

REQUEST FOR PURCHASE AND ADAPTIVE RE-USE PROPOSALS

FOR

THE FORMER DOWNTOWN FIRE STATION NO. 1

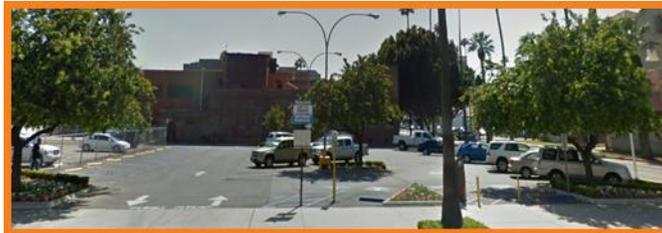
3420 MISSION INN AVENUE



AND

OPTIONAL DEVELOPMENT OF PUBLIC PARKING LOT NO. 27

3398 MISSION INN AVENUE

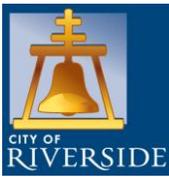


Issued Date: December 30, 2013

Proposal Due Date: March 21, 2014

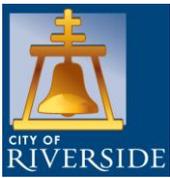


City of Arts & Innovation



**City of Riverside
Community Development Department
Request for Purchase and Adaptive Re-Use Proposals
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1. INTRODUCTION

Incorporated in 1883, Riverside is a Charter City with a unique blend of historic charm and modern city features. While rich in history, Riverside is investing in the future and has invested billions of dollars in infrastructure improvements to serve residents and businesses well into the future. The uniqueness of Riverside comes from its people, “Riversiders”, and the strong collaborative partnerships that exist among civic, cultural, educational, and business leaders.

The award winning City of Riverside is located approximately 60 miles (97 km) east of Los Angeles. The City is ranked #1 among all Inland Southern California cities in virtually every economic indicator; including number of jobs, number of businesses, amount of available office space, and assessed valuation. With a population of 311,955 people as of 2011, the City is ranked the 61st-largest city in the United States. The City is the 12th largest city in California, the 6th in Southern California, and the largest city in the Inland Riverside-San Bernardino-Ontario metropolitan area of Southern California. The City continues to be recognized for its ongoing achievements and has received numerous awards. Following is a sample of the awards since 2011:

- 2013
 - No. 2 Hot Spot for Tech in the U.S. (Forbes)
 - No. 6 Happiest Place in Nation for Young Professionals (Forbes/CareerBliss.com)
- 2012
 - Number 1 Intelligent Community of the Year
 - Playful City USA Award (4th year)
- 2011
 - Top 7 Intelligent Communities of the Year
 - Smart 21 Communities Award (4th year)
 - Newsweek, 3rd Top Performing City in the Nation
 - Best Performing Metros, summer 2011
 - MarCom Award, Riverside Government TV public service announcements

Riverside has seen tremendous investment over the last 10 years resulting in an increasingly affluent and educated population and diversified industry clusters; all vital qualities for economic stability and long-term prosperity. As an important financial and professional center, Riverside offers the support of many legal, accounting, brokerage, architectural, engineering and technology firms as well as banking institutions.

Riverside is home to four internationally recognized universities and colleges which support an estimated 50,000+ students. The University of California, Riverside, California Baptist University, La Sierra University, and Riverside Community College, offer specialized training, research partnerships, and a high-technology environment to support emerging and innovative companies. Riverside's diverse manufacturing base includes such sectors as electrical instruments, solar panels, plastics, wood and metal



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fabrication, food processing and recreational vehicles. Additionally, businesses in Riverside benefit from excellent freeway and rail access, high-speed fiber optic telecommunications, reasonable land and building costs, City owned electrical and water systems and a large general aviation airport.

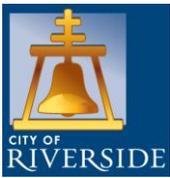
Riverside enjoys a rich heritage which is reflected in the City's architecture, cuisine, culture, and civic life. Riverside has evolved from a quiet agricultural colony into a dynamic, active city and is a hub for higher education, technology, commerce, law, finance and culture. Riversiders enjoy many artistic venues from excellent film, dance and symphony to art, museums, and theater which adds a layer of depth to the City experience.

2. INVITATION TO PROPOSE/PROPERTY DESCRIPTION

As a result of the opening of a new Downtown Fire Station located on University Avenue and Lime Street, the previous Downtown Fire Station No. 1 (Station 1) is no longer needed by the City. Station 1 is now proposed for disposition per City Council Action taken on January 15, 2013 (Item No. 23) and the City is pleased to offer an exciting opportunity for the purchase and adaptive re-use of Station 1 located at 3420 Mission Inn Avenue (Assessor Parcel No. 213-281-005, see Aerial Map - Exhibit A).

Station 1 was built in 1957 and is listed in the State Register of Historic Places solely based upon its International Modern architectural design (See Record - Exhibit B). Designed by local architect Bolton C. Moise, Jr. in association with his partners Wendell Harbach and James Hewlett, it is historically known as the Central Fire Station (See Drawings – Exhibit C). Any proposed building and site improvements affecting the exterior are subject to review by the City's Cultural Heritage Board consistent with Title 20 (Cultural Resources) of the Riverside Municipal Code. Such review is intended to ensure any changes are done in a way to preserve its historical character following the Secretary of the Interior's Standards for the Treatment of Historic Properties. If permanent changes are contemplated to the building exterior, Proposers are encouraged to plan for an architectural historian, design professionals and a contractor experienced in historic building rehabilitation to be part of their team if selected for the project. The ideal Proposer shall present a quality adaptive re-use project for the historic building which will enhance the surrounding neighborhood and provide job opportunities for local residents.

Station 1, situated on the southwesterly corner of Mission Inn Avenue and Lime Street, contains approximately 24,932 square feet of land and an approximate 18,172 square foot two-story former fire station facility. The ground floor includes a 6,382 square foot apparatus room with roll up doors facing both Mission Inn Avenue and a public alleyway, 5,717 square feet of office space including a weight room, and a 218 square foot hose tower room. The second floor includes 5,855 square feet of living and office



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space. There is also a bonus mezzanine storage area containing an additional 327 square feet.

Station 1's exterior walls consist of brick masonry on the ground floor and stucco over wood framing with horizontal massing on the second floor. The roof material is rolled asphalt; floors include concrete slab flooring, ceramic tile, asphalt tile, carpet and sheet vinyl covering. The interior walls and ceilings are lath and plaster. Electrical is three phase-120/240 volt and plumbing is conventional. There is central heating and cooling for the first and second floor offices and living areas, and the apparatus room uses ceiling mounted gas fired heaters (Equipment List – Exhibit D).

Other Station 1 improvements include an asphalt paved parking lot with twenty-three (23) parking spaces and ornamental landscaping. An approximately 1,943 square foot portion of the parking lot, located adjacent to the public alleyway, will be excluded for eight (8) secured vehicle parking spaces for the new Downtown Fire Station and is not included in the Station 1 sale if it is sold on its own. Pursuant to the Downtown Specific Plan (Chapter 16 – Parking Standards), any new use within the confines of the existing structure is exempt from providing any additional parking due to the historical nature of the building. However, in the event the building is expanded, additional parking will be subject to Chapter 16 – Parking Standards.

Currently, there is a 1,500 gallon above-ground fuel storage tank located in the parking lot near the public alleyway and an emergency generator located behind the building. These items are not included in the sale and will be removed at the City's expense prior to the sale of Station 1. Upon request, reports related to the City's removal of an underground storage tank and the scope of work necessary for the City to meet the requirements of the Essential Facilities Act will be available for review.

In addition to Station 1, the City is pleased to make available the optional purchase of Public Parking Lot 27 (Lot 27) located at 3398 Mission Inn Avenue (Assessor Parcel No. 213-281-006) provided that any proposed development includes a multi-level public parking garage. Lot 27 is situated adjacent to Station 1 and improvements include thirty-six (36) public parking spaces and ornamental landscaping; Lot 27 area is approximately 14,375 square feet (See Aerial Map - Exhibit A).

Lot 27 is only available for purchase and development in conjunction with the purchase and adaptive re-use of Station 1. Conditions for the purchase and development of Lot 27 include a multi-level parking garage component to be maintained and operated privately and made available to the general public without exclusive right to its use by the patrons of Station 1 or Lot 27. Additional requirements include that the developer replace the existing 36 public parking spaces and relocate the 8 Fire Department secure parking spaces from Station 1 into the garage and conduct a parking demand study for any proposed re-use of Station 1 and Lot 27, if purchased together, to



determine the required number of parking spaces to be constructed. It is anticipated that this will be accomplished by constructing a mixed use project that includes a multi-level parking garage element on both Station 1 and Lot 27 parcels and wrapped by some other uses that would support the City's downtown retail and entertainment strategy, such as retail, so that the garage cannot be seen from either Mission Inn Avenue or Lemon Street. Please note, the purchase and development of a multi-level public parking garage on Lot 27 is being offered only as an option should additional parking be desired and it is not intended to be a requirement for the purchase and adaptive re-use of Station 1. The purchase and development of Lot 27 will release the requirement to exclude 8 parking spaces on the Station 1 parcel provided that 8 secure parking spaces for the exclusive use of the Fire Department are made available in the proposed garage.

3. DOWNTOWN NEIGHBORHOOD DESCRIPTION

In addition to being the county seat, downtown is home to many state government offices, the Riverside County Administrative Center and a system of county, state and federal courts serving Inland Southern California. Downtown is also anchored by the Fox Performing Arts Center and the historic Mission Inn Hotel and Spa, which has earned a reputation as the "Downtown of Inland Southern California". The major downtown neighborhood exists as a kind of microcosm for the entire city. Land uses range from low-density residential to high-density apartments and from small commercial buildings to large industrial sites. About a quarter of this region is devoted to natural open space and nearby Fairmount Park is a main attraction for picnicking and outdoor recreation. Lake Evans presents water recreation and its proximity to the heart of downtown makes it unique in the cities of today.

Many of the downtown buildings maintain local and national historical significance and represent exemplary examples of a variety of architectural styles. The heart of downtown, Main Street Riverside (pedestrian mall), presents dozens of unique shops and restaurants. There are many neighboring downtown historic districts, including the nearby Heritage Square, a mix of craftsman, Victorian, and turn of the century homes.

The City and its partners have invested millions of dollars in redevelopment and marketing efforts to bring people downtown. In addition to the renovation of the Historic Fox Performing Arts Center located at the northeast corner of Market Street and University Avenue, the City is making plans for the grand re-opening of its Convention Center in early 2014. Located at the north-easterly end of Main Street Riverside, the expansion of the center will add 48,000 square feet increasing the space from 91,000 square feet to 139,000 square feet. The exhibit hall will be expanded from 20,000 square feet to 30,000 square feet and there will be the addition of a junior ball room. Presently, the center is booked for events into 2018.



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There are seven hotels within 2 ½ miles of Downtown including the historic Mission Inn Hotel & Spa, new Hyatt Place Hotel, and newly remodeled Riverside Marriott Hotel. The recent renovation of the Historic Fox Performing Arts Center, which was where the first public showing of the 1939 film, “Gone With The Wind” took place, presents over 70 music, Broadway and comedic performances per season with more than 45,000 attendees annually. The Fox Entertainment Plaza is a new 26,000 square foot plaza which includes The Box, an intimate 200 seat theater which brings state of the art technology to the local community.

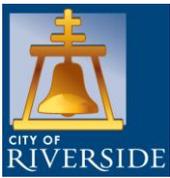
Downtown hosts more than 20 art shows, seasonal festivals, outdoor entertainment, historical, and educational events. On September 28th, the 2013 Fireball Run finished in downtown Riverside from its starting point in Colorado. The finish line event brought in thousands to downtown and the City to enjoy food trucks, a Wine & Brew Fest featuring local craft beers and wines, along with a Finish Line parade at Main Street and University Avenue including live music from local bands and a Classic & Exotic Car Show.

The following is sample of downtown events:

- Annual Festival of Lights, with over 300,000 in attendance
- Annual Dickens Festival
- Long Night of Arts & Innovation
- Annual Asian Pacific Lunar New Year Festival
- Show 'N' Go Car Show and Parade
- Weekly Farmers Market

CITY OF RIVERSIDE DEMOGRAPHIC INFORMATION (SOURCE – ESRI)

Radius	3 Mile	5 Mile
Population		
2018 Projected Population:	117,930	252, 862
2013 Population:	110,712	237,405
2013 Median Age:	29.3	30.1
Housing		
2018 Projected Households:	34,300	76,068
2010 Census Households:	33,764	70,475
2013 Avg. Household Size:	3.09	3.17
2013 Owner Occupied Units:	15,759	38,728
2013 Renter Occupied Units:	18,541	32,972
Income		
2013 Avg. Household Income:	\$64,310	\$72,105
2013 Med. Household Income:	\$47,098	\$52,801
2013 Per Capita Income:	\$20,820	\$22,698



2013 Households Earning Over \$100,000:	5,999	15,375
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Employment

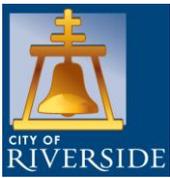
2013 Daytime Jobs:	58,537	92,882
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4. DOWNTOWN SPECIFIC PLAN/RAINCROSS DISTRICT PURPOSE AND USES

The Downtown Specific Plan was adopted in 2002 and Station 1 and Lot 27 are situated within its Raincross District. The Raincross District is the cultural, historic, and social center of both Riverside and the region beyond. The quality of downtown Riverside's historic buildings and the relationship between these buildings creates an historic urban fabric unparalleled in the region. The positive image and economic health of Riverside is strongly influenced by this historic character and the protection of that is an essential part of assuring Riverside's economic health and growth into the future. The intent of this specific plan is to create and encourage opportunities for a variety of commercial, residential and entertainment uses, including retail, office, cultural, residential, and visitor serving uses. The Raincross District encourages a concentration of uses that generate activity during both daytime and evening hours. The permitted retail uses in this District are intended to serve the specialty shopping needs of Downtown residents and employees, as well as downtown and citywide residents, regional shoppers, and tourists. The Raincross District encourages these uses to occur as both single use buildings and as mixed-use buildings.

The Raincross District is divided into two sub-areas. The center of the District is occupied by the Mission Inn Historic District, which contains Riverside's most important historic buildings. In this sub-area the development standards have been carefully crafted to maintain a scale of development that is compatible with the well-established historic fabric of the district. Outside of the Mission Inn Historic District, the development standards of the District allow for greater intensity, while still assuring compatibility of the adjacent historic district and historic residential areas beyond. The development standards for the Raincross District are designed to create a place of daytime, evening and weekend activity by providing a high activity pedestrian environment with a storefront emphasis at the street level. Within the Raincross District, there are numerous local and national historic landmarks that define the district's character, including the Mission Inn Hotel and Spa, Fox Performing Arts Center, Stalder Building, recently renovated Municipal Museum and Municipal Auditorium, Unitarian Church, Congregational Church, Post Office, Loring Building, and Art Museum. The design of new development is important in maintaining the District's character and unique sense of identity.

The City's retail and entertainment strategic plan is to transform the downtown into the places and spaces where local residents, workers, students, and visitors want to be. The City would prefer the following uses for Station 1:



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Restaurant, entertainment, dining, drinking, nightclubs, jazz clubs, brew pubs, interactive computer bars, coffee houses, art galleries, retail and business establishments and mixed-use with a multi-family residential component.

The following uses are permitted in the Raincross District pursuant to the Zoning Code:

Art galleries, banking, retail, catering, educational facilities (30,000 square feet or less of floor area), exercise facilities exercise, home occupations, libraries, medical and dental offices and laboratories, mixed-use developments, multiple-family residential, museums, offices, parks and open spaces, personal services, pharmacies, and restaurants.

The following uses are permitted in the Raincross District pursuant to the Zoning Code with a Minor Conditional Use Permit:

Arcades, bed and breakfast inns, entertainment, farmer's market, florist with incidental wine sales, and indoor multi-tenant sales (25,000 square feet or less).

The following uses are permitted in the Raincross District pursuant to the Zoning Code with a Conditional Use Permit:

Auditorium, child day care centers, cinemas, clubs and lodges, convention and conference facilities, department stores, educational facilities (30,000 square feet of more of floor area), hotels, indoor multi-tenant sales (with more than 25,000 square feet), recreational facilities, transit center, and wedding chapels.

The following uses are prohibited in the Raincross District:

- Car wash
- Drive-thru establishments
- Motels
- Service stations (gas stations and minor repairs)
- Vehicle repair
- Vehicle sales and vehicle parts sales
- Any use not specifically authorized

The website link below provides additional information regarding the City's Downtown Specific Plan - Raincross District. Each Proposer is encouraged to review these documents and consult with the Planning Division to discuss proposed uses prior to submission of a Proposal.

<http://www.riversideca.gov/planning/cityplans-csp-downtown.asp>



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The Proposer shall indicate whether these requirements are acceptable or propose a different length of time for Proposer to complete its due diligence for the adaptive re-use of Station 1 and development of the Lot 27.

- Closing Costs

The City shall be responsible for one-half of the cost of escrow charges and CLTA standard form policy of title insurance. The selected Proposer shall be responsible for all recording fees, transfer taxes, and cost of documentary stamps and one-half of the cost of escrow charges.

The Proposer shall indicate whether this requirement is acceptable or propose a different allocation for payment of these costs between City and the Proposer.

B. Financial Strength of the Proposer

- The Proposer shall include financial statements, such as bank statements and a lender pre-qualification letter, or other proof of ability to purchase that can assist the City in determining whether the Proposer has secured the necessary financing or has cash on hand to facilitate the purchase of Station 1 and Lot 27 (if Lot 27 is included in the Proposal) at the close of escrow and to fund the subsequent capital improvements necessary for the historic preservation and adaptive re-use of Station 1 and development of Lot 27 (if Lot 27 is included in the Proposal).

C. Adaptive Re-Use Proposal Narrative

- The Proposer shall state the intended occupant(s) and use(s) of Station 1, a preliminary proposal and layout for the adaptive re-use and historic preservation of the building's exterior to include the type of uses or mix of uses, how any contemplated changes to the building are historically appropriate, and the community benefit of the proposed project. This section should ideally include a site plan, proposed tenant improvements and capital investment, a detailed explanation of the intended use(s) and proposed occupant(s) of Station 1, long term investment strategy, anticipated duration of holding period, gross annual sales revenue of the proposed occupant(s) for Station 1 and identify the number of new jobs created by the proposed use. If no intended user has been identified, please identify the adaptive re-use as speculative.
- If interested in the development of Lot 27 to include a multi-level public parking garage component, the Proposer shall state the intended occupant(s) and use(s) of Lot 27, a preliminary proposal and layout for the structure's exterior to include the type of uses or mix of uses and how your proposed project will replace the existing 36



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public parking spaces in addition to providing 8 parking spaces to be reserved for the exclusive use of the Fire Department at all times. This section should ideally include a site plan, proposed improvements and capital investment, a detailed explanation of the intended use(s) and proposed occupant(s) of Lot 27, a parking study to determine the appropriate amount of parking spaces to be constructed, long term investment strategy, anticipated duration of holding period, gross annual sales revenue of the proposed occupant(s) for Lot 27 and identify the number of new jobs created by the proposed use. If no intended user has been identified, please identify the development as speculative.

- The Proposer must specify how the proposed adaptive re-use of Station 1 and development of Lot 27 (if Lot 27 is included in the Proposal) will be compliant with all local, state, federal (Secretary of Interior Standards) zoning codes and regulations (Title 20 in particular), including requirements to preserve its historical significance.

D. Relevant Development Experience and Background

- The Proposer shall provide a summary of experience that includes the following information for the project team:
 - Demonstration of property management experience as either a landlord or an owner occupant.
 - Description of specific experience performing tenant improvements on re-use projects similar in nature to the proposed adaptive re-use of Station 1 and development of a multi-level public parking garage on the Lot 27 (if Lot 27 is included in the Proposal).
 - Present the project team's previous relevant experience, including:
 - The name and address of the contact, photographs and brief project descriptions. For each project reference, include the contact person's role in the completed improvements or re-use and the time period for involvement.
 - Previous tenant improvement or re-use descriptions including costs, construction and completion dates, locations, land uses, sizes, and construction costs of any historic projects included in the proposal.
 - Any innovative and/or historic preservation aspects of previous tenant improvement or re-use experience should be described in detail.



- o Development and construction of multi-level parking garages and/or mixed-use projects (if Optional Lot is included in the Proposal).

6. PRE-PROPOSAL CONFERENCE/SITE WALK

An optional pre-proposal conference and site walk is scheduled for January 30, 2014 at 10:00 AM at Station 1. Although the site walk is optional, we strongly encourage that you attend and bring any experts that you may need to assist you with your evaluation of the condition of Station 1 and Lot 27.

7. PROPOSER CONDITIONS AND CONTINGENCIES

Station 1 and Lot 27 are being sold “as is” and it is preferred that there be no contingencies. The Proposer shall indicate whether this requirement is acceptable or provide details for any specific contingencies being requested.

8. INSTRUCTION AND SCHEDULE FOR SUBMITTING OF PURCHASE PROPOSALS

The City shall not be liable for any expenses incurred by any Proposer in relation to the preparation or submittal of purchase proposals. Expenses include, but are not limited to, expenses by Proposer in: preparing the purchase proposal or related information in response to the RFP; negotiations with the City on any matter related to the RFP; and costs associated with interviews, meetings, travel or presentations. The City shall not be liable for expenses incurred by the selected Proposer for any entitlement processing, plan check and permit, or any other fees or costs required to obtain any necessary City approvals to implement the adaptive re-use project. Additionally, the City shall not be liable for expenses incurred as a result of City’s rejection of any proposals made in response to the RFP.

Proposals are due before 4:00 PM on March 21, 2014. This time and date are fixed and extensions will not be granted. The City does not recognize the U. S. Postal Service, its postmarks or any other organization as its agent for purposes of dating the Proposal. All Proposals received after the deadline will be rejected, returned to the sender and will not receive further consideration. Furthermore, the City reserves the right to reject any and all Proposals and to waive information and minor irregularities in any proposal received.

Mail (or hand-deliver) Proposal to:
City of Riverside – Community Development Department
Attn: Lisa Andresen
3900 Main Street, 3rd Floor
Riverside, CA 92522



9. INQUIRIES

For questions or clarifications pertaining to the RFP, please contact Lisa Andresen at (951) 826-5115 or landresen@riversideca.gov.

10. PUBLIC RECORDS

All Proposals submitted in response to the RFP become the property of the City and under the Public Records Act (Government Code § 6250 et. seq.) are public records, and as such may be subject to public review at least ten (10) days before selection and award.

If a Proposer claims a privilege against public disclosure for trade secret or other proprietary information, such information must be clearly identified in the Proposal. Personal information should be labeled as confidential and will remain so. Note that under California law, a price proposal to a public city is not a trade secret.

11. SELECTION PROCESS

A. Evaluation

The City will conduct the evaluation process. During the evaluation process, the City reserves the right to request clarification or additional information from individual Proposers and to request some or all Proposers to make presentations to City staff or others.

Selection Criteria

Qualified bids will be evaluated based on the following criteria:

- Purchase price and other terms (40%)
- Financial strength of the Proposer (20%)
- Adaptive re-use proposal (25%)
- Development experience (15%)

B. City Approval

City staff is required to present the selected Proposer and purchase offer to the City Council for approval. If approval is received from the City Council, staff will have a sale agreement prepared for review and execution by the selected Proposer.



12. DEVELOPER CONDITIONS

Upon City approval, the following developer conditions will be imposed on the selected Proposer in the form of Conditions, Covenants, and Restrictions which will be recorded on Station 1 and Lot 27:

- **Station 1 Façade Easement:** the selected Proposer will be required to grant and convey in perpetuity to the City a façade easement for historic preservation purposes over the exterior of Station 1 with terms subject to negotiation between City and the Proposer, but at a minimum requiring adherence to the Secretary of Interior Standards.
- **Lot 27 Covenant:** the selected Proposer will be required to grant and convey to the City a covenant requiring that the developer incorporate 44 parking spaces into any future public parking garage on Lot 27, 8 of which shall be reserved for the un-restricted secure use by the City (Fire Department) at all times. In addition, the multi-level parking garage shall be maintained and operated privately and be made available to the general public without exclusive right to its use by the patrons of Station 1 and Lot 27.
- **Site Maintenance:** the selected Proposer will, at its sole cost and expense, maintain the appearance and safety of Station 1 and Lot 27; remove all graffiti from Station 1 and Lot 27 within 24 hours of its appearance; maintain in good order all landscape irrigation systems; remove and promptly replace all dead and diseased landscaping material on Station 1 and Lot 27.
- **Transfer to Tax Exempt Entity:** the selected Proposer shall not sell, lease, convey, assign, or otherwise transfer fee interest of Station 1 and Lot 27 to any governmental or non-governmental tax exempt entity that would result in the site becoming exempt from the payment of real property taxes.
- **Designation as a City Landmark:** the selected Proposer shall designate Station 1 locally and install plaques recognizing landmark and state registration at Proposer's own expense. The City will require the Proposer to enter into an agreement for the landmark plaques.

EXHIBIT A
AERIAL MAP

Aerial Map



EXHIBIT B

**STATE OF CALIFORNIA DEPARTMENT OF
PARK AND RECREATION PRIMARY RECORD**

PRIMARY RECORD

NRHP Status Code 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 9 *Resource Name or #: (Assigned by recorder) Central Fire Station

P1. Other Identifier: Fire Station No. 1

*P2. Location: Not for Publication X Unrestricted *a. County Riverside
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' quad Riverside East Date 1967 PR 1980 T2S; R5W; S.B.B.M.

c. Address 3420 Mission Inn Avenue City Riverside ZI P 92501

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

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Southwest corner of Mission Inn Avenue and Lime Street, APN 213-281-005, Assessor Address: 3466 Mission Inn Av.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Central Fire Station is a highly intact and well-articulated International-style fire station located on the southwest corner of Mission Inn Avenue and Lime Streets in downtown Riverside, California. It faces northeast on a corner lot, surrounded by parking lots to the west and south, Riverside Art Museum to the north, and commercial buildings to the east. The station occupies an urban setting with high visibility within the Mission Inn Historic District, a locally designated historic district that was determined eligible for the National Register in 1986. It has sustained a few minor alterations to the interior and exterior, but overall retains a high degree of integrity. (see continuation sheet)

*P3b. Resource Attributes: (List attributes and codes) HP-09 (Public Utility Building)

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

P5a. Photo or drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, data, accession #)
View to the Southwest, 11/16/2007

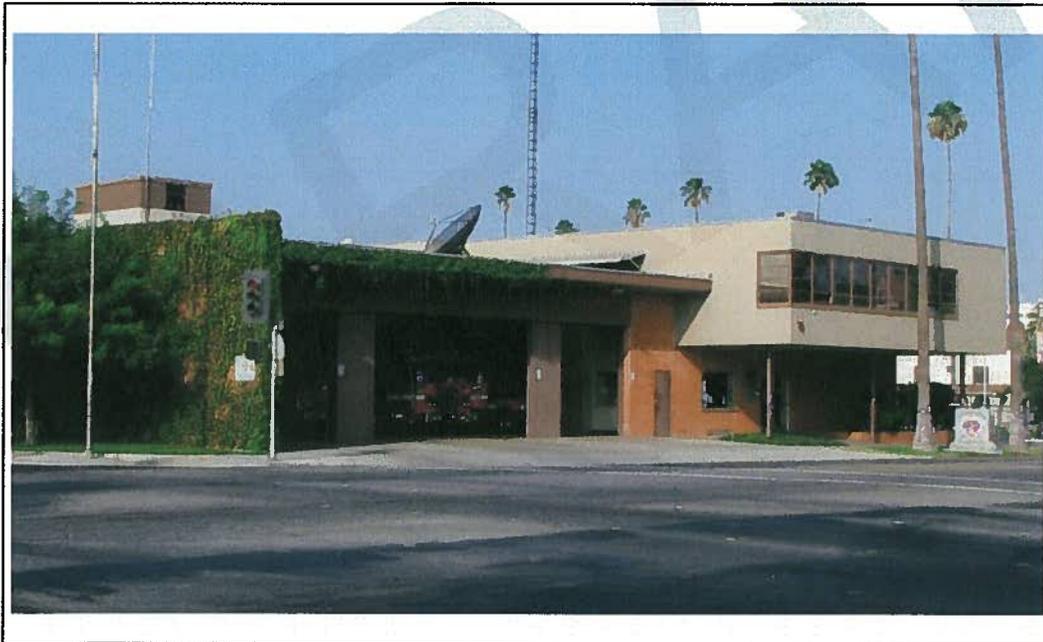
*P6. Date Constructed/Age and Sources: 1957, City of Riverside Planning Dept. Address Files
X Historic ___ Prehistoric

*P7. Owner and Address: City of Riverside
3900 Main Street
Riverside, Ca 92521

*P8. Recorded by: (Name, affiliation, and address): Tanya Rathbun Sorrell
Modern Riverside.com
3638 Linwood Place
Riverside, CA 92506

*P9. Date recorded: 02/01/08

*P10. Survey Type: Intensive - California Register Nomination



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

Attachments: ___ None ___ Location Map ___ Sketch Map X Continuation Sheet X Building, Structure, and Object Record
___ Archaeological Record ___ District Record ___ Linear Feature Record ___ Milling Station Record
___ Rock Art Record ___ Artifact Record ___ Photograph Record ___ Other (list):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # 115318
Trinomial _____

Page 2 of 9 *Resource Name or #: (Assigned by recorder) Central Fire Station
*Recorded by Tanya Rathbun Sorrell, M.A. *Date: 02/01/2008 X Continuation Update

Description (continued):

Central Fire Station is a one-and-two-story flat-roofed structure constructed in 1957. It is irregular in plan, composed of four intersecting volumes which are each loosely organized around a function: the apparatus room, hose tower, dormitory/administrative wing, and the station office. The one-story apparatus room makes up the eastern half of the building, the station office makes up the first and second floors of the western half, and the hose tower and dormitory/administrative wing are attached to the rear of the apparatus room and station office. The second story of the station office is defined by a solid-looking rectangular volume set on top of the first floor. The second story hangs over the front of the first floor, supported by three thin steel *pilotis* spaced evenly apart along the front of the overhang. The apparatus room, dormitory/administrative wing and first story of the station office are faced in low-profile red bricks, while the second story of the station office is sheathed in smooth-textured plaster. The hose tower is unpainted poured concrete.

The front elevation is separated into three focal points: the apparatus room, station office, and the second-story overhang. The apparatus room is cut with about a 65-foot-wide opening (without internal supports), separated into three bays by steel piers topped by a steel beam. Brass lettering which reads "Central Fire Station" is set on the beam atop the center bay, which is larger than the two side bays. All three bays are closed with metal roll-up doors. The garage doors have been replaced ca. 1990, but the existing doors occupy the same openings and appear compatible with the rest of the building. A solid door to the right (west) of the bays provides access to the apparatus room when the bays are closed. The station office has a comparatively modest entrance beneath the second-story overhang, through aluminum-framed glass double doors, which are flanked on the left (east) side by a square wood-framed picture window. A concrete walkway runs straight from the sidewalk to the office door, and then turns a right angle toward the bays. A brick planter with manicured shrubbery is set on the right side of the walkway. The second-story is characterized by a horizontal band of wood-framed metal windows with four vertically-aligned lights each. The bottom light of each window opens inward, hopper-style, and the window on the left end is wrapped around the left corner of the overhang.

The east side elevation (facing Lime Street) is composed of a brick wall covered in ivy. About 50 feet back from the façade the brick wall projects out about 25 feet towards Lime street and continues at that line to the rear elevation. A pair of wood-framed casement windows, each divided into a column of three-lights, are set into the north-facing side of the projection, which formerly housed a maintenance shop (now a weight room). The west side elevation is broken visually into three parts: the side of the first and second floors of the station office and a two-story brick cube-shaped dormitory/administrative wing attached to the station office. The dormitory/administrative wing houses the dormitory on the second floor and additional office space for the Fire Department staff on the first floor. It steps about three feet out from the rest of the side elevation. Each floor of the main station features a row of wood-framed casement windows that are almost identically spaced. The rows each consist of a single window, followed by three windows in one frame, and two top-aligned, shorter single windows. Instead of the single windows, the bottom row ends with another trio of windows. All of the windows have rectangular louvered sunshades made of aluminum, which are attached to the top of the window frame by hinges. The brick planter featured on the façade wraps around the side elevation of the station, planted with mature shrubbery. The side of the dormitory/administration wing is cut with a single-door entrance and two square openings fitted with vents.

The rear elevation is broken into four parts (from right to left): the rear of the maintenance shop, the rear of the apparatus room, the hose tower, and the rear of the dormitory/administrative wing. The maintenance shop, which projects outward from the apparatus room by about eight feet, is cut with one rectangular bay fitted with a roll-up door. The rear of the apparatus room bears a nearly identical resemblance to the front, with one large bay flanked by two smaller bays, all fitted with roll-up garage doors. The hose tower is about 40 feet high, and is composed of poured concrete topped with a louvered metal cap for ventilation. At the ground floor, rectangular vents are set into each exposed side of the tower. A single door on the west side of the hose tower rests on a low concrete step, to the right of the vent on that side. The second floor of the dormitory/administrative wing is adorned with three trios of wood-framed, three-light windows. Like the windows on the façade of the station office, the bottom light opens hopper-style. These windows are shaded by louvered aluminum shades attached to the top of the window frames. Similar louvered shades are also attached to two pairs of wood-framed, three-light windows on the ground floor, and over some electrical equipment to their left.

(continued)

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # 115318
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Page 3 of 9

*Resource Name or #: (Assigned by recorder)

Central Fire Station

*Recorded by Tanya Rathbun Sorrell, M.A.

*Date: 02/01/2008

Continuation

Update

Description (continued):

The interior has retained most of its original uses in their original spaces with the spatial arrangement and floor plan mostly intact. The fireman's poles that lead from the second story to the apparatus room are intact and continue to be used. In 1996, the interior of the fireman's quarters were remodeled, partitioned into 9 individual rooms. Around the same time, the former dispatch office (located within the second story overhang) was removed and the space was remodeled for the Battalion Chief's office, with a new interior wall to create a small sleeping area. The maintenance room has been re-used as a weight room, but the characteristic features of the maintenance room (such as the undercarriage access pit and an I-beam used to remove engines) are extant. A wood-framed storage room was created in the maintenance room sometime in the last 20 years.

With the exception of the garage door replacement, a re-roof, and some interior partitioning of the dormitory, maintenance room, and station office, Central Fire Station remains remarkably intact and retains a high degree of integrity of design, materials, workmanship, feeling, association, and setting.

State of California C The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____

HRI# 115318

Page 4 of 9 NRHP Status Code 3CS *Resource Name or #: (Assigned by recorder) Central Fire Station

B1. Historic Name: Central Fire Station

B2. Common Name: Fire Station No. 1

B3. Original Use: Fire Station and Fire Department Headquarters B4. Present Use: Fire Station and Fire Department Headquarters

*B5. Architectural Style: International

*B6. Construction History: (Construction date, alterations, and date of alterations)
 Constructed 1957, existing maintenance shop partition extended for storage ca. 1985, first floor partitioned for video room ca 1989, apparatus room doors replaced ca.1990, re-roofed 1996, interior partitioning of dormitory 1996, former dispatch partitioned and remodeled for office ca. 1996.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: _____

B9a. Architect: Bolton C. Moise, Jr. B9b. Builder: Cal Construction Company

*B10. Significance: Theme International Style Architecture Area City of Riverside

Period of Significance 1957 Property Type Fire Station Applicable Criteria 3 (CR)

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

Central Fire Station appears eligible for the California Register under criterion 3 at the local level as an excellent example of the International style applied to an institutional building in Riverside. It is the one of few (if not only) International-style institutional buildings in downtown Riverside. It conveys several character defining features of the style in its massing, fenestration, and decorative detailing. (see continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes) none

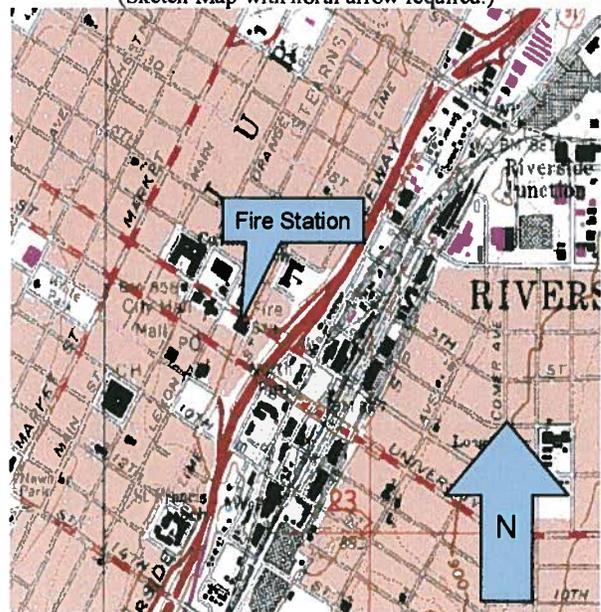
*B12. References: (see continuation sheet)

B13. Remarks: _____

*B14. Evaluator: Tanya Rathbun Sorrell, M.A., ModernRiverside.com *Date of Evaluation: 02/01/2007

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



State of California C The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # 115318
Trinomial _____

Page 5 of 9 *Resource Name or #: (Assigned by recorder) Central Fire Station
*Recorded by Tanya Rathbun Sorrell, M.A. *Date: 02/02/2008 Continuation Update

Significance (continued):

At the close of World War II, the City of Riverside, and Southern California generally, experienced an unprecedented boom in new construction. Returning GIs took advantage of low federally-funded mortgage loans to purchase new homes, further increasing the backlog of new construction that was initially created by the Great Depression and war effort. Builders constructed vast tracts of California Ranch style residences, commercial developers expanded on the concept of regional commercial centers, and City governments scrambled to establish new services to support their expansion. New technologies that were developed in conjunction with the war effort made modern building techniques and design both affordable and attractive to the general public.

The City of Riverside felt the postwar pressure for expansion acutely due to its proximity to March Air Force Base. Enlisted men, their families, and civilian employees in support services settled throughout Riverside. New industries seeking lucrative defense contracts and other work in the expanding postwar economy located their plants in Riverside, selecting lots in the widely promoted Hunter Industrial Park, along the ATSF railroad tracks near Downtown, and in areas west of Riverside like La Sierra and Arlanza. They selected Riverside partially because of the City's reputation as one of the best places to live (*Press Enterprise* 5/4/1958), which they believed would attract stable, skilled employees. In 1953, the *Press Enterprise* reported that Riverside was fourteenth among the fastest growing cities in the western United States (*Press Enterprise* 9/28/1953). In 1955, Riverside received the title "All American City" from the National Municipal League, which drew the attention of expanding industries such as the Lily Tulip Cup Corp (*Press Enterprise* 5/4/1958). From 1940 to 1960, the population within Riverside city limits more than doubled, adding 49,636 new residents (Census 1940-1960).

In response to the de-facto expansion happening in and around the City, Riverside City Council launched a Capital Improvements Program in the early 1950s, a major effort to improve City services. In 1952, the City put a \$440,000 bond measure on the ballot for the construction of a new fire station to replace the original downtown station on Eighth Street (now University Ave) (*Press Enterprise* 11/14/52). To sell the bond measure (called Proposition 2) to Riverside voters, the City commissioned local architect Herman Ruhnau to create a conceptual drawing of the new fire station, with bold rectangular forms intersecting to create engine bays, a hose tower composed of dramatic horizontal louvers and a poured concrete shell framing the office (*ibid*). Voters apparently did not approve the bond measure because the City came back to the voters in 1955 with a \$665,000 bond measure for the new downtown fire station and two substations in the City. Voters approved this measure in April 1955 (*Press Enterprise* 6/17/1955).

Although Herman Ruhnau had prepared conceptual drawings for the new fire station in 1952, the Council chose to award a contract for the design of all three fire stations to architect Bolton C. Moise, Jr. The style and architectural detail of Moise's fire station was similar to Ruhnau's concept, but instead of making the office a focal point he suspended the fireman's quarters over the office, supported by thin metal poles. Instead of using plaster and poured concrete throughout, Moise faced the office and engine bays in low-profile bricks, which had become a popular material in mid-century Modern architecture. Cal Construction Company broke ground on the new fire station in April 1956, and finished the building by March 1957. The final cost was about \$340,000 (*Press Enterprise* "Dream Come True" 3/23/1957).

The *Press Enterprise* reported on the public's excitement over the grand opening of Central Fire Station. On March 26, 1957, the City held an all-day open house to, as Riverside Fire Chief Ray Allen put it, "be open for the inspection of the general public, the people who are paying for the station" (*Press Enterprise* Dream Come True). The Ladies Auxiliary of the Riverside Fire Department provided refreshments for hundreds of visitors, who came from all over Riverside to see inside the "sparkling new building" (*Press Enterprise* "Crowds Visit New Station" 3/26/1957). The City Council and Mayor interrupted their morning session to participate in the ribbon-cutting ceremony and formal dedication. In his comments, Mayor Dales expressed that "this is something that we've been looking forward to for a long time. We are extremely proud of this beautiful - and functional - building" (*ibid*).

The design of Central Fire Station incorporated all of the modern necessities and conveniences made possible by postwar technology. Far removed from the horse-drawn fire engine of the late 19th and early 20th centuries, the modern fire station needed larger bays to accommodate fire engines that carried their own pumps, hoses, and ladders. Radio technology developed for WWII became central to a more organized emergency response in the office. The architectural floor-plan of fire stations changed to better reflect the wide variety of uses needed under one roof. Dormitory and living quarters became better integrated with modern kitchen and bathroom conveniences (Zurier 1982).

(continued)

State of California C The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
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Trinomial _____

Page 6 of 9

*Resource Name or #: (Assigned by recorder)

Central Fire Station

*Recorded by Tanya Rathbun Sorrell, M.A.

*Date: 02/01/2008

X Continuation

Update

Significance (continued):

Prior to the 1955 bond measure, the last fire station constructed in Riverside was in 1937 at the corner of 8th and Franklin Streets in the Eastside neighborhood. Now demolished, this station was Spanish Colonial Revival in style, and continued the traditional form of early 20th century fire stations (Lewis and Moses 1983). When Central Fire Station opened it was both functionally and stylistically a significant departure from earlier fire stations because it incorporated modern technology and conveyed a sense of urban modernity to the City's urban core. The other two stations constructed at this time also incorporated modern technology and referenced the modern idiom in their architecture, but their suburban setting restricted their scale and architectural style. In the 1962 the City constructed additional stations in the Eastside and Magnolia Center neighborhoods. These were also modern in character with the latest in fire suppression and communication technology, but stylistically are more residential in character to fit in with their suburban settings. Within the past ten years the City has returned to using a more blocky, urban massing for new fire stations, but changes in style and technology have eliminated the use of once common features like sliding poles and hose towers.

Moise built two other fire stations in Riverside in 1955, under the same contract to the City as Central Fire Station. One is located at 6963 Streeter Avenue near Arlington Avenue (now closed and boarded-up), and the other one is 2239 Main Street near Russell Street (recently demolished). Both of these substations exhibited architectural details popular in Mid-Century Modern styles like grid-aligned windows, low profile brick veneer, and asymmetry in the form. However, because of their smaller size and proximity to neighborhoods, Moise designed these stations with a more residential character as opposed to the urban character of downtown.

In addition to its role in fire suppression downtown, Central Fire Station served as the administrative center of the City Fire Department, providing space for administrative staff, the Division of Fire Prevention, the Alarm Division and Alarm Center, maintenance shops, and the office of the Fire Chief (*Press Enterprise* "Dream Come True" 3/23/1957). Some of these additional functions were housed on the first floor of the dormitory/administrative wing, a cube-shaped mass attached to the rear of the station office.

In October of 1958, Pittsburgh Plate Glass ran an article in their promotional newsletter about Central Fire Station, describing it as a "Push Button Fire Station ... a new concept in the design of a fire station" (PPG Products, October 1958). Amidst glowing prose about the advances of the modern fire station in terms of radio technology, heating and air conditioning, and chrome plating on fire engines, the newsletter cited one "major departure in station house design." Moise restricted second-floor access from the fireman's quarters to the apparatus room to a row of sliding poles on one side, rather than creating access from both sides. This meant that the fireman's quarters did not need to sit directly over the apparatus room, reducing construction costs and eliminating the need for column supports in that part of the fire station (ibid).

International Style Architecture

Derived from the International style of architecture developed in Europe by architects such as Walter Gropius, Mies Van der Rohe, and Le Corbusier beginning in the early 20th century, the International style received its name from exhibit materials created by Art Historians Henry Russell Hitchcock and Philip Johnson for the 1932 International Exhibition of Modern Architecture at the Museum of Modern Art in New York City (Curtis 1996). The style is defined by clean, geometric planes, use of glass, brick, and concrete to create volume and define space, and a unification of interior and exterior living areas (Gleze 1981; Gebhard & Winter 1985). The movement was influenced heavily by Cubism, De Stijl and Expressionism in painting; some architecture writers have even suggested that the International style is Cubism and De Stijl applied to architecture (Frampton 1992, Curtis 1996). Although the International style did not become the dominant form of architecture internationally, the modularity of its architectural elements and the emphasis on connecting indoor and outdoor space allowed a nearly universal application of the style to varying terrains and climates.

In the early 1920s, Viennese architects Rudolph Schindler and Richard Neutra immigrated to Southern California to work with Frank Lloyd Wright, and soon after designed homes that became known as the earliest examples of the International style in California (Gleze 1981, Gebhard and Winter 1965). The International style flourished in the southern California architectural scene of the 1930s, especially for residences in the Hollywood and Silverlake areas of Los Angeles. The style spread from residences to apartments within the late 1930s and 1940s (ibid). While international-style residential architecture continued to fare well in southern California, the International style did not influence commercial and institutional architecture as it had in Europe until after World War II. (continued)

State of California C The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # 115318
Trinomial _____

Page 7 of 9 *Resource Name or #: (Assigned by recorder) Central Fire Station
*Recorded by Tanya Rathbun Sorrell, M.A. *Date: 02/01/2008 Continuation Update

Significance (continued):

While better-known modern architects such as Craig Ellwood, William Pereira, and Welton Becket went on to make modernism a household word throughout post-WWII southern California, several modern architects focused on designing modern buildings in Riverside. As the County seat and the site of considerable residential expansion, Riverside had plenty of institutional contracts for local architects like Bolton Moise and Herman Ruhnau. Through the 1950s and 60s, Moise designed the City's Main Branch Library [1965] and three fire stations [1955-57], while Ruhnau designed the County Probation building [1960], Marcy Branch Library [1958], and the Police Station [1965]. These were all constructed in a Mid-Century Modern vernacular, but mostly reflected other styles like New Formalism or Corporate Modern.

Bolton C. Moise, Jr., A.I.A. came to inland southern California after he was discharged from the U.S. Army in 1946. The following year, he set up his practice in downtown Riverside, and over the following 23 years he designed many prominent public and educational buildings, including the Main Branch of Riverside Public Library, portions of Ramona High School, Polytechnic High School, and several elementary schools in Riverside and Imperial counties. (*Press Enterprise* "Architect of Riverside Landmarks Dies at 84" 11/11/1984) Prior to his service in World War II, Moise had been a practicing architect in the northeastern U.S. He graduated from Harvard University School of Architecture in 1931 and spent two years studying in Paris under architect Eduard Leon. When he returned he helped design the New York Museum of Modern Art, the interior of the Communications Building at the New York World's Fair in 1939, and several residences and apartments in Boston. He also worked for some time as a designer for General Motors (ibid). (continued)

In the 1950s and 60s, Riverside School District also underwent a major expansion of their facilities, and they hired both Ruhnau and Moise along with Los Angeles-based architects to construct modern schools. Early in the 1950s, Westwood-based architect Milton Caughey designed several elementary schools in Riverside using International-style form and architectural detail. For Pachappa and Monroe Elementary schools Caughey won awards from the American Institute of Architects (AIA). In 1956, Caughey, Moise, Ruhnau, and Henry Wright (part of the firm who designed the IBM building at 3610 14th Street) teamed together to design Ramona High School, which exhibits several International-style buildings. Bolton Moise went on to design Poly High School in 1964, using some International-style form and detail. The California School for the Deaf in Riverside referenced the International style in several of the buildings on their campus, which was constructed in 1951 (architect not known). In addition, Albert Frey and other notable architects designed several buildings at the University of California, Riverside in the 1950s and 60s using Mid-Century Modern vernacular, referencing New Formalism and International in particular.

Though the International style was popular in Riverside for primary, secondary, and college campus buildings, these are dispersed around the City. There are few, if any, other examples of the International style applied to an institutional building in Riverside's downtown. Most of the other Mid-Century Modern institutional buildings constructed in Riverside appear to be inspired more by the design elements of New Formalism and Corporate Modern, which use some of the same architectural details as the International style but in a way that emphasizes symmetry, balance, and grid-like geometry (Whiffen 1992). The Press-Enterprise office [1954, Herman Ruhnau] stands as the best commercial example of the International style in downtown Riverside, with an asymmetrical breakdown of the facade into a flat marble plane on one side and a rectangular porch-like space created by a row of right-angled beams on the other side.

According to architectural historian Marcus Whiffen, the International style is characterized by a complete absence of ornament, an emphasis on volume and asymmetry over mass and weight in the composition, flat roofs, smooth uniform wall surfaces, windows with minimal exterior reveals, and windows that turn the corner of the building (Whiffen 1992). The style commonly employs cantilevered and *pilotis*-supported overhangs for upper floors and balconies.

Central Fire Station exhibits many character-defining features of the International style, particularly in the deconstruction of the building's functions into intersecting geometric forms, horizontal bands of windows, and the use of brick and smooth plaster to define space. The overhang supported by *pilotis* that characterizes the station office is a particularly distinctive element of the fire station that defines the entryway space below it and creates a dynamic relationship with the sidewalk. It is reminiscent of Le Corbusier's *Villa Savoye*, constructed over a quarter of a century earlier. Milton Caughey also used this distinctive overhang style in the Barry Building in Brentwood, the year before Caughey and Moise worked together on Ramona High School and two years before Moise designed Central Fire Station. The louvered rectangular screens on the west side and rear elevations are important decorative elements common to the International style in the post-WWII era.

State of California C The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # 115318
Trinomial _____

Page 8 of 9 *Resource Name or #: (Assigned by recorder) Central Fire Station
*Recorded by Tanya Rathbun Sorrell, M.A. *Date: 02//2008 Continuation Update

References (continued):

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"Fire Station Construction Planned." 6/17/1955
"Dream Come True: New Central Fire Station Dedication Includes Public Open House Program." 3/23/1957.
"Crowds Visit New Fire Station." 3/26/1957
"Lily Cup Plant Opens Today." 5/4/1958
"Architect of Riverside Landmarks Dies at 84" 11/11/1984
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State of California C The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # 115318
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Page 9 of 9 *Resource Name or #: (Assigned by recorder) Central Fire Station
*Recorded by Tanya Rathbun Sorrell, M.A. *Date: 02/01/2008 Continuation Update

Photographs (continued):
View to the northeast, rear elevation (1/7/2008)

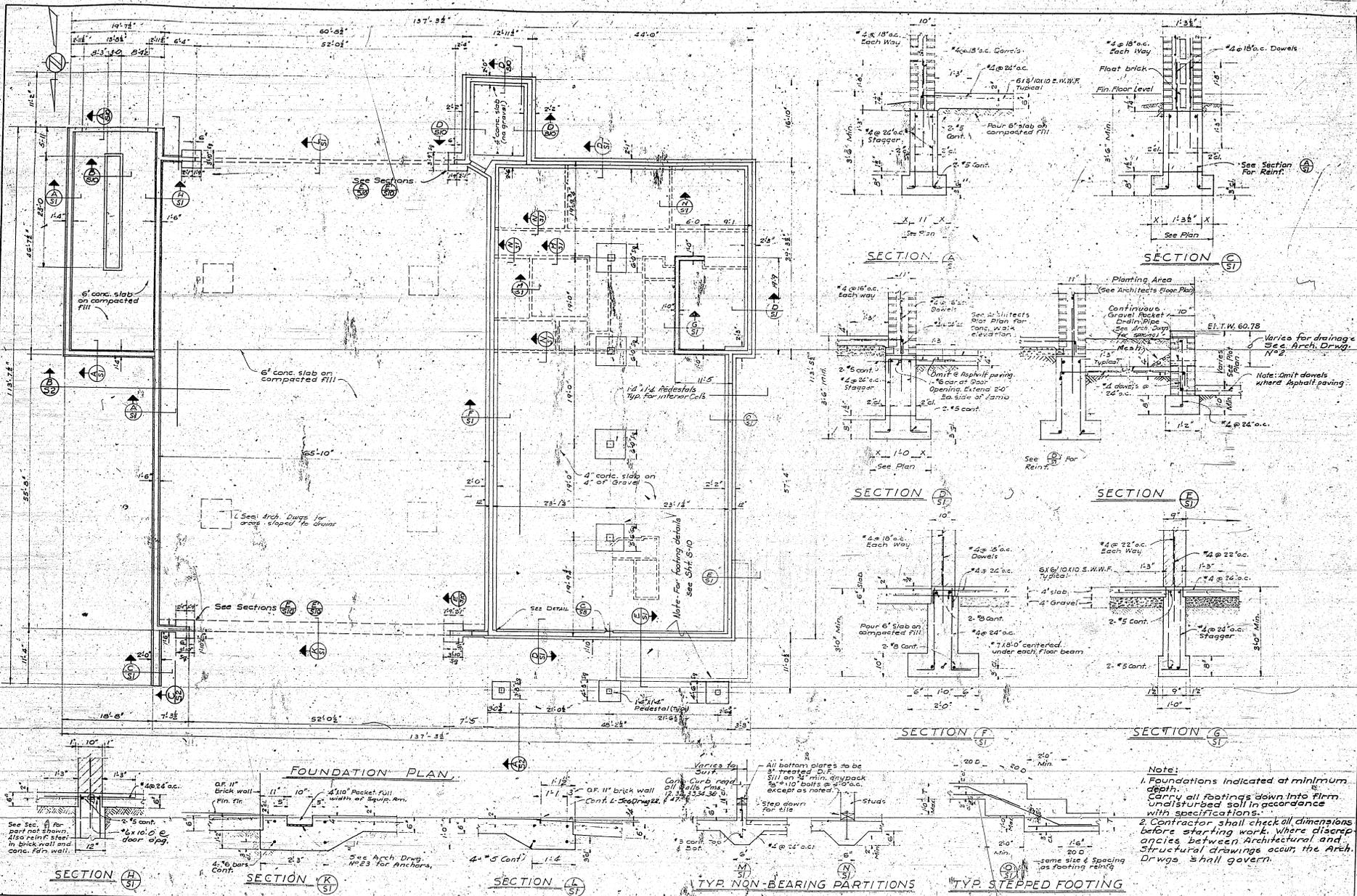


View to the east, side elevation (1/7/2008)



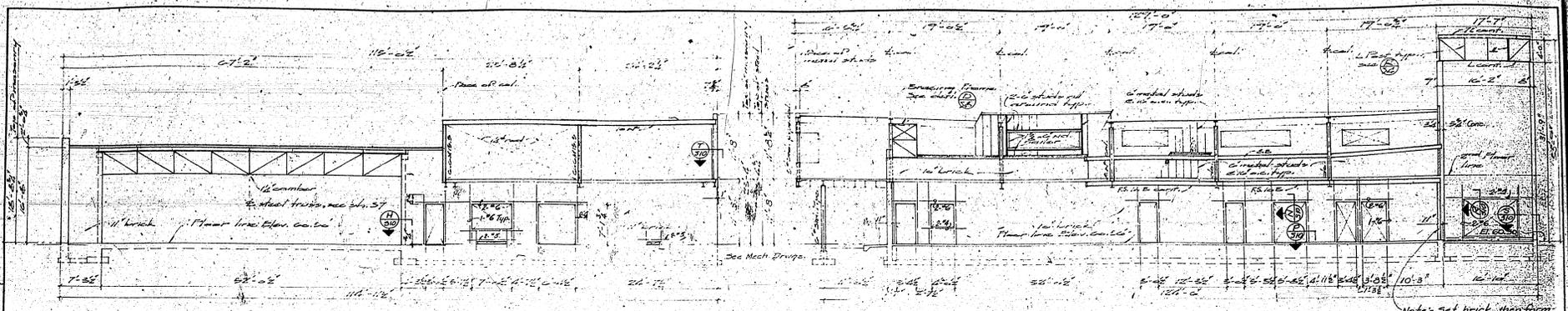
EXHIBIT C

ARCHIVED ARCHITECTURAL DRAWINGS



APPROVALS 		JOB: RIVERSIDE CENTRAL FIRE STATION SEVENTH & LIME STREETS, RIVERSIDE, CALIFORNIA ARCHITECT: BOLTON CALDWELL MOISE, JR., A.I.A. 354 NINTH STREET, RIVERSIDE, CALIFORNIA		ORIGINAL ISSUE DATE NO. REVISIONS DESTROY ALL PRINTS BEARING EARLIER DATE		DRAWN BY 3420 SEVENTH ST. #26173 RIVERSIDE, CALIF. 92504		FOUNDATION PLAN & DETAIL JOB NO. 552 OF 10 SHEETS	
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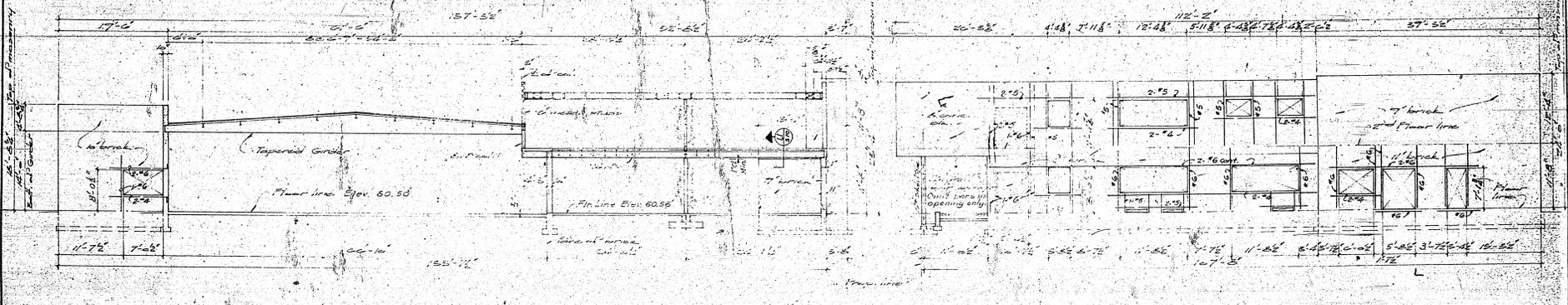
7 / 289



NORTH ELEVATION

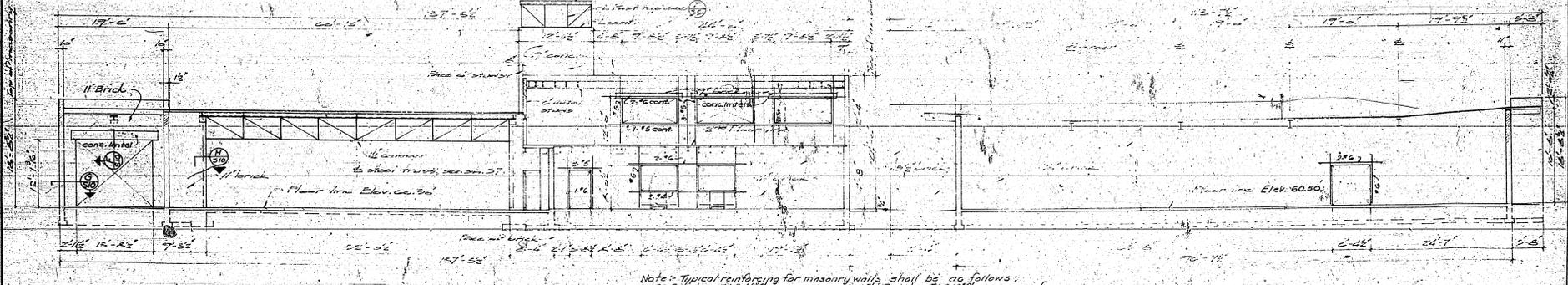
SECTION 32

Note: Set brick, then form both sides of wall before pouring concrete for the drying tower wall.



TYPICAL SECTION 33

WEST ELEVATION



SOUTH ELEVATION

SECTION 33

Note: Typical reinforcing for masonry walls shall be as follows:
 4. 9" Brick - #8 @ 16" ea. way
 2. 10" Brick - #8 @ 16" ea. way
 3. 11" Brick - #8 @ 16" ea. way
 5. 8" Conc. Block - #8 @ 24" ea. way
 6. 8" Conc. Block - #8 @ 18" ea. way ea. face.

APPROVALS

NEIL RICHARDS & ASSOCIATES ENGINEERS
18/19/55

NEIL RICHARDS & ASSOCIATES ENGINEERS
 18/19/55

JOB: RIVERSIDE CENTRAL FIRE STATION
 SEVENTH & LIME STREETS, RIVERSIDE.
 ARCHITECT: BOLTON CALDWELL MOISE, JR. A.I.A.
 314 NINTH STREET, RIVERSIDE, CALIFORNIA

Ballman

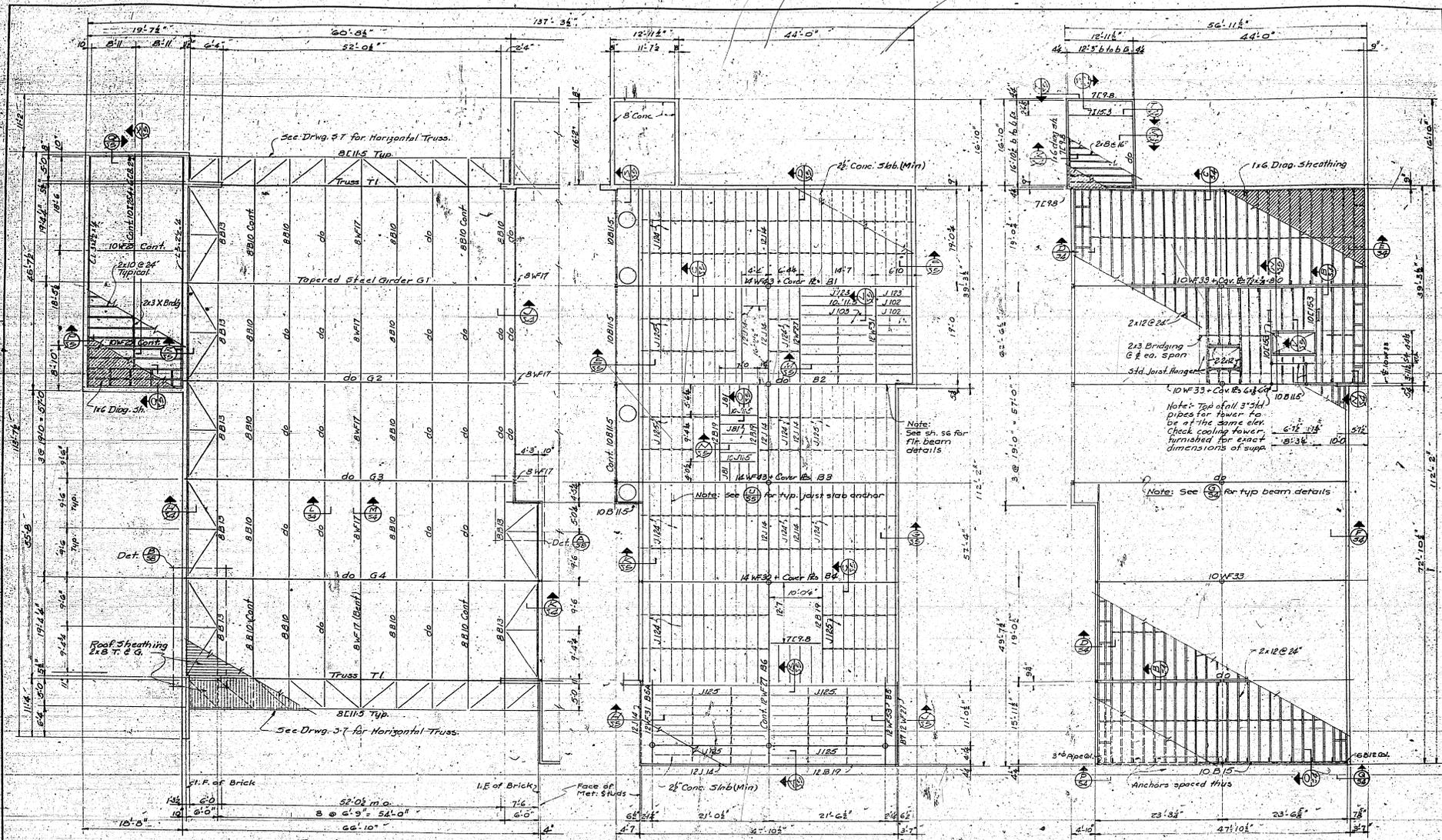
DATE	NO.	REVISIONS	DESTROY ALL PRINTS BEARING EARLIER DATE

3420 SEVENTH ST. #26173
 ISSUED 4-3-56

WALL ELEVATIONS

NO. 1552
 5-2
 OF 12 SHEETS

7/290



ROOF FRAMING

SECOND FLOOR FRAMING
Scale 1/8" = 1'-0"

ROOF FRAMING

Note: In setting girders for conc. floor slab, contractor shall allow for deflection of steel framing when loaded. Final finish floor is to be level with a minimum thickness of 5" over any joist or beam.

Notes
1. All connections shall be welded or riveted with 3/4" rivets unless specifically noted otherwise. High tensile bolts may be substituted for field rivets @ Contractor's option.
2. Connections not detailed are similar to those which are shown.
3. See Specifications for painting.

APPROVALS

NEIL RICHARDS & ASSOCIATES
ENGINEERS
1008 ANGELES
CALIFORNIA
DATE: 12/19/55

JOB: RIVERSHORE CENTRAL FIRE STATION
SEVENTH & LIME STREETS, RIVERSIDE.
ARCHITECT: BOLTON CALDWELL MOISE, JR. AIA
3514 NINTH STREET, RIVERSIDE, CALIFORNIA

DATE	NO.	REVISIONS	DESTROY ALL PRINTS BEARING EARLIER DATE

ORIGINAL ISSUE

3420 RIVERSHORE ST.
RIVERSIDE 4-5-56

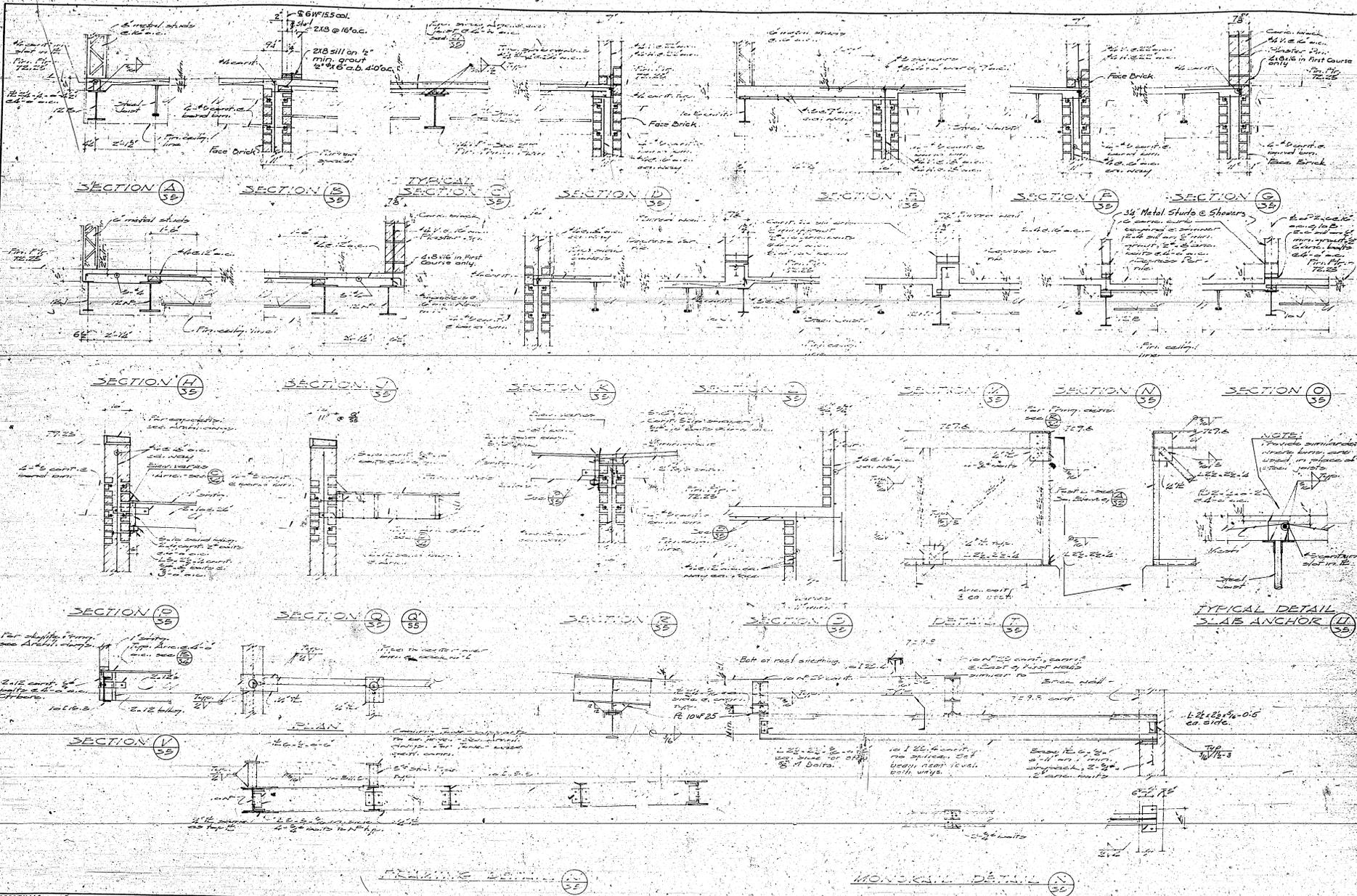
106173

ROOF & FLOOR FRAMING

JOB NO. 552

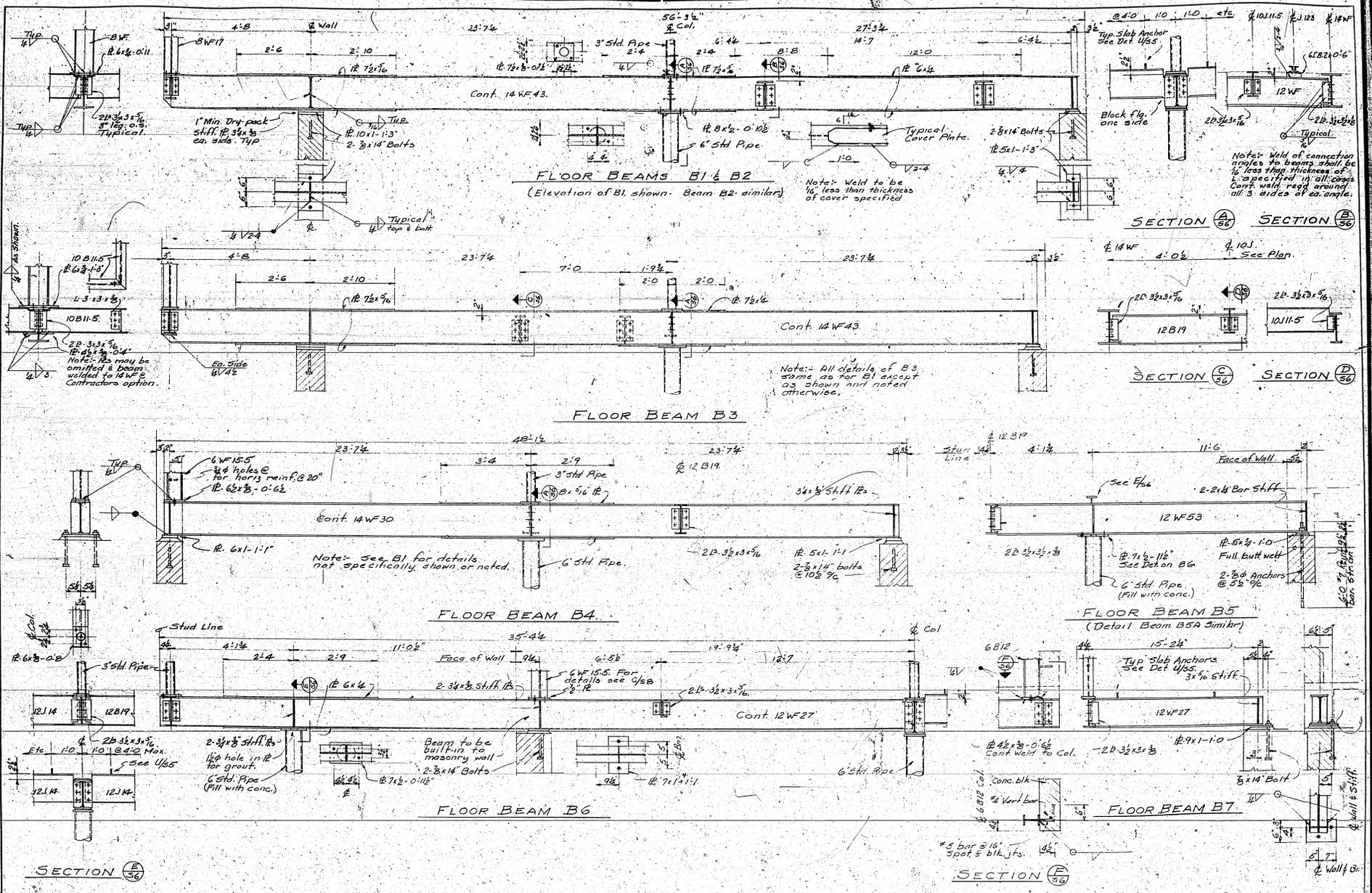
5-3
OF 10 SHEETS

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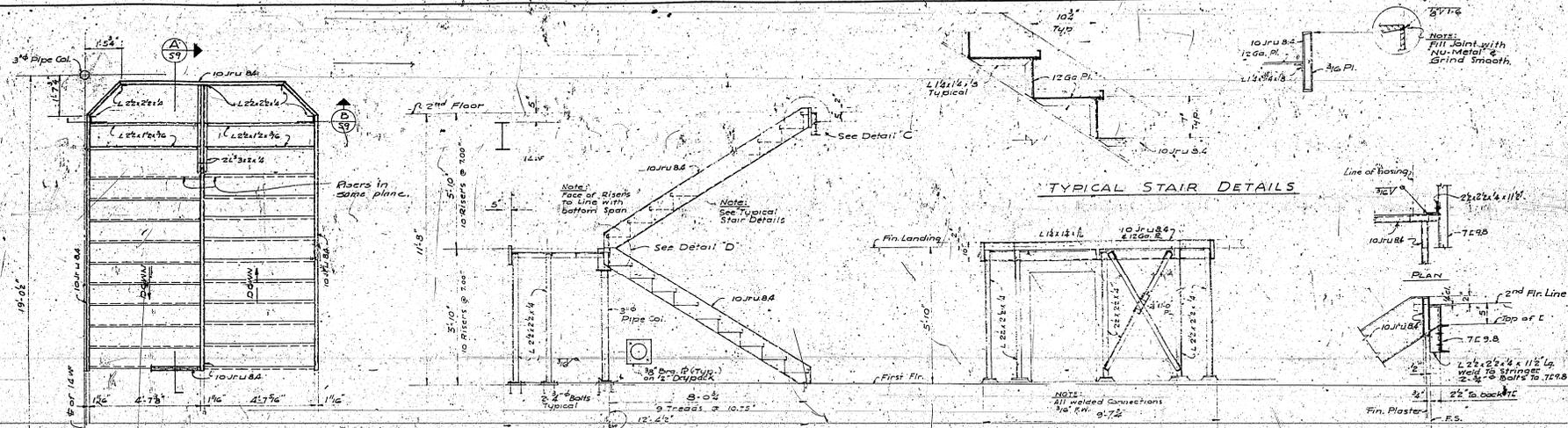
APPROVALS [Signature]		NEIL RICHARDS & ASSOCIATES ENGINEERS 1871 1/2 BROADWAY NEW YORK, N.Y. 10019	JOB: RIVERSIDE CENTRAL FIRE STATION SEVENTH & LIME STREETS, RIVERSIDE. ARCHITECT: BOLTON CALDWELL MOISE, JR., A.I.A. 1314 NINTH STREET, RIVERSIDE, CALIFORNIA	DATE NO. []	ORIGINAL ISSUE REVISIONS DESTROY ALL PRINTS BEARING EARLIER DATE	DRAWN BY []	3420 SEVENTH ST. RIVERSIDE, CA 92504	2ND FLOOR ASSEMBLY DET'S. 3-5 OF 10 SHEETS
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7/293



APPROVALS NEIL RICHARDS & ASSOCIATES ENGINEERS 12/19/55		JOB: RIVERSIDE CENTRAL FIRE STATION SEVENTH & LIME STREETS, RIVERSIDE. ARCHITECT: BOLTON CALDWELL MOISE, JR., A.I.A. 3514 NINTH STREET, RIVERSIDE, CALIFORNIA		ORIGINAL ISSUE DATE NO. REVISIONS DESTROY ALL PRINTS BEARING EARLIER DATE		DRAWN BY 3420 SEVENTH ST. RIVERSIDE, CALIF. 92503 224177		FLOOR BEAMS & CONNECTIONS 5-6 OF 10 SHEETS	
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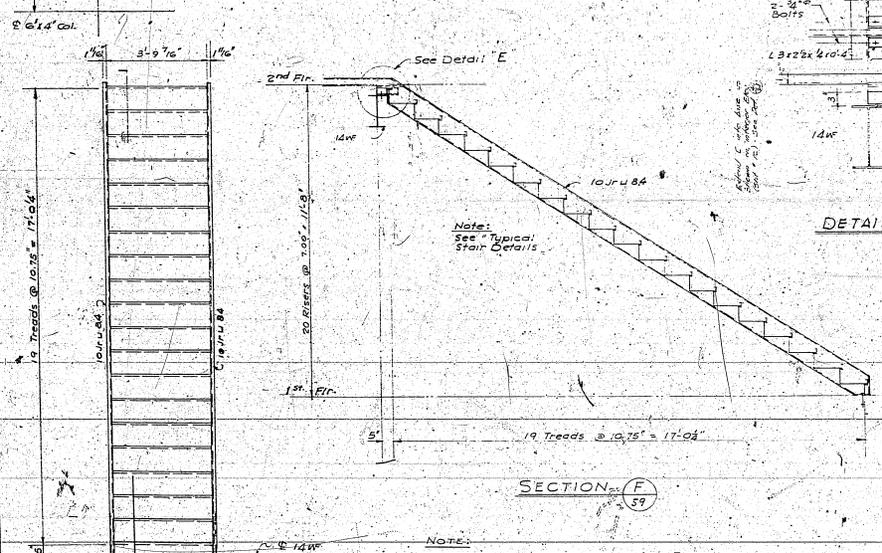


PLAN OF FRONT STAIR

SECTION A

SECTION B

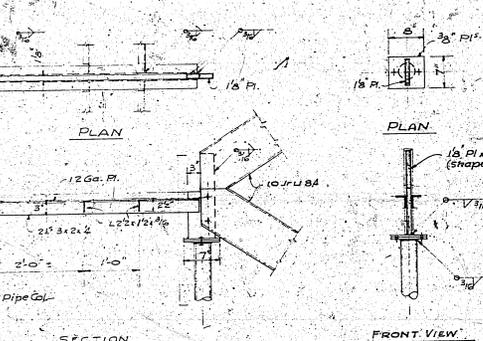
DETAIL C



PLAN OF BACK STAIR

DETAIL E

SECTION F



DETAIL D

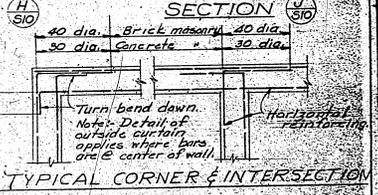
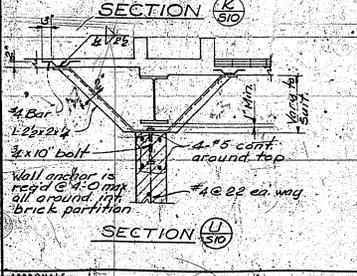
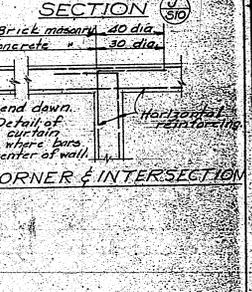
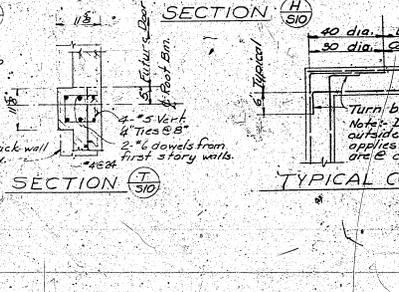
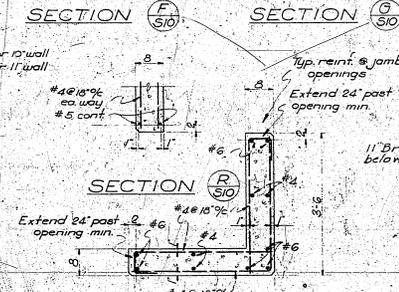
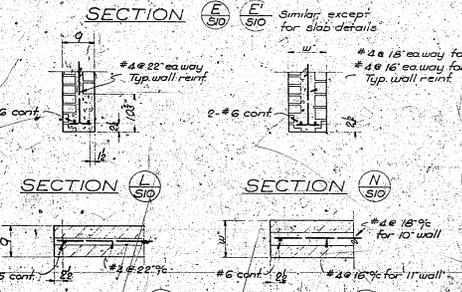
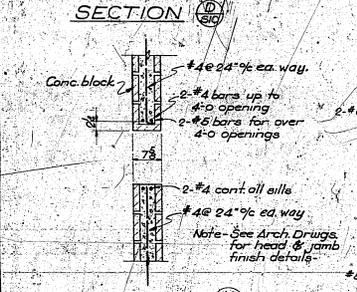
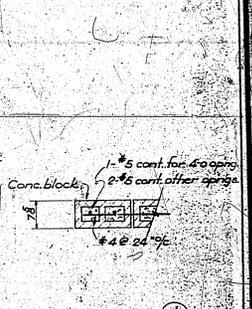
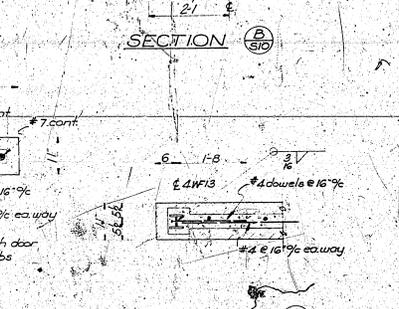
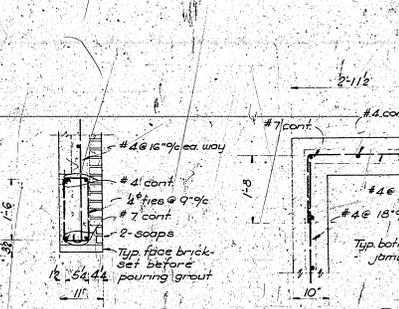
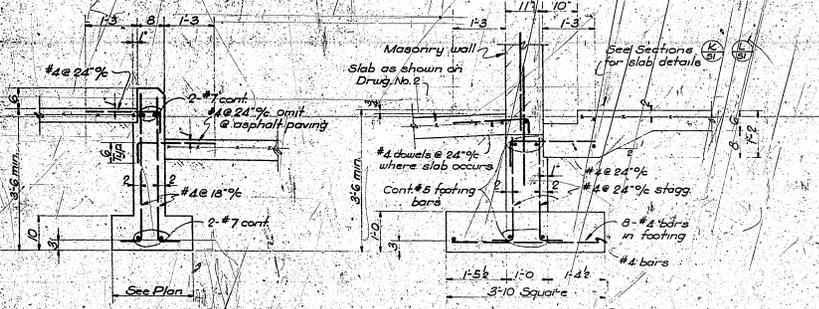
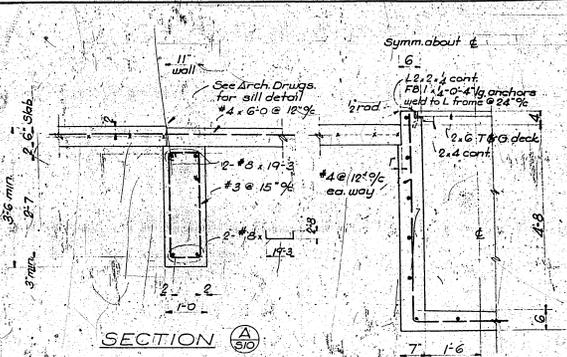
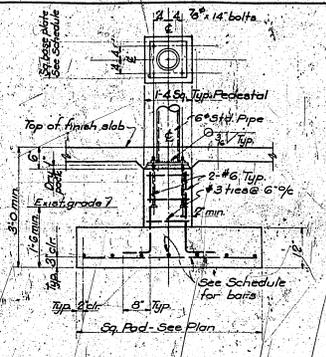
FRONT VIEW

APPROVALS INCL. RICHARDS & ASSOCIATES ENGINEERS 1111 1/2 12/19/55	JOB: RIVERSIDE CENTRAL FIRE STATION SEVENTH & LIME STREETS, RIVERSIDE. ARCHITECT: BOLTON CALDWELL MOISE, JR. A.I.A. 3514 NINTH STREET, RIVERSIDE, CALIFORNIA	DATE	ORIGINAL ISSUE	REVISIONS DESTROY ALL PRINTS BEARING LABEL DATE	DRAWN BY 3430 RIVERSIDE ST. ISSUED 4-5-56	STEEL STAIR DETAILS 5-9 OF 12 SHEETS

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NAILING SCHEDULE	
DETAIL	NAILING
1-Joists or rafters @ all bearings- Toe nails, each side	2-10d
2-Studs to bearings- Toe nails, each side	2-10d
3-Blocking between joists or rafters- To joist or rafter bryg. Toe nails each end	2-10d
4-Blocking between studs each end	2-10d
5-Sheathing @ all bearings- 1x6 2x8	2-10d 2-10d 3-16d
6-Cross bridging bet joists & rafters- Toe nails each end	2-10d
7-Ceiling strips- See Specifications- 1x4 furring strips to under side of joists, per bearing (1) straight (1) slant 2x3 furring strips to under side of joists, per bearing (1) straight (1) slant	2-10d 2-10d
8-Double top plates- Lower plate to top of stud Upper plate to lower plate staggered Upper plate to lower plate @ inter- section	2-20d 16d @ 16" 3-16d

FOOTING SCHEDULE			
Size of Pad	Size Base ft.	Flg. Bars	ea way
6'-0" x 6'-0"	12'-1" - 1'-0"	12	#4 bars
5'-6" x 5'-6"	12'-1" - 1'-0"	11	#4
4'-6" x 4'-6"	11'-3" - 0'-11"	8	#4
4'-3" x 4'-3"	11'-3" - 0'-11"	7	#4
3'-6" x 3'-6"	11'-3" - 0'-11"	5	#4



APPROVALS

NEIL RICHARDS & ASSOCIATES
ENGINEERS

DATE: 12/19/58

FOR: RIVERSIDE CENTRAL FIRE STATION
SEVENTH & ILLINE STREETS, RIVERSIDE.

ARCHITECT: BOLTON CALDWELL MOISE, JR. AIA
3314 NINTH STREET, RIVERSIDE, CALIFORNIA

ORIGINAL ISSUE

DATE: NO. REVISIONS DESTROY ALL PRINTS BEARING EARLIER DATE

3620 SEVENTH ST. #26173 ISSUED 4-5-56

DRAWN BY

MISCELLANEOUS DETAILS

JOB NO. 552
5-10
OF 13 SHEETS

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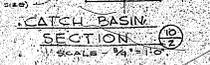
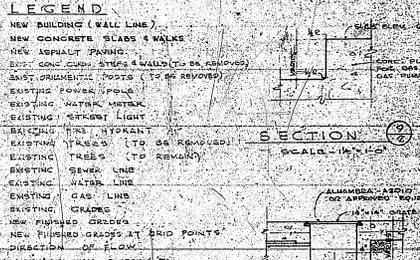
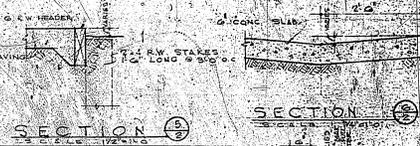
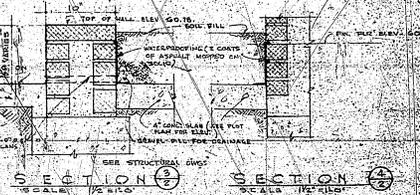
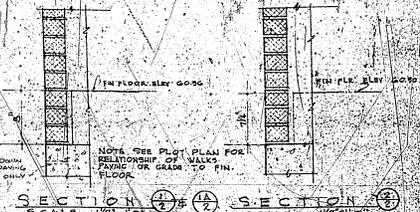
LIME STREET

FIN. FLR. ELEV. 60.50'

FIN. FLR. ELEV. 60.56'

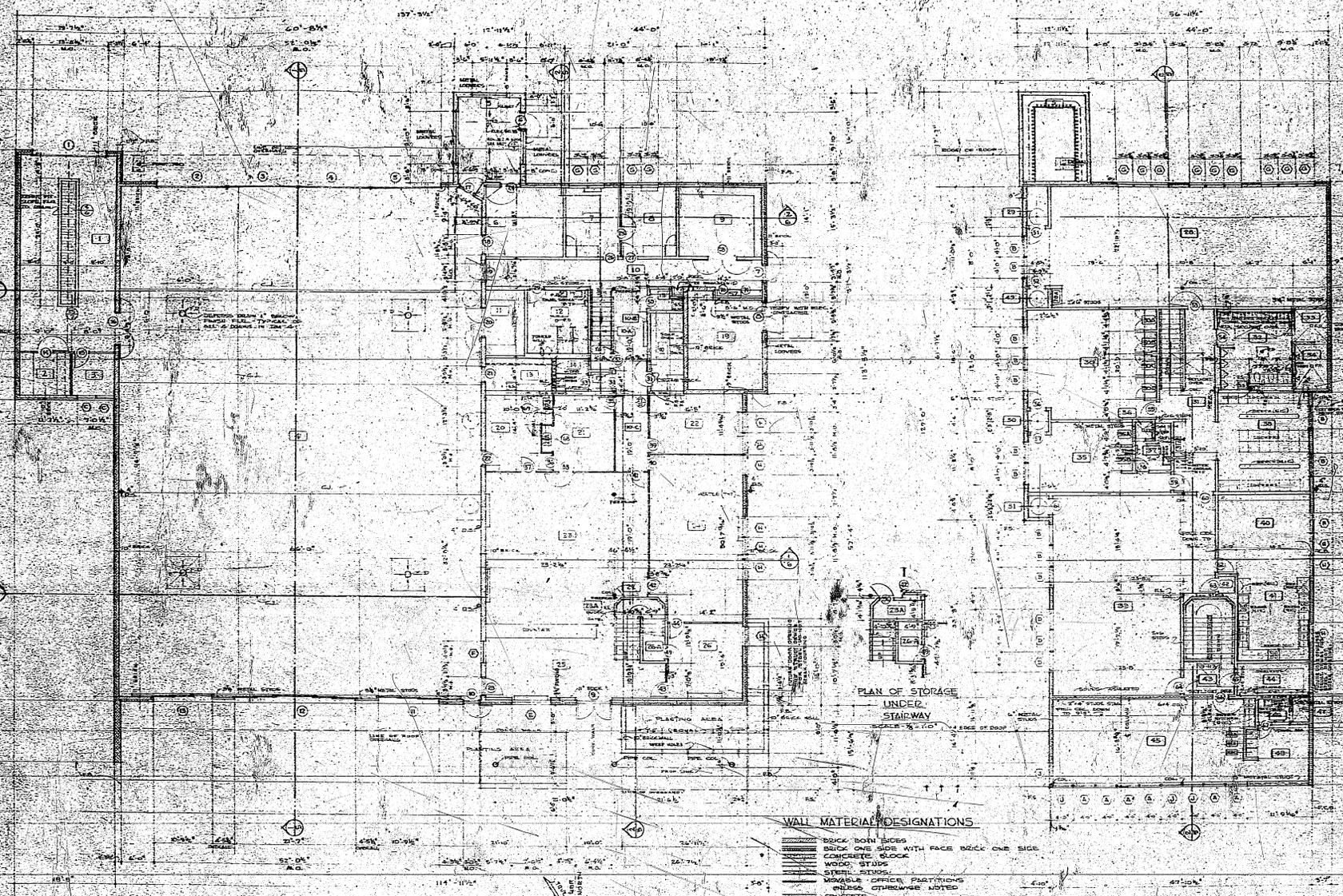
SEVENTH STREET

PLOT PLAN
SCALE 1/4" = 10'



APPROVALS Checked by: <i>[Signature]</i> Date: 12/13/52		JOB: RIVERSIDE CENTRAL FIRE STATION SEVENTH & LIME STS., RIVERSIDE, CALIF. ARCHITECT: DONALD CROWELL MOISE, JR., A.I.A. 2514 NORTH STREET, RIVERSIDE, CALIFORNIA		ORIGINAL ISSUE DATE NO. REVISIONS DESTROY ALL PRINTS BEARING EARLIER DATE		DRAWN BY: <i>[Signature]</i> 3420 SEVENTH STREET RIVERSIDE, CALIF. 92503		PLOT PLAN - SITE DETAILS 2 OF 24 SHEETS	
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FIRST FLOOR PLAN
SCALE - 1/8" = 1'-0"

SECOND FLOOR PLAN
SCALE - 1/8" = 1'-0"

APPROVALS
 ARCHITECT: *[Signature]*
 ENGINEER: *[Signature]*

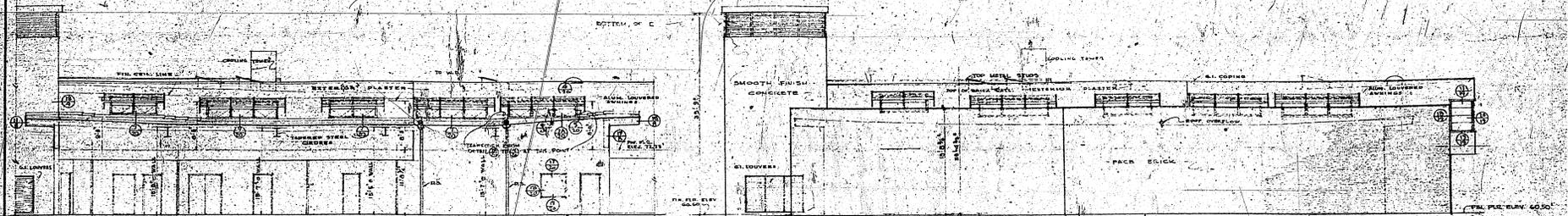
JOB: RIVERSIDE CENTRAL FIRE STATION
 SEVENTH & LIME STS. RIVERSIDE, CALIF.
 ARCHITECT: BOLTON CALDWELL MOISE, JR. AIA.
 3514 NORTH STREET, RIVERSIDE, CALIFORNIA

ORIGINAL ISSUE
 DATE: *[Blank]* NO. *[Blank]* REVISIONS: DESTROY ALL PRINTS BEARING EARLIER DATE

DRAWN BY: *[Blank]*
 3420 SEVENTH STREET
 ISSUED 4-5-56

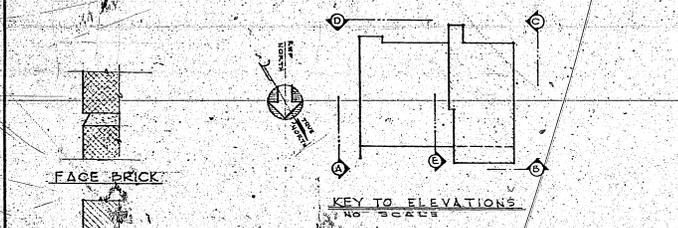
FLOOR PLANS
 JOB NO. 552
 3
 OF 24 SHEETS

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SECT THRU APPARATUS ROOM SHOWING EAST ELEV. (E)
SCALE: 1/8" = 1'-0"

EAST ELEVATION (A)
SCALE: 1/8" = 1'-0"



KEY TO ELEVATIONS
SCALE: 1/8" = 1'-0"

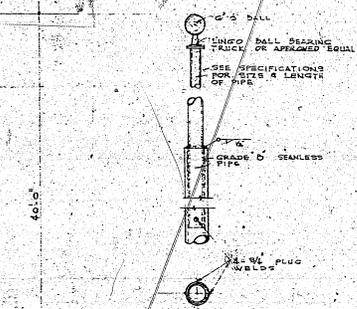
FACE BRICK

COMMON BRICK

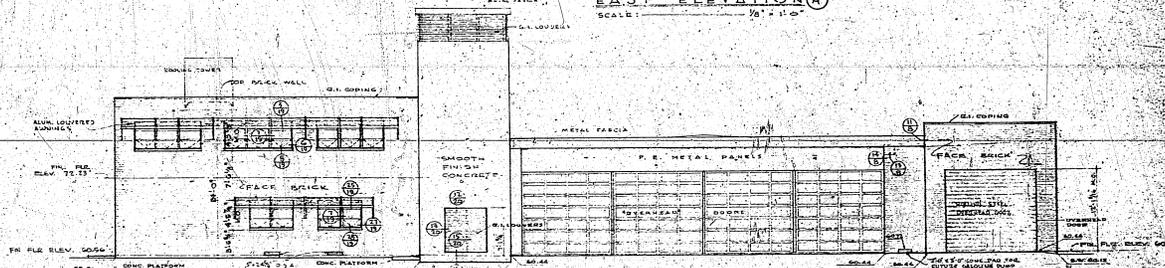
CONCRETE BLOCK
EXPOSED SURFACE ONLY

TYP MASONRY JOINTS
SCALE: 1/2" = 1'-0"

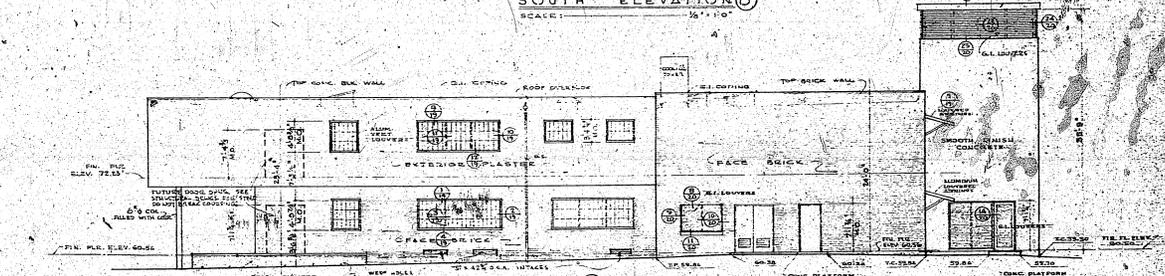
NOTE: 3 COURSES FACE BRICK & 2 COURSES COMMON BRICK



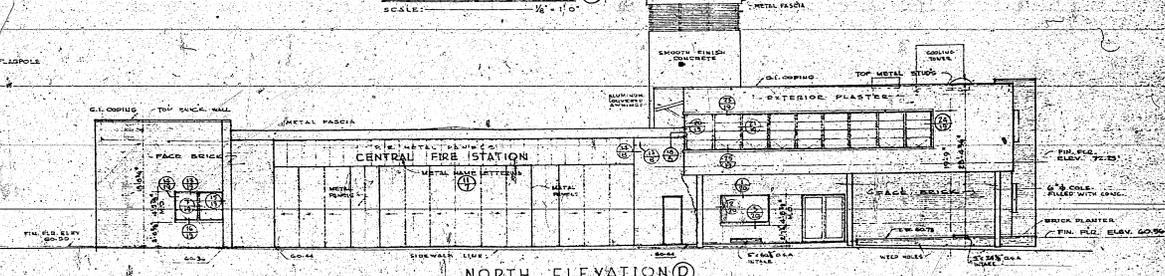
FLAGPOLE DETAILS (4)
SCALE: 1/2" = 1'-0"



SOUTH ELEVATION (B)
SCALE: 1/8" = 1'-0"



WEST ELEVATION (C)
SCALE: 1/8" = 1'-0"



NORTH ELEVATION (D)
SCALE: 1/8" = 1'-0"

APPROVALS

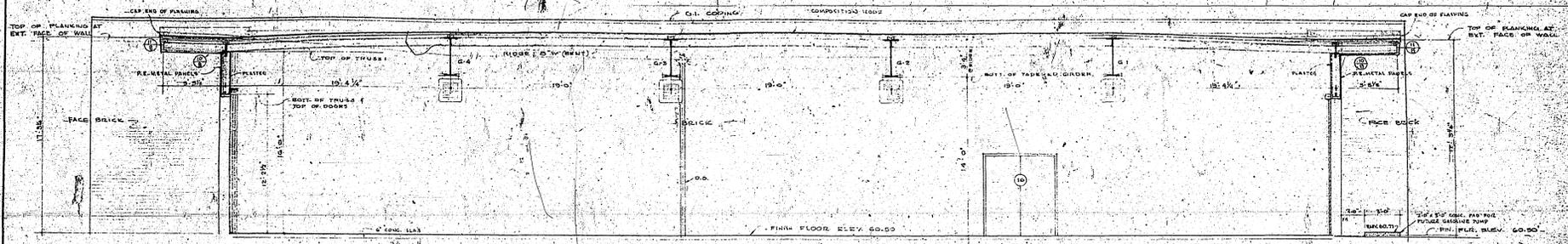
JOB: RIVERSIDE CENTRAL FIRE STATION
SEVENTH & LIME STS., RIVERSIDE, CALIF.
ARCHITECT: BOLTON CALDWELL MOISE, JR., A.I.A.
314 NINTH STREET, RIVERSIDE, CALIFORNIA

DATE	NO.	REVISIONS	ISSUE	DESTROY ALL PRINTS BEARING EARLIER DATE

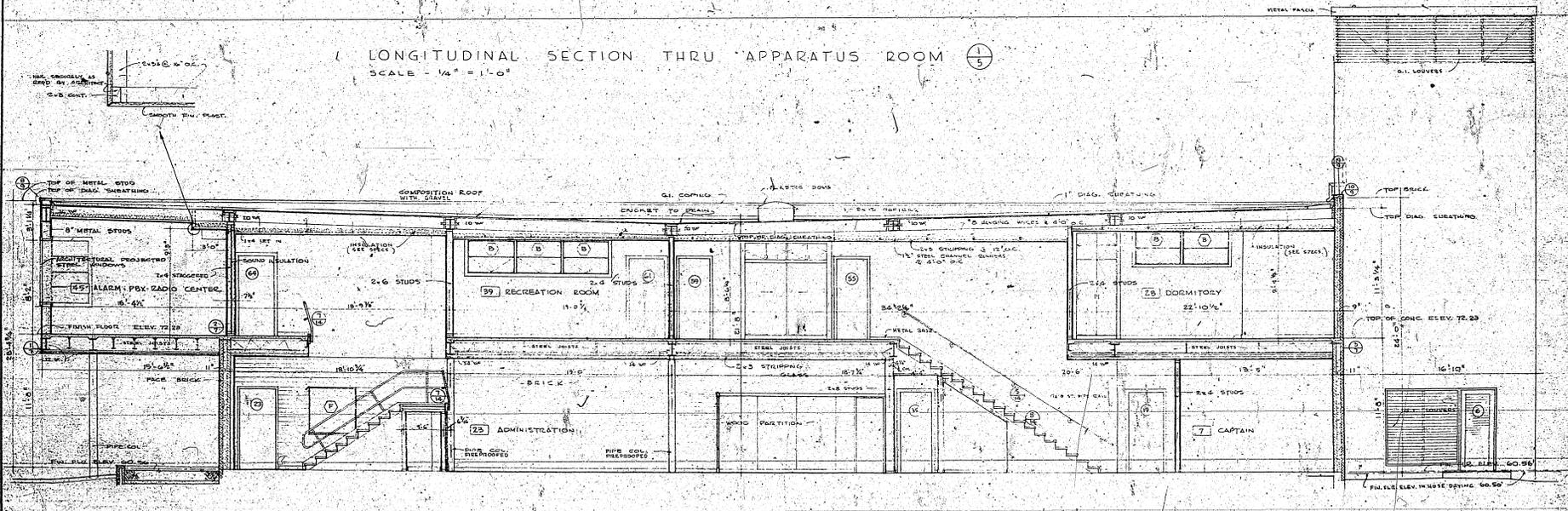
3420 SEVENTH STREET
RIVERSIDE 4-25-56 #25173

EXTERIOR ELEVATIONS
JOB NO. 592
TOP 2 & SHEETS

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LONGITUDINAL SECTION THRU APPARATUS ROOM (1/5)
SCALE - 1/4" = 1'-0"



LONGITUDINAL SECTION THRU TWO STORY AREA (2/5)
SCALE - 1/4" = 1'-0"

APPROVALS
 Approved by: *[Signature]*
 Building Dept.
 City of Riverside

JOB: RIVERSIDE CENTRAL FIRE STATION
 SEVENTH & LIME STS., RIVERSIDE, CALIF.
 ARCHITECT: BOLTON CALDWELL MOISE, JR., A.I.A.
 354 NINTH STREET, RIVERSIDE, CALIFORNIA

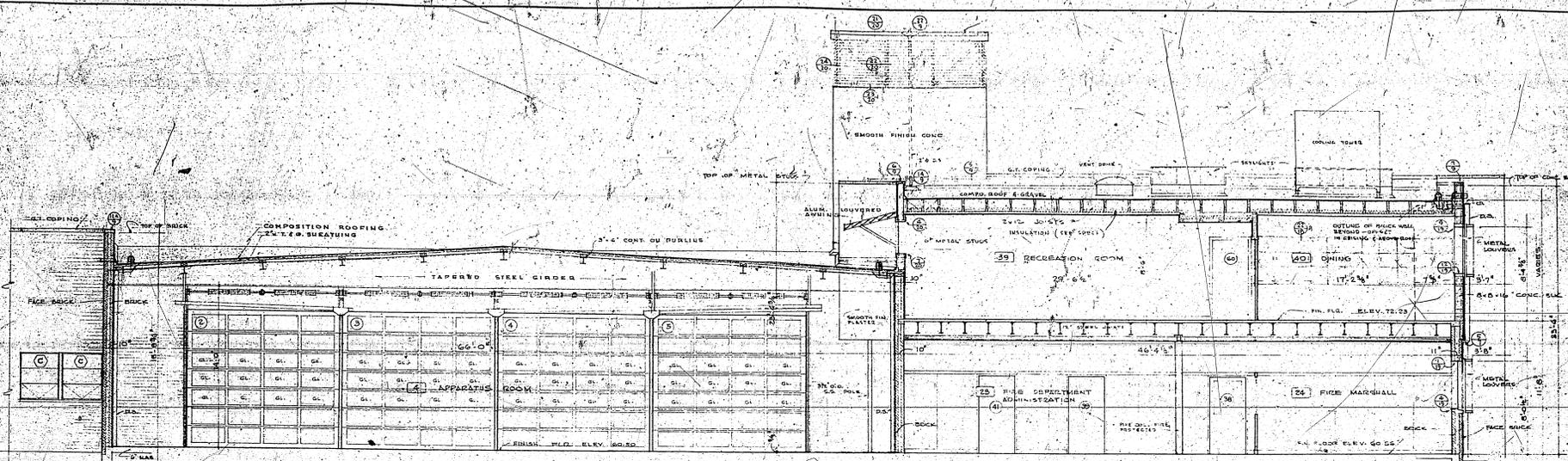
ORIGINAL ISSUE	
DATE	NO.

2420 SUNDOWN STREET
 ISSUED 4-5-56

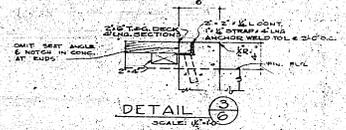
DRAWN BY
 OVERALL LONGITUDINAL SECTIONS

JOB NO. 522
 5
 OF 2 SHEETS

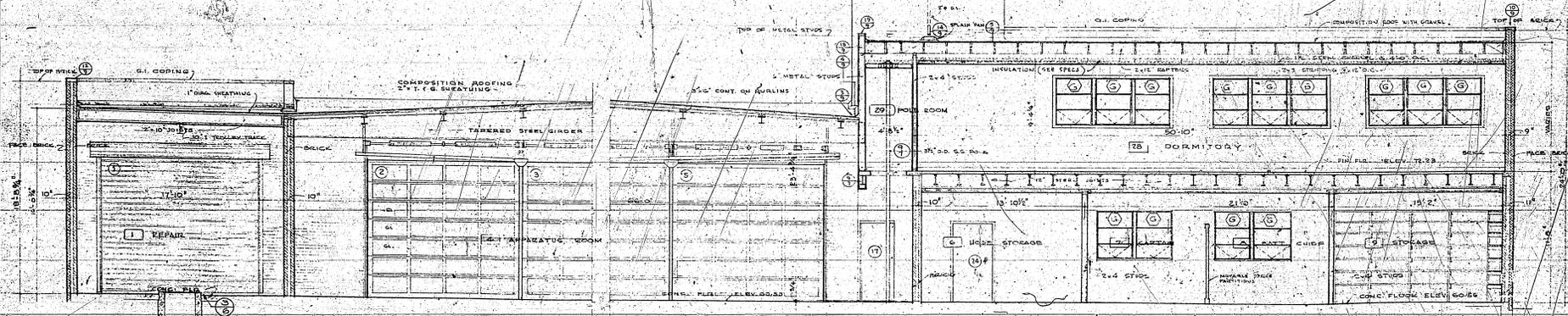
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SECTION 1
SCALE - 1/4" = 1'-0"



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



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

APPROVALS
[Signature]

JOB: RIVERSIDE CENTRAL FIRE STATION
SEVENTH ELM ST. 21325102 CALIF.
ARCHITECT: BOLTON-CALDWELL-MOISE, JR. AIA
324 NINTH STREET, RIVERSIDE, CALIFORNIA

ORIGINAL ISSUE
DATE NO. REVISIONS DESTROY ALL PRINTS BEARING EARLIER DATE

3420 SEVENTH ST.
195000-4-5-58 #28173

DRAWN BY OVERALL LATERAL SECTIONS
JOB NO. 552
6
OF 24 SHEETS

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EXHIBIT D
EQUIPMENT LIST

FIRE STATION #1 AIR CONDITIONING EQUIPMENT LIST

ITEM #	MANUFACTURER	MODEL NUMBER	SERIAL NUMBER	TONNAGE	MANUFACTURER DATE	EQUIPMENT TYPE
1	AMERICAN STANDARD	WCC060F300BG	2234JCS2H	5 TON	Jun-02	PACKAGED HEAT PUMP
2	TRANE	4WCC3060A3000AA	103311394L	5TON	Aug-10	PACKAGED HEAT PUMP
3	AMERICAN STANDARD	WCC018F100BB	L36520D2H	1.5 TON	Sep-96	PACKAGED HEAT PUMP
4	LENNOX	CHP16-653-7Y	5693K10440	5 TON	Oct-93	PACKAGED HEAT PUMP
5	CARRIER	50HX-036-321	3798G42629	3 TON	Sep-98	PACKAGED HEAT PUMP
6	CARRIER	38YRA036---311	4398E00326	3 TON	Oct-98	CONDENSING UNIT
7	CARRIER	38YRA036---311	4398E00350	3 TON	Oct-98	CONDENSING UNIT
8	MAGIC AIRE	DHX-1000	980654764		Jun-98	FAN COIL UNIT
9	MAGIC AIRE	DHX-1000	980654765		Jun-98	FAN COIL UNIT