACHINE**  
**& WELDING SHOP**









Calumet Avenue

GRIGSBY BROS. LEFFINGWELL

GRIGSBY BROS.



LEFFINGWELL

h

RTA







GRIGSBY  
BROS.  
FERTILIZERS  
INSPECTION





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**792-2939**

**DICK & CO. REALTY**  
*Entrance*



GRAND ST

2 HOUR  
PARKING  
See sign



REDLANDS









KEEP CLEAR KEEP CLEAR



SANTA FE





THE LIFE MOUSE  
ELECTRICAL CONTRACTOR

We  
MOV





XVII  
GUR XIII  
GUR XIII

GUR XIII  
GUR XIII

GUR XIII  
XIII

GUR XIII





We've  
MOVED

TO OUR  
NEW LOCATION  
319 E. Short  
(2 blocks behind  
Albertsons)



346



306  
KRAMER'S



Ralph's

Ralph's  
BARGAIN SPOT

Ralph's

WORTLEY BLDG

VACUUM CLEANERS  
DRESSING

THE Flamingo  
COCKTAILS

CLEANERS

KIRBY

300  
M and M Beauty Salon

BEA  
PRIN





COCKTAILS

LOUGHEEY'S  
VAQUA SHOP  
340 GRANGE

Save the  
Wing Doctor

RAIL

**B E A C O N**  
**P R I N T E R Y**





 **VIDE**  
**GENERAL**

**TAPE SALE**

**VCR  
REPAIR**





182

SHIRREY  
BLOCK

JOE GREENSLEEVES





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REPAIRS  
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YOUR REAL SOURCE

PRICE PER

208



PILOT REALTY

YOUR REAL GUIDE

R. P. Blandford & Son Ltd.

04

















El  
John



Quality Steaks & Cold









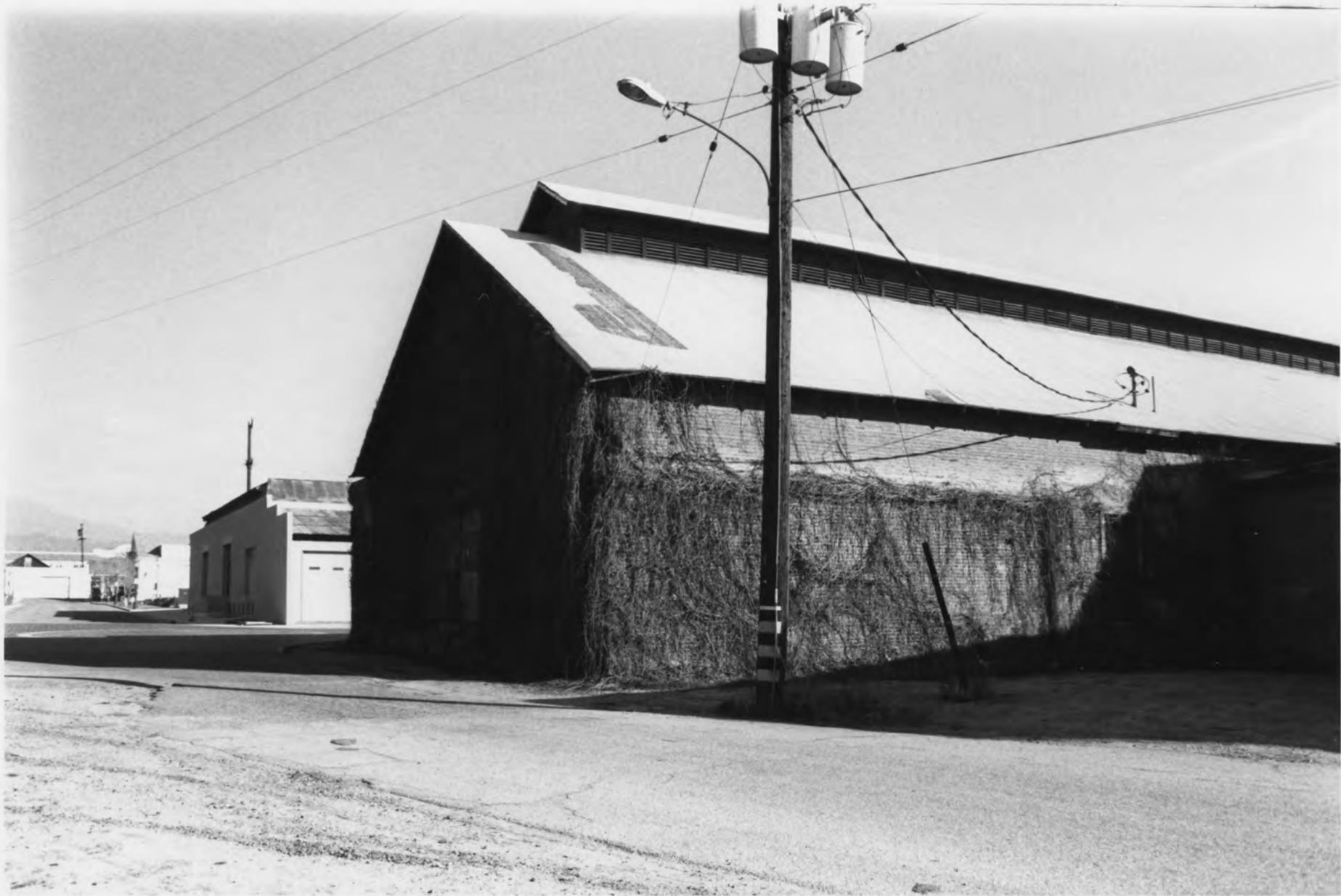


















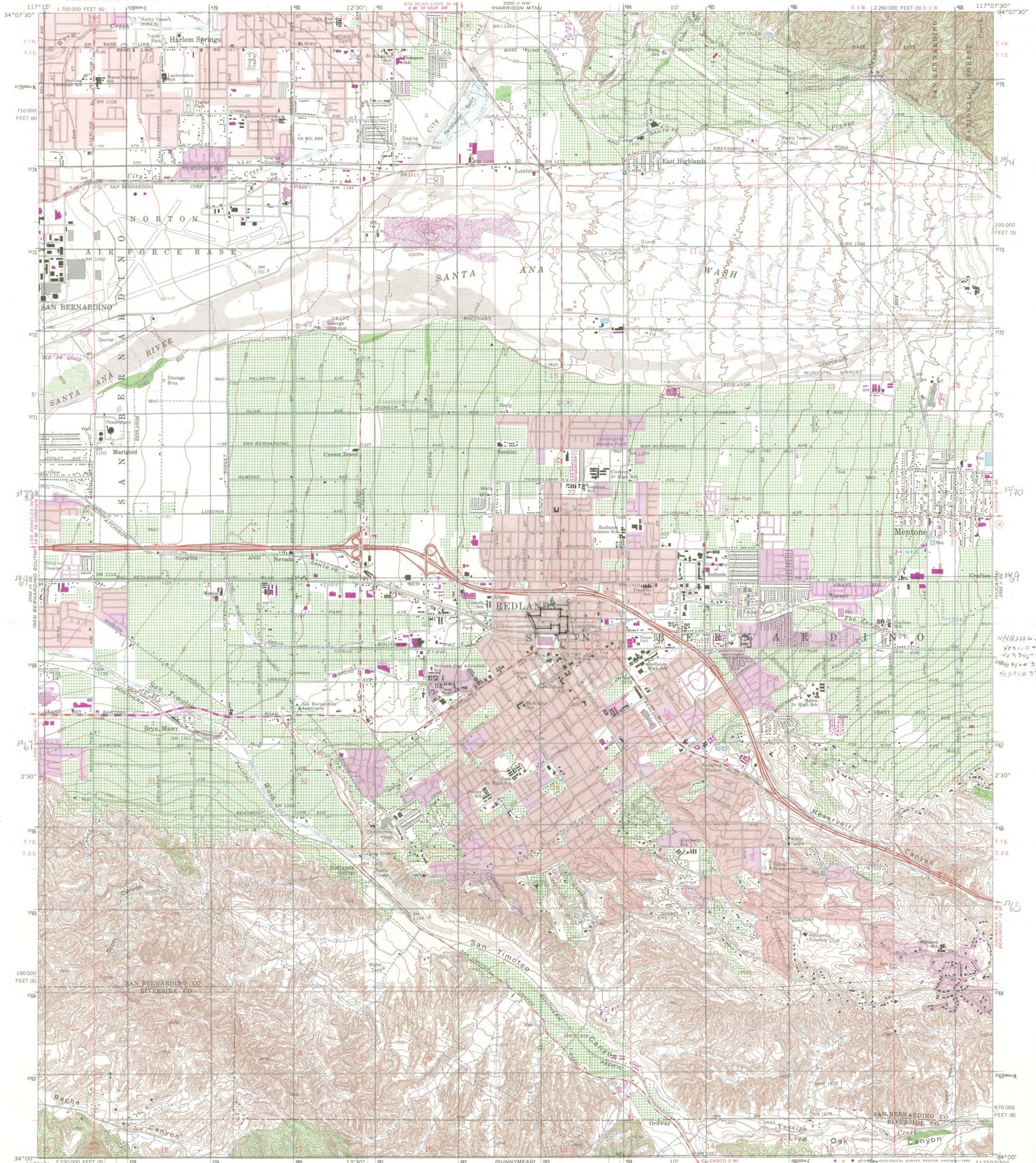






GLASS  
348  
HOUSE

348  
TRAMPERS



Mapped, edited, and published by the Geological Survey  
Control by USGS and USC&GS  
Topography by photogrammetric methods from aerial photographs taken 1952 and planetable surveys 1939. Field checked 1954  
Revised from aerial photographs taken 1966. Field checked 1967  
Polyconic projection  
10,000-foot grids based on California coordinate system, zones 5 and 6  
1000-meter Universal Transverse Mercator grid ticks, zone 11, shown in blue. 1927 North American Datum  
To place on the predicted North American Datum 1983  
move the projection lines 1 meter north and  
82 meters east as shown by dashed corner ticks  
Red tint indicates areas in which only landmark buildings are shown  
There may be private inholdings within the boundaries of the National or State reservations shown on this map

Revisions shown in purple and woodland compiled from aerial photographs taken 1978 and other source data. This information not field checked. Map edited 1980

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

San Bernardino Co.  
Redlands Santa Fe  
Dept  
Redlands

Purple tint indicates extension of urban areas

ROAD CLASSIFICATION  
Heavy-duty ——— Road ——— Light-duty ———  
Medium-duty ——— Unimproved dirt ———  
○ Interstate Route ○ State Route

REDLANDS, CALIF.  
SW/4 REDLANDS 15' QUADRANGLE  
N3400—W11705.5/7.5

1967  
PHOTOREVISED 1980  
DMA 2592 II SW—SERIES V995

JUL 15 1991  
OHP

SCOTT PROPERTIES - CALIFORNIA  
5122 KESTRAL PARKWAY S  
SARASOTA, FL 34231

July 12, 1991

Office of Historical Preservation  
Post Office Box 942896  
Sacramento, CA 94296-0001

Attention: Mrs. Kathryn Gualtieri  
State Historical Preservation

SUBJECT: Redlands Santa Fe District

Dear Mrs. Gualtieri:

This will certify Scott Properties - California, a Florida general partnership, is the sole owner of the Mitten building (identified as #20 on the Redlands Santa Fe Depot District sketch), located at 345 Fifth Street, Redlands, California.

This will also certify all partners of Scott Properties - California unanimously agree in objecting to the listing of this property.

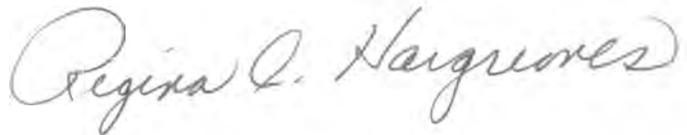
Sincerely,

SCOTT PROPERTIES - CALIFORNIA



Donald O. Featherman  
Managing Partner

DOF/ddh



NOTARY PUBLIC STATE OF FLORIDA  
MY COMMISSION EXP. MAY 16, 1995  
BONDED THRU GENERAL INV. UND.

JERRY LEWIS  
35TH DISTRICT, CALIFORNIA

COMMITTEES:  
APPROPRIATIONS  
SUBCOMMITTEES:  
HUD-INDEPENDENT AGENCIES  
FOREIGN OPERATIONS  
LEGISLATIVE BRANCH  
(RANKING MEMBER)  
CHAIRMAN,  
HOUSE REPUBLICAN CONFERENCE

Congress of the United States  
House of Representatives  
Washington, DC 20515

July 29, 1991

WASHINGTON OFFICE:  
ROOM 2312  
RAYBURN HOUSE OFFICE BUILDING  
202-225-5861  
DISTRICT OFFICES:  
1826 ORANGE TREE LANE  
SUITE 104  
REDLANDS, CA 92374-2821  
714-862-6030  
714-792-5901  
BARSTOW, CA 92311  
619-256-1523

Kathryn Gualtieri  
State Historic Preservation Officer  
Office of Historic Preservation  
P.O. Box 942896  
Sacramento, CA 94296-0001

AUG 02 1991

QHP

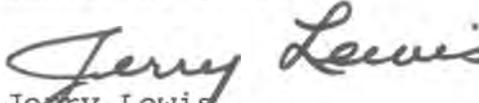
Dear Mrs. Gualtieri:

I am writing to express my full support of the request submitted by the Redlands Redevelopment Agency (RRA) to declare the Redlands Santa Fe Depot District an historical landmark.

As a resident of Redlands, a city whose considerable growth rate has led to a surge of development activity, I recognize the importance of trying to maintain her heritage. Without a doubt, the Santa Fe Depot District is an intricate part of that heritage. Evolved from the city's first downtown district, an area long since demolished, it stands as a tribute to those early pioneers responsible for the founding of Redlands. Its distinct architectural style is a highlight both for those visiting the city for the first time, as well as for those who live here.

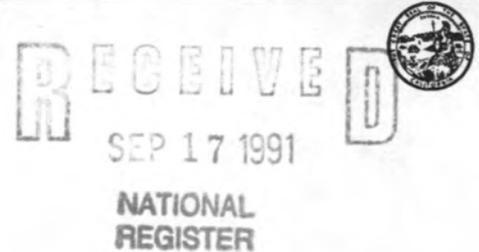
I sincerely hope that the RRA request will meet with your office's full support, for it is imperative that this unique portion of Redlands' history be recognized for its historical significance.

Sincerely yours,

  
Jerry Lewis  
Member of Congress

JL:mm

OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION  
P.O. BOX 942896  
SACRAMENTO 94296-0001  
(916) 445-8006  
FAX: (916) 322-6377



September 11, 1991

Mr. Jerry Rogers, Keeper  
National Register of Historic Places  
National Park Service  
U.S. Department of the Interior  
P.O. Box 37127  
Washington, D.C. 20013-7127

Dear Mr. Rogers:

Subject: Nomination to the National Register of Historic Places  
REDLANDS SANTA FE DEPOT DISTRICT

We are submitting the above stated property for nomination to the National Register of Historic Places. The property is located in the county of: SAN BERNARDINO in: California

Sincerely,

A handwritten signature in cursive script that reads "Kathryn Gualtieri". There is a small mark below the signature that appears to be "GH".

Kathryn Gualtieri  
State Historic Preservation Officer

Enclosures

## ATTACHMENT "C"

### Massing Study and Plans



Chamber of Commerce Building (left) and Depot (right), ca. 1915.



Chamber of Commerce Building, ca. 1915.



date unknown



date unknown



Architectural  
Resources Group

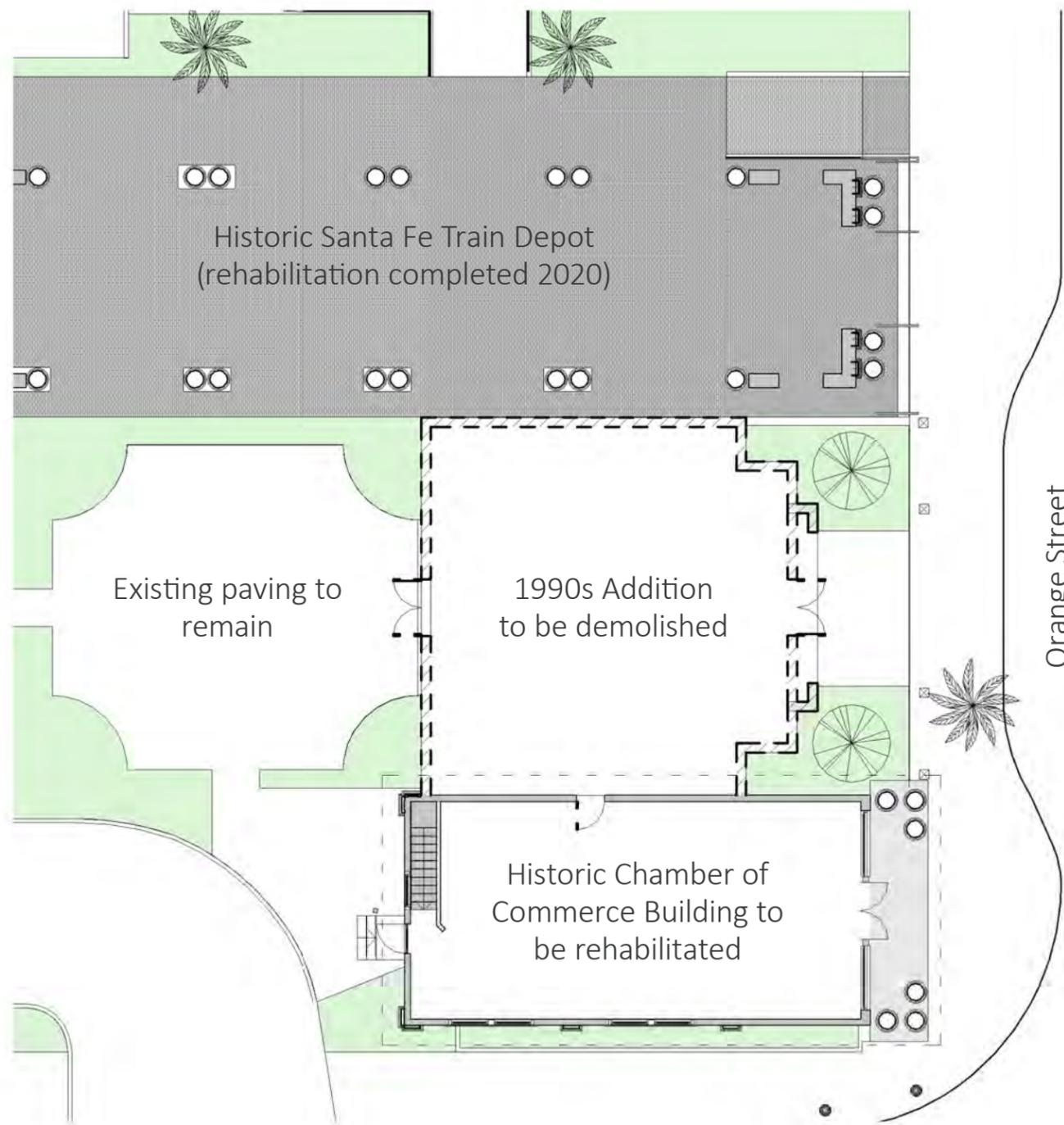
### Historic Photographs

All images from the Heritage Room at A.K. Smiley Library

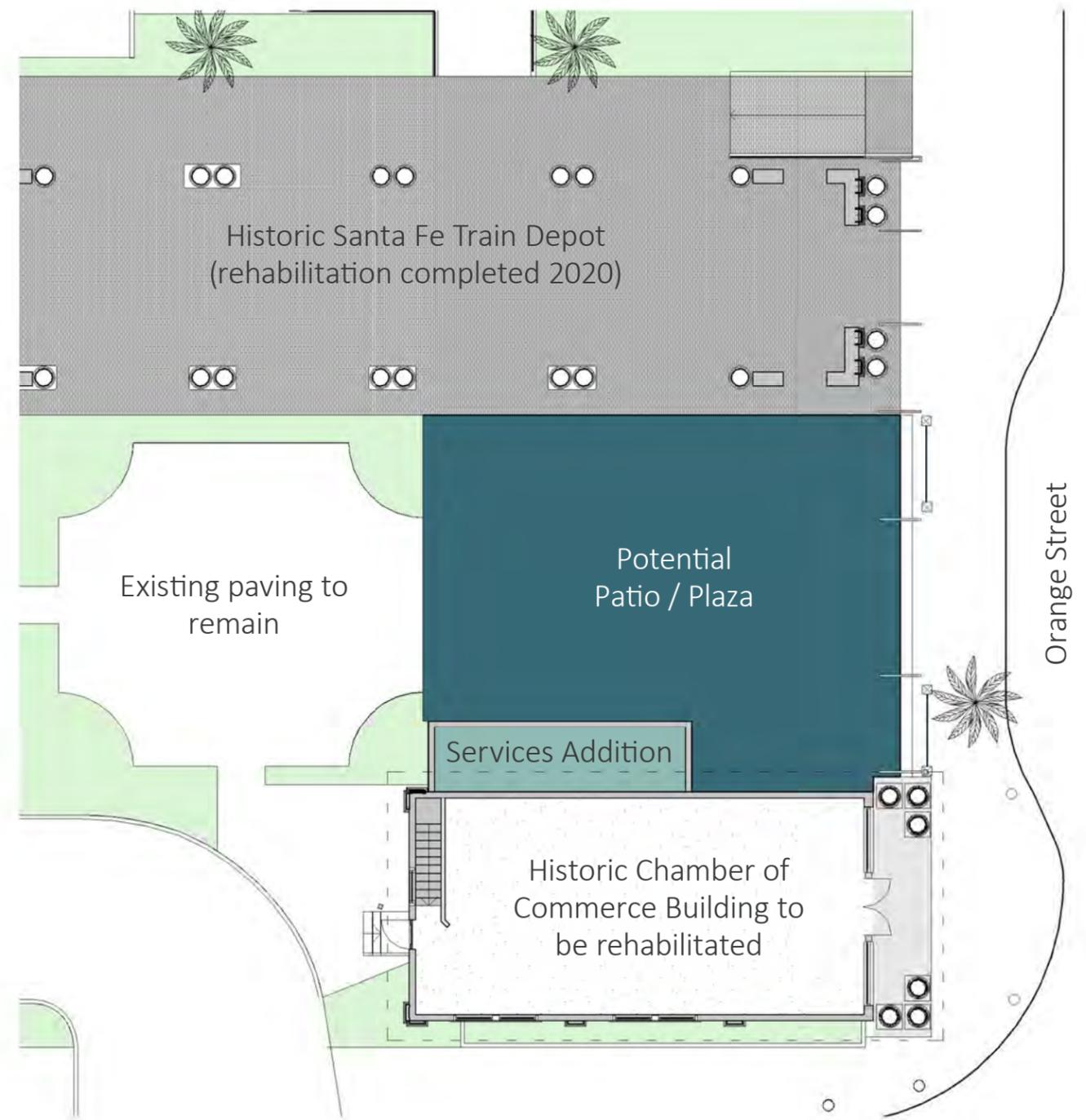
CHAMBER OF COMMERCE BUILDING

347-349 Orange St.,  
Redlands, CA 92374

Massing Studies | November 2020



**Demolition Site Plan**

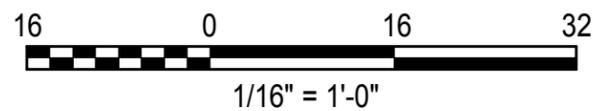


**Proposed Site Plan**



Architectural  
Resources Group

**Demolition & Proposed Site Plan**



**CHAMBER OF COMMERCE BUILDING**

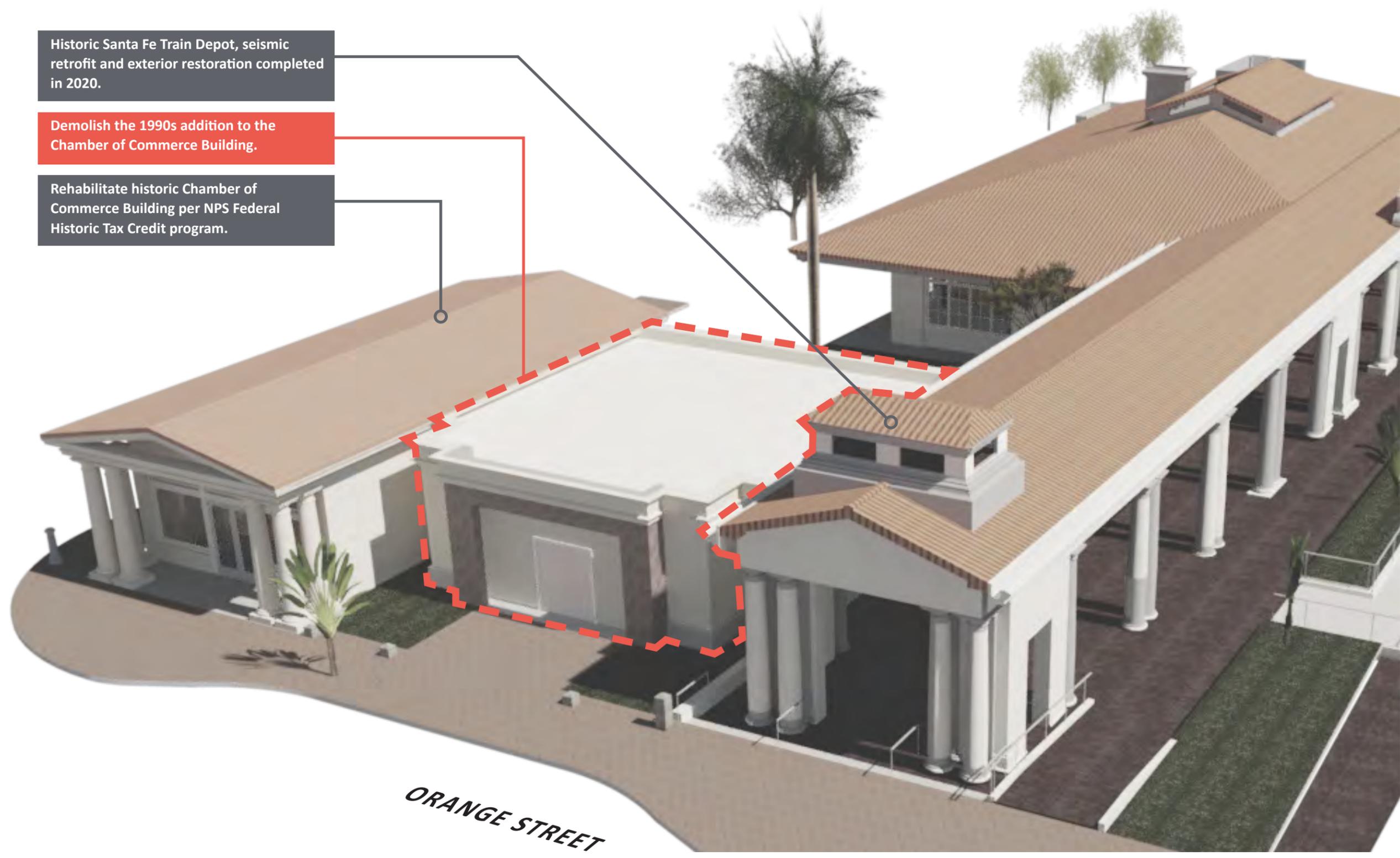
347-349 Orange St.,  
Redlands, CA 92374

Massing Studies | November 2020

Historic Santa Fe Train Depot, seismic retrofit and exterior restoration completed in 2020.

Demolish the 1990s addition to the Chamber of Commerce Building.

Rehabilitate historic Chamber of Commerce Building per NPS Federal Historic Tax Credit program.



ORANGE STREET

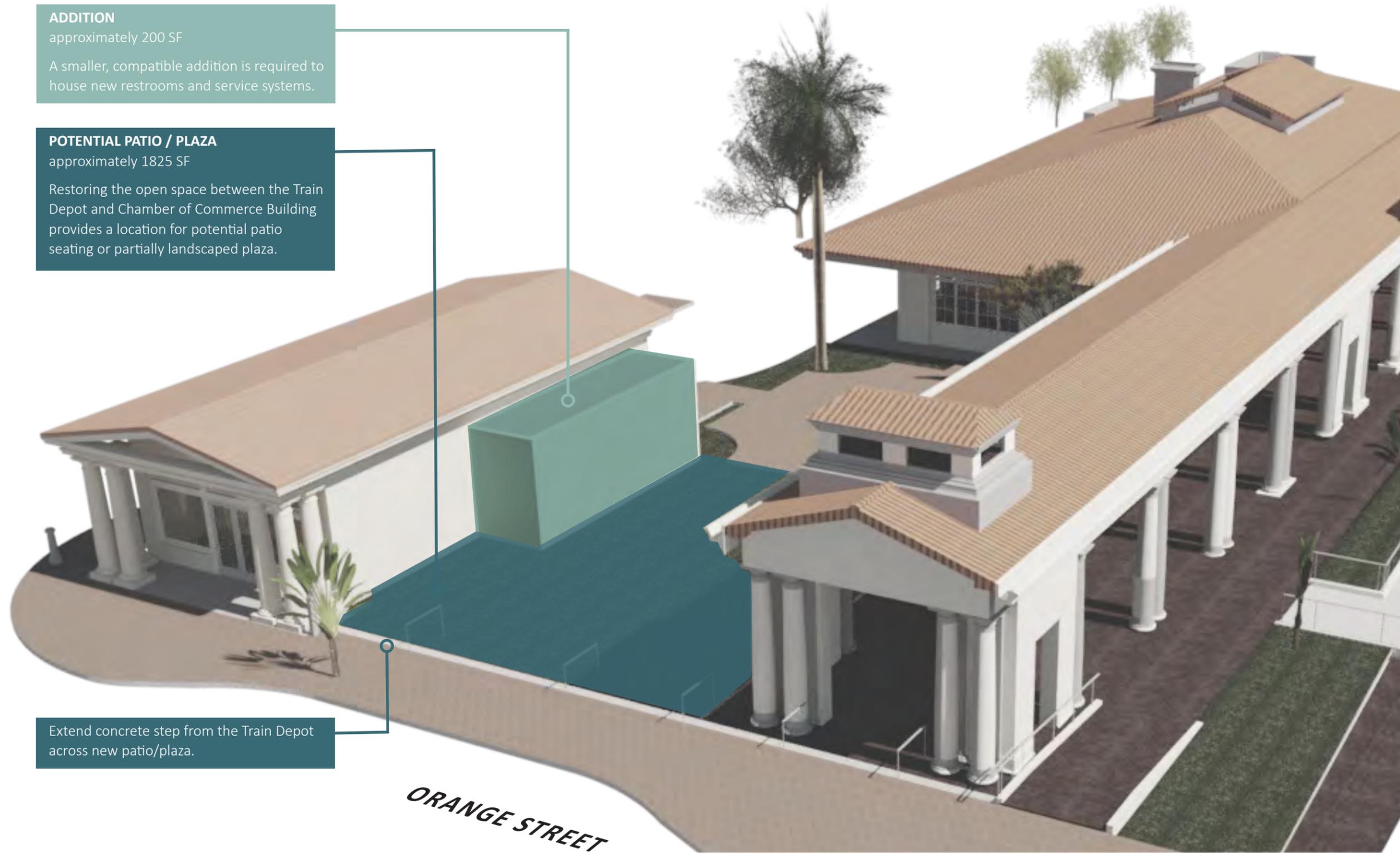
View of Proposed Demolition



Architectural Resources Group

CHAMBER OF COMMERCE BUILDING  
347-349 Orange St.,  
Redlands, CA 92374

Massing Studies | November 2020



**ADDITION**  
approximately 200 SF  
A smaller, compatible addition is required to house new restrooms and service systems.

**POTENTIAL PATIO / PLAZA**  
approximately 1825 SF  
Restoring the open space between the Train Depot and Chamber of Commerce Building provides a location for potential patio seating or partially landscaped plaza.

Extend concrete step from the Train Depot across new patio/plaza.

*ORANGE STREET*

**View of Proposed Addition**

## ATTACHMENT "D"

### Analysis of Secretary of Interior's Standards

## Consistency with Secretary of Interior Standards

<b>Standards Text</b>	<b>Project's Consistency</b>
A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.	There is no change of use proposed with the application.
The historic character of a property will be retained and preserved. The removal of distinctive materials or alterations of features, spaces and spatial relationships that characterize a property will be avoided.	Based on a review of the applicant's proposed plans, the historic character of the property will be retained and preserved. Distinctive materials will not be removed from the property or permanently altered.
Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.	The applicant will not be adding conjectural features or elements.
Changes to a property that have acquired historic significance in their own right will be retained and preserved.	The building's exterior building remains largely intact with little significant change since its original development.
Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.	This section is not applicable to the demolition of the modern addition.
Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.	This section is not applicable to the demolition of the modern addition.
Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.	This section is not applicable to the demolition of the modern addition.
Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.	Archaeological resources will be protected and preserved in place. The scope of work is not anticipated to affect archaeological resources. Ground disturbance will be minimal, and limited to the extent necessary to remove sewer

## Consistency with Secretary of Interior Standards

	and utility hookups of the modern addition.
New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property.	This section is not applicable to the demolition of the modern addition.
The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.	This section is not applicable to the demolition of the modern addition.
New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the new historic property and its environment would be unimpaired.	This section is not applicable to the demolition of the modern addition.
Identify, Retain, and Preserve Historic Materials and Features	This section is not applicable to the demolition of the modern addition.
Protect and Maintain Historic Materials and Features	This section is not applicable to the demolition of the modern addition.
Repair Historic Materials and Features	The northern façade will be rehabilitated to match existing architecture and materials
Replace Deteriorated Historic Materials and Features	This section is not applicable to the demolition of the modern addition.
Design for the Replacement of Missing Historic Features	This section is not applicable to the demolition of the modern addition.
Alterations	The guidelines indicate that some exterior and interior alterations to a historic building may be generally needed as part of a rehabilitation project to ensure its continued use, but that it is important that such alterations do not radically change, obscure, or destroy character-defining spaces, materials, features, or finishes, but that alterations may include changes to the site or setting, such as the selective removal of buildings or other features of the building site or setting that are intrusive, not character defining, or outside the building's period of significance. Alterations to the structure include the removal of the adjoining

## Consistency with Secretary of Interior Standards

	building at 349 Orange Street and the rehabilitation of the northern façade to match existing architecture. These alternations are minimal and will not negatively affect the historic integrity of the structure, including its character defining features, spaces, materials, or finishes
Code-Required Work: Accessibility and Life Safety	This section is not applicable to the demolition of the modern addition.
Resilience to Natural Hazards	This section is not applicable to the demolition of the modern addition.
Sustainability	This section is not applicable to the demolition of the modern addition.

**Conclusion:** Staff has reviewed the proposed scope of work and the submitted plans and have reviewed them for consistency with the Secretary of Interior’s Standards for the Treatment of Historic Buildings and Guidelines for Rehabilitation and have determined that the proposal will be consistent with both of the Standards and Guidelines, as addressed above, and as expanded upon in the Guidelines.

ATTACHMENT "E"

Resolution No. 2021-01, with Conditions of  
Approval

RESOLUTION NO. 2021-01

A RESOLUTION OF THE HISTORIC AND SCENIC PRESERVATION COMMISSION OF THE CITY OF REDLANDS APPROVING CERTIFICATE OF APPROPRIATENESS NO. 615 FOR THE REMOVAL OF A MODERN BUILDING ADDITION (349 ORANGE STREET) AND THE REHABILITATION OF ADJOINING WALLS WITH THE CHAMBER OF COMMERCE BUILDING (347 ORANGE STREET) AND THE SANTA FE DEPOT (347 ORANGE STREET), LOCATED AT IN THE TC-H (TOWN CENTER - HISTORIC) DISTRICT OF SPECIFIC PLAN NO. 45 (APN: 0169-281-39-0000.)

WHEREAS, Property One, LLC has submitted an application for Certificate of Appropriateness No. 615 for the removal of a modern building addition (349 Orange Street) and the rehabilitation of adjoining walls with the Chamber of Commerce Building (347 Orange Street) and the Santa Fe Depot (347 Orange Street), located at in the TC-H (Town Center - Historic) District of Specific Plan No. 45 (APN: 0169-281-39-0000.)

WHEREAS, notice of this Historic and Scenic Preservation Commission public hearing for the Project was duly published in the Redlands Daily Facts by the Secretary to the Historic and Scenic Preservation Commission; and,

WHEREAS, on January 7, 2021 the Historic and Scenic Preservation Commission held a public hearing and considered the staff report, oral report, the testimony and the written evidence submitted by and on behalf of the applicant and by members of the public; and,

WHEREAS, Public Resources Code Sections 15331 (Historical Resource Restoration/Rehabilitation) and 15301(1)(3) (demolition of small commercial structures) provides for exemption the California Environmental Quality Act, there is no substantial evidence of any potentially significant impacts, and the project qualifies for this exemption; and,

NOW, THEREFORE, BE IT RESOLVED by the Historic and Scenic Preservation Commission of the City of Redlands as follows:

Section 1. The proposed project is Exempt from the California Environmental Quality Act per Sections 15331 and 15301(1)(3), for Historical Resource Restoration/Rehabilitation and In-Fill Development, and there is no substantial evidence of any potentially significant impacts.

Section 2. The proposed Certificate of Appropriateness is hereby approved subject to the conditions of approval contained in Exhibit A attached to this Resolution.

Section 3. This Resolution, if no appeal is filed, shall become effective on January 17, 2021.

ADOPTED, SIGNED AND APPROVED this 7th day of January, 2021.

\_\_\_\_\_  
Kurt Heidelberg, Historic and Scenic  
Preservation Commission Chair

ATTEST:

\_\_\_\_\_  
Linda McCasland, Secretary

I, Linda McCasland, Historic and Scenic Preservation Commission Secretary of the City of Redlands, hereby certify that the foregoing resolution was duly adopted by the Historic and Scenic Preservation Commission at a regular meeting thereof held on the 7th day of January 2021, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

\_\_\_\_\_  
Linda McCasland, Historic and  
Scenic Preservation Commission  
Secretary

**EXHIBIT A  
DEVELOPMENT SERVICES DEPARTMENT  
PLANNING DIVISION**

**CONDITIONS OF APPROVAL FOR  
CERTIFICATE OF APPROPRIATENESS NO. 615**

Date of Preparation:	December 16, 2020
Historic and Scenic Preservation Commission Date:	January 7, 2021
Applicant:	Property One, LLC
Location:	349 Orange Street

---

**Conditions of Approval:**

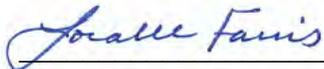
1. This approval is for Certificate of Appropriateness No. 615 for the removal of a modern building addition (349 Orange Street) and the rehabilitation of adjoining walls with the Chamber of Commerce Building (347 Orange Street) and the Santa Fe Depot (347 Orange Street), located at in the TC-H (Town Center - Historic) District of Specific Plan No. 45 (APN: 0169-281-39-0000.)
2. Prior to demolition, an administrative demolition permit shall be obtained from the Development Services Department.
3. The applicant shall obtain a Certificate of Appropriateness for the final court yard site plan and service room addition to 347 Orange Street.
4. All plans submitted to the City as part of this demolition permit application shall reflect the plans submitted on December 3, 2020 for this Certificate of Appropriateness and shall comply with all provisions of the Redlands Municipal Code.
5. Unless demolition has commenced pursuant to a building permit, or a time extension is granted in accordance with Code, this application shall expire in eighteen (18) months from the approval date.

**Note:** This project can be extended by staff per Section 2.62.200 K for a period not to exceed thirty-six (36) months.

6. The applicant for this permit, and its successors and assigns, shall defend, indemnify and hold harmless the City of Redlands, and its elected officials, officers, agents and employees, from and against any and all claims, actions, and proceedings to attack, set aside, void or annul the approval of this permit by the City, or brought against the City due to acts or omissions in any way connected to the applicant's project that is the subject

of this permit. This indemnification shall include, but not be limited to, damages, fees, costs, liabilities, and expenses incurred in such actions or proceedings, including damages for the injury to property or persons, including death of a person, and any award of attorneys' fees. In the event any such action is commenced to attack, set aside, void or annul all, or any, provisions of this permit, or is commenced for any other reason against the City for acts or omissions relating to the applicant's project, within fourteen (14) City business days of the same, the applicant shall file with the City a performance bond or irrevocable letter of credit (together, the "Security") in a form and in an amount satisfactory to the City, to ensure applicant's performance of its defense and indemnity obligations under this condition. The failure of the applicant to provide the Security shall be deemed an express acknowledgement and agreement by the applicant that the City shall have the authority and right, without objection by the applicant, to revoke all entitlements granted for the project pursuant to this permit. The City shall have no liability to the applicant for the exercise of City's right to revoke this permit.

7. The applicant shall not make any modifications or changes during construction that are in conflict or contrary to the project's approved site design, or building elevations without first consulting with the Development Services Director or his designee.
8. Chemical or physical treatments, if appropriate, shall be undertaken using the gentlest means possible. Treatments that cause damage to historic materials shall not be used.



---

Loralee Farris, Principal Planner  
Historic Preservation Officer