

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: City Transfer and Storage Company Warehouse **DRAFT**

Other names/site number: _____

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 440 Oriental Avenue

City or town: Redlands State: CA County: San Bernardino

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide ___ local

Applicable National Register Criteria:

___A ___B ___C ___D

_____ Signature of certifying official/Title:	_____ Date
_____ State or Federal agency/bureau or Tribal Government	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
_____ Signature of commenting official:	_____ Date
_____ Title :	_____ State or Federal agency/bureau or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u> </u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

COMMERCE/TRADE: Warehouse

Current Functions

(Enter categories from instructions.)

COMMERCE/TRADE: Restaurant/Brewery

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7. Description

Architectural Classification

(Enter categories from instructions.)

No Style/Vernacular

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Foundation: Concrete slab; Walls: Brick; Roof: Corrugated sheet metal

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The one-story vernacular brick warehouse occupies a rectangular parcel on the north side of Oriental Avenue between the historic Santa Fe Railroad tracks in the City of Redlands. The building is sited in a historically industrial part of downtown and is surrounded by low-scale commercial and industrial properties as well as several vacant lots and parking lots. Constructed in 1906, the building was designed as a trolley barn, but principally used as a house goods warehouse for the City Transfer and Storage Company. The building is a rare remaining example of an early 20th century storage company warehouse in Redlands. It retains all aspects of historic integrity.

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Narrative Description

Exterior

The roughly 143'-by-60' building is one-story in height and rectangular in plan. It is constructed of brick, three wythes thick and laid in a common bond pattern. Seismic anchor plates are located throughout the exterior brick walls and were installed during structural upgrades to the building in 2019-2021. The building sits on a concrete slab foundation and is capped by a front-facing gable roof covered with corrugated, galvanized sheet metal roofing. (The building was re-roofed with compatible roofing, insulation added, and new mechanical equipment mounted to the northwest end of the roof in 2019-2021.) The warehouse is vernacular in appearance, with very few decorative elements.

The building's south façade is flush with the sidewalk along Oriental Avenue. At the center of the façade is a large round arch freight opening enclosed by a multi-light, painted, steel-framed window assembly. While the assembly is fixed, the glazing is configured to appear like a pair of hinged doors with a thicker vertical division at the center. (The window replaced a non-original door during the building's 2019-2021 rehabilitation.) To the east of the arched opening is a pedestrian entry consisting of a partially glazed wood door within a segmental arch opening. A double-hung wood window within a segmental arch opening is located to the east of the pedestrian door. This window opening was previously infilled with brick; the opening was restored and a new compatible wood window added in 2019-2021.

The east façade fronts an outdoor patio and parking lot (both constructed 2019-2021). The patio sits on a concrete slab and is sheltered by a steel I-beam structure covered in corrugated metal roofing matching the roof of the building. The patio is enclosed by a low steel-framed fence. The east façade is characterized by two large rectangular openings. While the north opening is historic, the south opening was added in 2019-2021; it is slightly smaller than the north one so as to differentiate it from the historic opening. Both of the openings are enclosed with large, multi-light, tilt-up steel doors and glazed pedestrian doors with fixed transoms. At the south end of the façade are two smaller segmental arch openings holding double-hung wood windows. Prior to the building's rehabilitation, one of these windows was partially infilled and the other entirely infilled. The openings were restored and new compatible wood windows installed in 2019-2021.

The north façade faces the Santa Fe Railroad tracks. The façade features two paired, large, round arch openings. In 2019-2021, the existing doors enclosing these openings were replaced with dark zinc paneled doors. At the center of each door are two "blind" windows composed of zinc panels that hinge to the interior for additional ventilation and daylight inside the building. To the east of the doors is an arched pedestrian opening that was infilled with brick (date unknown).

The west façade fronts a vacant lot. At the north end of the façade is a round arch opening secured by a partially glazed metal door surrounded by fixed steel-framed glazing (door opening added in 2019-2021). The door leads to a raised private outdoor patio enclosed by a low steel-

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framed fence. To the south of the patio is a small, fenced area holding mechanical equipment. At the south end of the façade is a historic round arch opening. This opening is enclosed with a zinc paneled door with two “blind” windows similar to the doors on the north façade. The new door replaced a non-historic door in 2019-2021.

Interior

The interior of the building features a largely open floor plan with smaller rooms along the perimeter. The building’s ceiling is supported by an original exposed, wood truss roof. The existing reinforced concrete slab floor replaced a non-original concrete floor slab during the 2019-2021 rehabilitation. Original brick interior walls are left exposed along portions of the perimeter of the building. The brick is also visible above new wallboard partitions where present.

Spaces related to brewery operations—including the brewhouse, fermenters, offices, and employee breakroom and restroom, a grain crushing room, keg cooler, and storage—are generally confined to the south end of the building. A large open seating area and bar comprises the central portion of the building, and a kitchen, private event space, and all-gender restrooms encompass the north end. During the building’s 2019-2021 rehabilitation, all non-original partitions were removed from the interior. New interior rooms were built as smaller volumes within the larger original volume so that the original open plan of the building is still evident, and its original wood roof structure remains exposed. All new finishes and fixtures that were added during rehabilitation are contemporary and compatible with the historic character and appearance of the building.

Alterations

The following work was completed during the 2019-2021 rehabilitation of the building and meets the Secretary of the Interior’s Standards:

- New compatible corrugated sheet metal roofing replaced non-historic roofing, and the roof was insulated.
- New mechanical equipment replaced non-original equipment on the northwest side of the roof and in a new fenced area along the west façade.
- New doors were installed at original openings, and two new door openings were added on the east and west (side) façades.
- Three smaller historic window openings that had previously been infilled at the south and east façade were restored and new double-hung wood windows installed.
- A new reinforced concrete slab foundation replaced a non-historic concrete slab.
- The building received seismic strengthening, including new steel-braced frames and structural plywood sheathing at interior brick walls and new wood structural members augmenting historic members at the roof truss.
- The building underwent an interior rehabilitation, including the installation of new mechanical, electrical, and plumbing systems and fixtures, and the replacement of non-historic partitions with new partitions.
- New patios and vegetation were added to the east and west of the building.

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Character-Defining Features

Exterior

- One-story height
- Rectangular plan
- Front-facing gable roof with corrugated metal roofing (roofing replaced in-kind)
- Unpainted, unadorned brick walls
- Large round arch and rectangular freight openings
- Smaller pedestrian doors and windows within segmental arch openings

Interior

- Largely open floor plan
- Exposed wood truss roof
- Unpainted brick walls

Integrity

The City Transfer and Storage Company Warehouse retains integrity. The building has undergone some alterations over time, including roof replacement/upgrades; new structural, mechanical, electrical, and plumbing systems and fixtures; window/door infill and replacement; the addition of two new doors at side façades; new interior partitions and finishes; and the installation of patios and landscaping at the east and west sides. All of the changes made during the building's 2019-2021 rehabilitation are compatible with the historic character and appearance of the building. Furthermore, the building retains the vast majority of its character-defining features and materials from its period of significance (1906-1925), including its one-story height, gable roof with metal roofing, unpainted brick exterior and interior walls, large arched and rectangular openings, rectangular open floor plan, and exposed wood roof truss. Overall, the building continues to express its original vernacular design and exudes a strong sense of time and place as an early 20th century warehouse in Redlands. It therefore retains integrity of *design*, *materials*, *workmanship*, *feeling*, and *association*. It also retains integrity of *location*, because it has not been moved, and integrity of *setting*, since its industrial surroundings have not significantly changed since its 1906 construction.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

COMMERCE

Period of Significance

1906-1925

Significant Dates

1906

1925

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Taylor Brick Company

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The City Transfer and Storage Company Warehouse is eligible for the National Register of Historic Places at the local level of significance under Criteria A and C. Constructed in 1906 and historically used as a household goods warehouse, the building is eligible under Criterion A in the area of Commerce for its association with the early 20th century migration of thousands of individuals to Redlands during the city's rise in popularity as a winter suburb for wealthy residents. It is eligible under Criterion C in the area of Architecture for embodying the distinctive characteristics of an early 1900s industrial warehouse in Redlands. It is a rare intact example of the property type in the city. The period of significance begins in 1906 with the building's construction and ends in 1925, around the time the City Transfer and Storage Company, the building's historic owner/occupant, vacated the property.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Historical Background

The area that would come to comprise the City of Redlands was originally inhabited by the Serrano people. The Serrano occupied territory from the Mojave Desert to the north, the San Bernardino Valley to the south, the San Gabriel Mountains to the west, and what is now the City of Twentynine Palms to the east. They lived a semi-sedentary lifestyle, relying on seasonal food sources and establishing permanent villages near stable sources of water. The Serrano's first known permanent settlement near present-day Redlands was the village of Guachama, somewhere in the vicinity of what would later become Asistencia, an outpost of the Mission San Gabriel Arcangel. The Spanish's 1771 establishment of Mission San Gabriel had devastating effects on the Serrano population. Entire villages were abandoned as inhabitants were either relocated to the mission, fled to the interior regions of California, or were killed by European diseases to which they had no immunity.¹

After Mexico gained independence from Spain in 1821, the California region came under control of the Mexican government, which began issuing expansive land grants, or ranchos, to prominent families in order to encourage settlement of the region. In 1842, the Lugo family acquired the 35,509-acre Rancho San Bernardino land grant, which encompassed present-day Redlands.² Nine years later, the Lugos sold their land to a group of Mormon colonists who founded the City of San Bernardino and maintained a settlement in the area of the old Asistencia mission outpost. The Mormons' presence in the region was short lived, however, as many left in 1857 after Mormon leader Brigham Young called for them to return to Utah.³

¹ Architectural Resources Group, City of Redlands Citywide Historic Context Statement, prepared for the City of Redlands Development Services Department, 2017, 15.

² Ibid, 15-16.

³ Ibid, 16-17.

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As more American settlers arrived in the San Bernardino Valley during the 1850s, '60s, and '70s, the Redlands area was developed with new roads, water systems, and farms and ranches. Agriculture proved to be particularly productive, with many farmers growing a variety of crops including walnuts, apricots, peaches, oranges, and wine and raisin grapes.⁴

Early Development of Redlands

The City Transfer and Storage Company Warehouse was constructed during a period of intense development and growth in Redlands. The 1869 completion of the transcontinental railroad and the resulting spread of rail networks throughout the West was pivotal in the early modern development of Southern California. The famous fare war between the Southern Pacific and Atchison, Topeka, & Santa Fe Railroads led to a land speculation boom and population influx throughout the region in the late 1880s, and the Redlands area was no exception.⁵

Redlands was particularly well-equipped to accommodate the population increase it experienced during the late 19th century. It already had a townsite, well-funded founders, and an established water system when the boom hit. In 1887, it gained another valuable asset when newsman Scipio Craig established *The Citrograph* and used the newspaper to promote the town. Within three months of the 1887 townsite platting, nearly 40 businesses had opened, most in a commercial core centered around Orange Avenue and State Street.⁶ Between the years of 1888 and 1891, Redlands was newly incorporated and busily building its infrastructure and citizenry. Railways and other regional trolley networks opened Redlands to Los Angeles and other national destinations, which had an immediate impact on increasing tourism and spurring residential land sales in the area. The population in Redlands more than tripled between 1890 and 1930, from 4,797 to 14,177.⁷

Many Easterners and Midwesterners were drawn to the warm, dry climate of Redlands, some hoping for health benefits for conditions like tuberculosis, and others seeking respite from the cold, harsh winters of the East Coast and Midwest. The Smiley brothers, millionaires from New York, were among the early residents who settled into a 200-acre hillside tract, now known as Smiley Heights, and are credited with influencing other wealthy individuals to choose Redlands for their seasonal or permanent residency.⁸

The regional expansion boom fueled by the railroad fare war of the late 1880s had a direct effect on the industrial landscape of Redlands. Between 1900 and 1908, the number of industrial properties in the city doubled. The industrial district spanned the central part of the city from 10th Street on the east to Texas Street on the west, with development tapering off towards the west

⁴ Ibid, 17.

⁵ Architectural Resources Group, City of Redlands Citywide Historic Context Statement, 18-19.

⁶ Emerson Nelson, *Only One Redlands* (Redlands: Redlands Community Music Association, 1963), 69, in Architectural Resources Group, City of Redlands Citywide Historic Context Statement, 20.

⁷ Architectural Resources Group, City of Redlands Citywide Historic Context Statement, 23.

⁸ Ibid, 22.

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end. The district contained at least 30 industrial operations, of which 13 were packing houses and one was a marmalade factory/warehouse. Non-packing house industrial properties included lumber yards, hay warehouses, a box factory, fertilizer warehouses, oil storage facilities, grain warehouses, and general storage warehouses, several of which were occupied by transfer and storage companies.⁹

Recognizing there was money to be made in assisting people with their move to Redlands, multiple transfer companies had established themselves in the city during the early 1900s, including the City Transfer and Storage Company. Having the “exclusive privilege of soliciting baggage on the Santa Fe trains,” company agents would retrieve arriving passengers’ personal baggage and/or freight directly from the railway cars, store the belongings for as long as needed in their warehouses, and then drive them out to the owners’ residences upon request and in a timely manner.¹⁰ The City Transfer and Storage Company’s main office at 348 Orange Street, conveniently located across from the Santa Fe Depot, is telling of the company’s prominence in the transfer and storage industry.

Redlands’ Early 20th Century Industrial Architecture and Development

Constructed by the Taylor Brick Company, the City Transfer and Storage Company Warehouse embodies the distinctive characteristics of an early 20th century industrial property in Redlands. Its simple rectangular plan, gable roof with corrugated metal roofing, oversized round arch entryways, smaller segmental arch openings, and unadorned brick cladding are emblematic of the architectural property type.

At the turn of the 20th century, Redlands’ industrial district was most directly associated with the Santa Fe and Southern Pacific railroad lines (established in 1888 and 1891, respectively); it occupied almost all of the parcels between the two parallel railroad lines, creating an industrial “belt” through central Redlands.¹¹ In addition to agricultural-related industrial properties, such as citrus packing houses, other common industrial property types included grain warehouses, oil storage facilities, fertilizer warehouses, and storage warehouses. As the burgeoning city expanded, building materials became a necessity, and lumber yards in and near the main industrial district grew to meet the need. So did the city’s brickmaking industry, led by contractor A. E. Taylor from his brickyard west of town, near the intersection of Lakeside (originally named Myrtle) and Olive avenues. Founded in 1903, the Taylor Brick Company supplied bricks for many of the city’s buildings during its early period of development, encouraged by a municipal requirement that new industrial and commercial buildings be constructed of brick for fire safety reasons.¹²

⁹ Ibid, 43-44.

¹⁰ “City and County,” *The Citrograph*, Redlands, CA, 1906.

¹¹ Architectural Resources Group, City of Redlands Citywide Historic Context Statement, 39.

¹² Architectural Resources Group, City of Redlands Citywide Historic Context Statement, 40; Bobbe Monk, “A.E. Taylor Laid Foundations of Redlands,” *Redlands Daily Facts*, June 6, 2009.

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The city's early industrial buildings were eclectic in terms of their architectural features and design, a reflection of their various historic functions. However, most buildings were of brick or wood-frame construction with board-and-batten cladding, and the majority featured gable roofs (with corrugated metal cladding) or flat roofs (with stepped parapets) and simple rectangular massing. Wide bays, arched fenestration openings, and an overall lack of ornamentation were also common.¹³

Development of the City Transfer and Storage Company Warehouse

The City Transfer and Storage Company Warehouse does not appear to have been published in any journal or newspaper articles following its construction. The building was constructed in 1906 for Redlands capitalists Henry and son, John H. Fisher.¹⁴ The one-story brick building was originally intended as a trolley barn to house cars for the Fishers' new venture, the Redlands Central Railway Company. The Redlands Central Railway Company was developed to compete with the San Bernardino Valley Traction Company with an electric trolley network from Redlands to Riverside and Craftonville. The Fishers had formerly been majority owners of the San Bernardino Traction Company, but in a well-publicized fallout between board members, they were removed from power in 1905.¹⁵

It is unknown whether 440 Oriental Avenue was ever used as intended. The Fishers built another car barn closer to the Southern Pacific Railway Depot on Citrus Avenue in 1907, which likely replaced the function of the earlier building.¹⁶ By 1908, the subject building was identified on Sanborn Maps as a "storage of household goods, produce, etc.," and Sanborn Maps from 1915 to 1925 identify it as a warehouse and stable for the Redlands City Transfer and Storage Company (**Figures 1-2**).¹⁷

Historically, there were at least five other transfer companies with associated warehouses operating in Redlands during the reign of the City Transfer and Storage Company. However, of those five, none of the warehouse buildings are known to remain. A number of Redlands' historic warehouses have recently been lost to development, including all but two of the non-citrus-related warehouses, which are contributors to the National Register-listed Redlands Santa Fe Depot Historic District (Cope Commercial Company Warehouse/Grigsby Brothers, 21 W. Stuart Avenue and H. Jacobson's Warehouse, rear building west of 215 N. 5th Street). In effect, the City Transfer and Storage Company Warehouse is a rare remaining example of an early 20th century house goods warehouse in Redlands.

¹³ Judy Wright and Mary Stoddard, AECIS, "Redlands Santa Fe Depot District," National Register of Historic Places Nomination Form, 1991.

¹⁴ Judy Wright, 1986 evaluation of 440 Oriental Street, cited in ICF International, California Department of Parks and Recreation (DPR) 523 Form for 440 Oriental Avenue, prepared for the Federal Transit Administration and San Bernardino Associated Governments, 2012.

¹⁵ "Are Fishers Furnishing Capital," *The San Bernardino County Sun*, 1906.

¹⁶ Judy Wright, 1986 evaluation of 440 Oriental Street.

¹⁷ Sanborn Map Company, Redlands, CA, 1915 and 1925.

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The City Transfer and Storage Company occupied the subject building until around 1925 (**Figure 3**). In 1926, the company moved to a new warehouse closer to their main office in downtown Redlands, at Stuart Avenue and 5th Street. Since that time, a variety of commercial and industrial uses have occupied the building, including a laundry, California Water and Telephone, Redlands Pest Control, and Rondor Audi Porsche.¹⁸ A 1959 Sanborn Map identifies the building as a warehouse and private garage (**Figure 4**). Between 2019-2021, the building underwent rehabilitation for its new use as a restaurant and brewery. In 2019, the building was designated City of Redlands Historic Landmark No. 134.

¹⁸ Judy Wright, 1986 evaluation of 440 Oriental Street.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Architectural Resources Group. City of Redlands Citywide Historic Context Statement.
Prepared for the City of Redlands Development Services Department, 2017.

“Are Fishers Furnishing Capital.” *The San Bernardino County Sun*, 1906.

“City and County.” *The Citrograph*, Redlands, CA, 1906.

Monk, Bobbe. “A.E. Taylor Laid Foundations of Redlands.” *Redlands Daily Facts*, June 6,
2009.

Nelson, Emerson. *Only One Redlands*. Redlands: Redlands Community Music Association,
1963. In Architectural Resources Group, City of Redlands Citywide Historic
Context Statement.

Sanborn Map Company, Redlands, CA, 1915 and 1925.

Wright, Judy. 1986 evaluation of 440 Oriental Street. Cited in ICF International, California
Department of Parks and Recreation (DPR) 523 Form for 440 Oriental Avenue.
Prepared for the Federal Transit Administration and San Bernardino Associated
Governments, 2012.

Wright, Judy, and Mary Stoddard, AECIS. “Redlands Santa Fe Depot District.” National
Register of Historic Places Nomination Form, 1991.

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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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreeage of Property Less than one acre.

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

1. Latitude: 34.058761 Longitude: -117.188037

Verbal Boundary Description (Describe the boundaries of the property.)

City of Redlands, San Bernardino County, California, Parcel Number 0169271620000. See the accompanying Site Map.

Boundary Justification (Explain why the boundaries were selected.)

The boundary lines are the legally recorded property lines associated with the property.

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11. Form Prepared By

name/title: Evanne St. Charles/Senior Associate
organization: Architectural Resources Group
street & number: 360 E. 2nd Street, Suite 225
city or town: Los Angeles state: CA zip code: 90012
e-mail e.stcharles@argcreate.com
telephone: 626-581-1401 x125
date: February 6, 2023

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: City Transfer and Storage Company Warehouse
City or Vicinity: Redlands
County: San Bernardino
State: California
Photographer: Architectural Resources Group
Date Photographed: February 2, 2023

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Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 20 View northeast of the south and west façades.
- 2 of 20 View southeast of the west façade and new arched opening and patio.
- 3 of 20 View northwest of the south and east façades.
- 4 of 20 View west of the north and east façades and railroad tracks.
- 5 of 20 View north of the south façade, new door, and restored door opening and window opening.
- 6 of 20 Close-up view of the south façade new/restored door opening and window opening.
- 7 of 20 Close-up view southwest of the north façade and new zinc paneled east door.
- 8 of 20 Close-up view southeast of the north façade and new zinc paneled west door.
- 9 of 20 Close-up view northeast of the west façade and enclosed mechanical yard.
- 10 of 20 Close-up of view of the west façade roof eave.
- 11 of 20 View northwest of the east façade and covered patio area.
- 12 of 20 Close-up of the new tilt-up steel door assembly at the north end of the east façade.
- 13 of 20 Close-up view of the restored windows and window openings at the south end of the east façade.
- 14 of 20 Interior overall view south.
- 15 of 20 Interior view southwest of the brewhouse and fermenting area.
- 16 of 20 Interior view east of the restroom partitioned area.
- 17 of 20 Interior view southeast of the east interior wall.
- 18 of 20 Interior view southwest of the new kitchen partitioned area.
- 19 of 20 Interior view of the roof trusses with new corrugated metal roofing and additional wood supports.

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20 of 20 Interior close-up of the new zinc paneled door.

Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

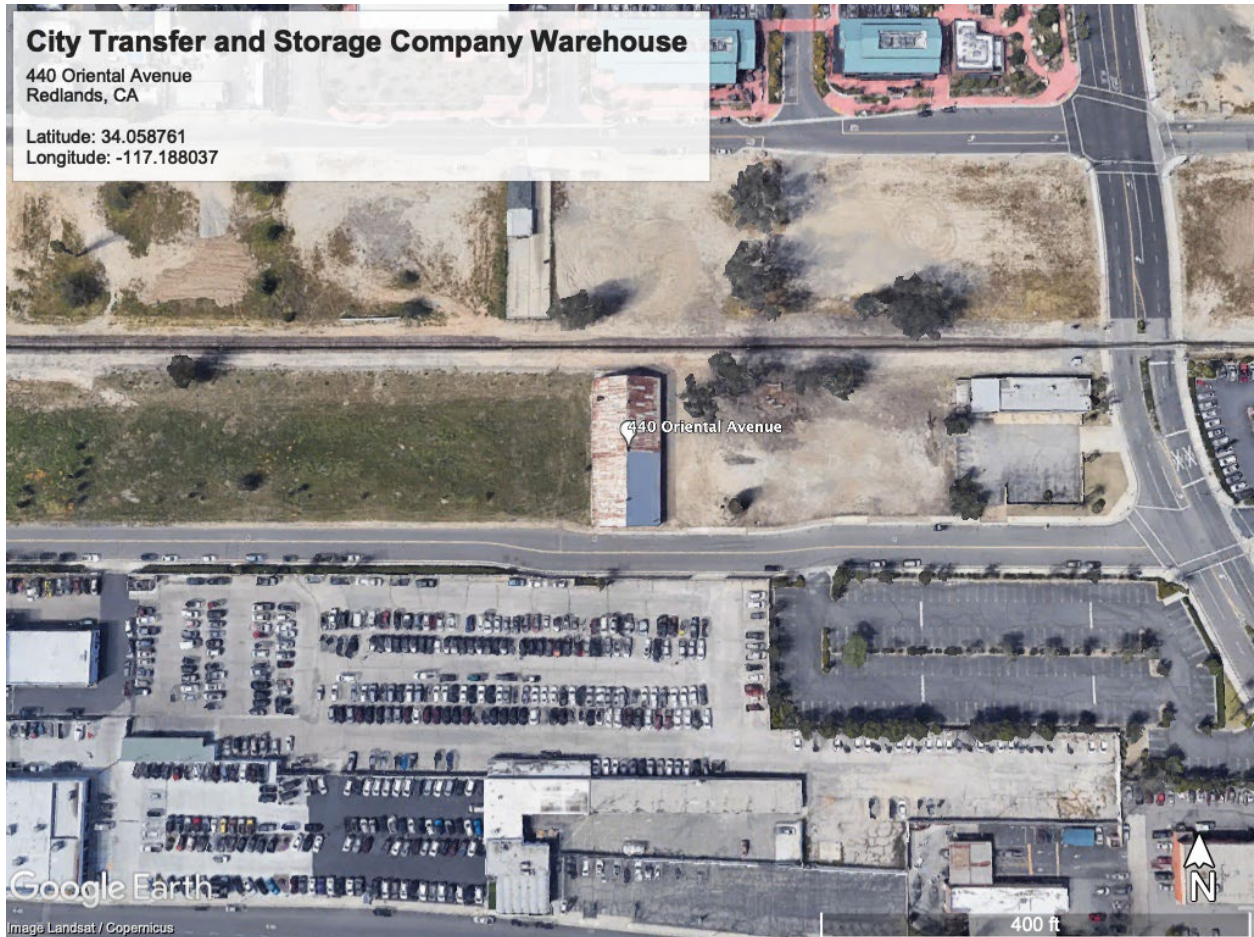
- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

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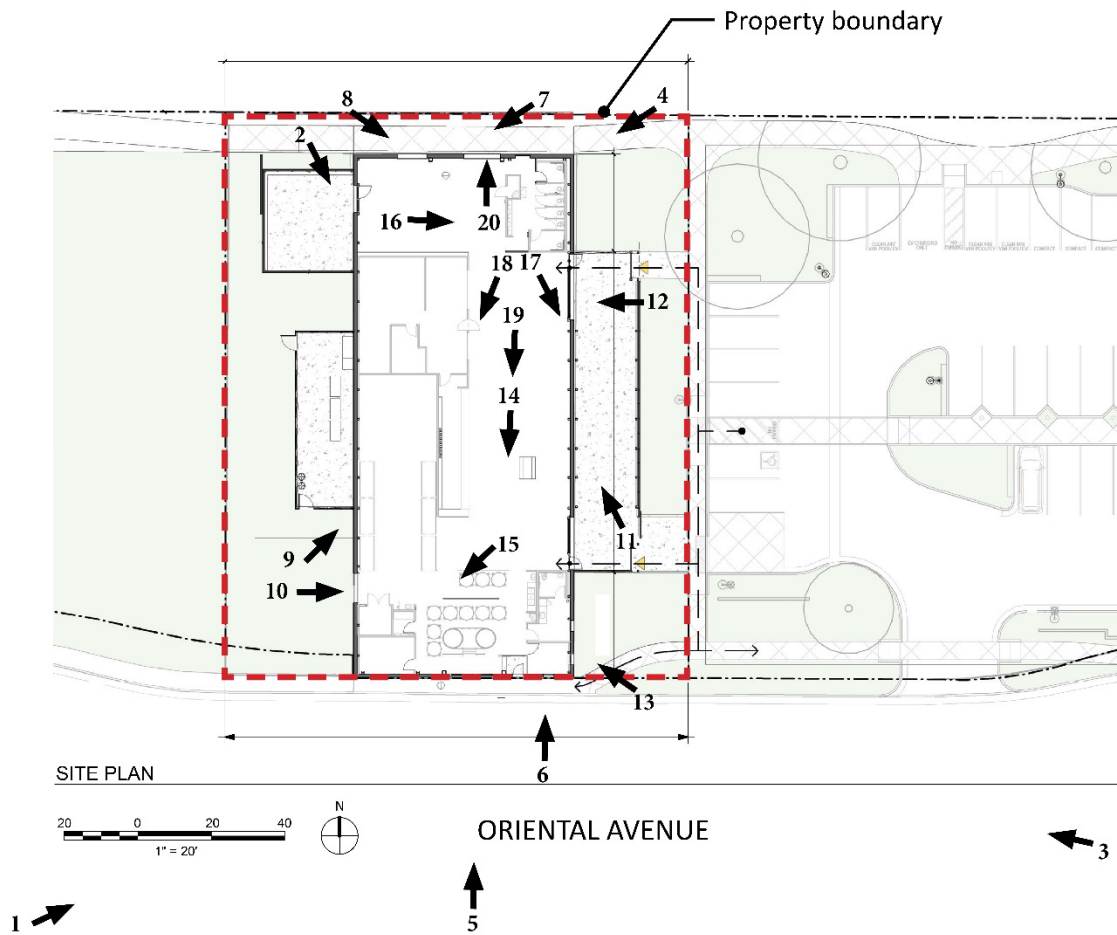
Location Map



City Transfer and Storage Company Warehouse
Name of Property

San Bernardino CA
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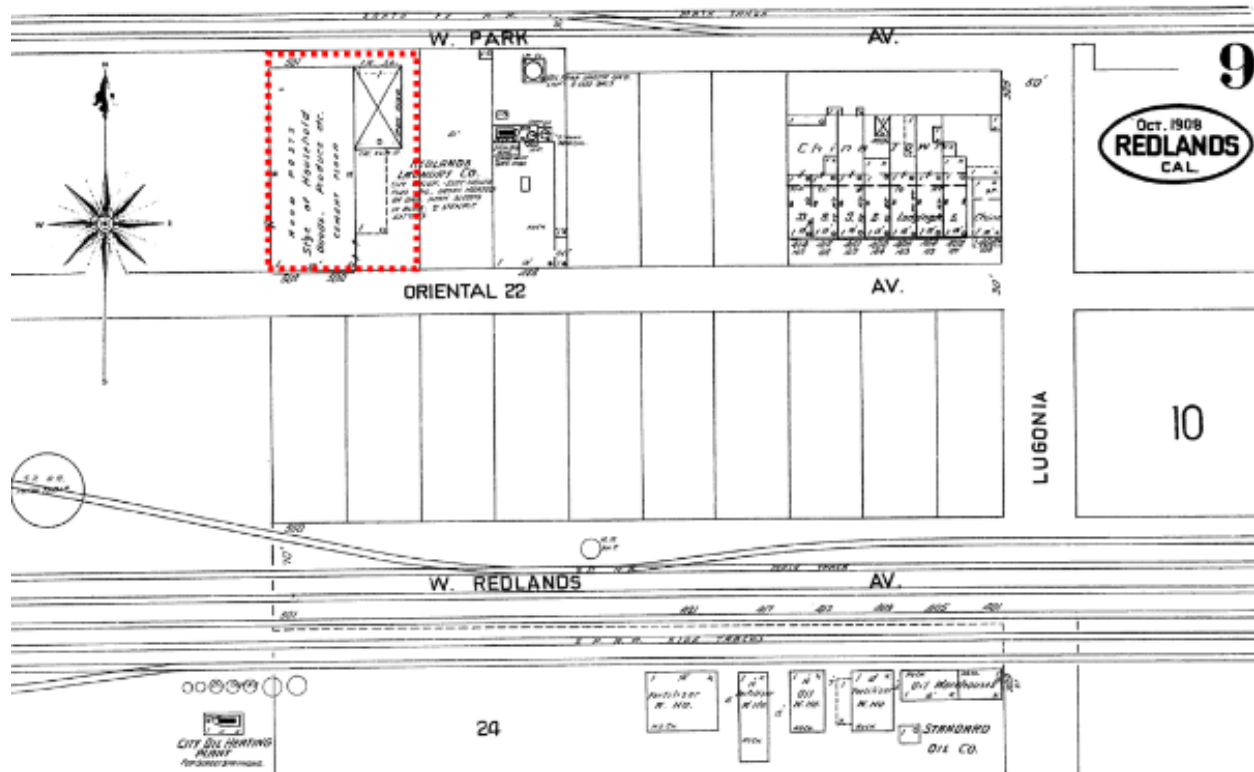
Sketch Map/Photograph Key



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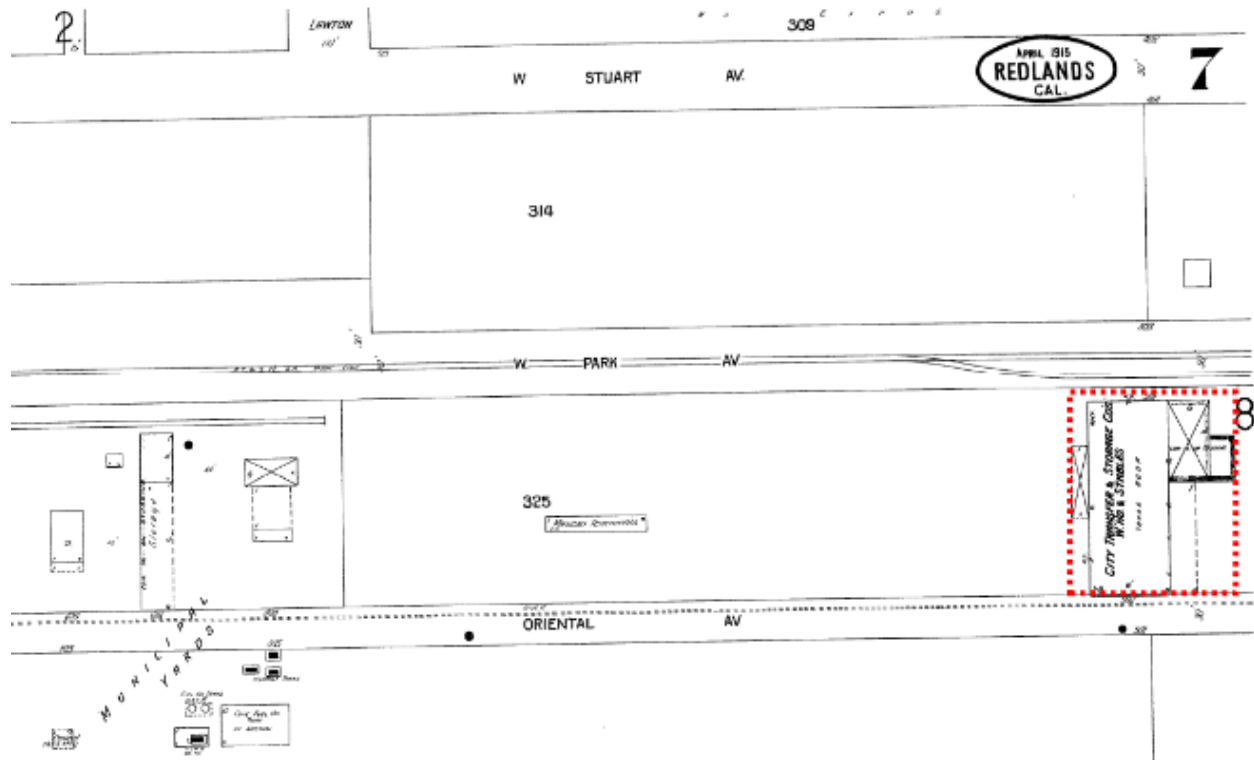
Figure 1 Sanborn Map, 1908 (Los Angeles Public Library), oriented north and illustrating the first record of the site (delineated by dotted red line).



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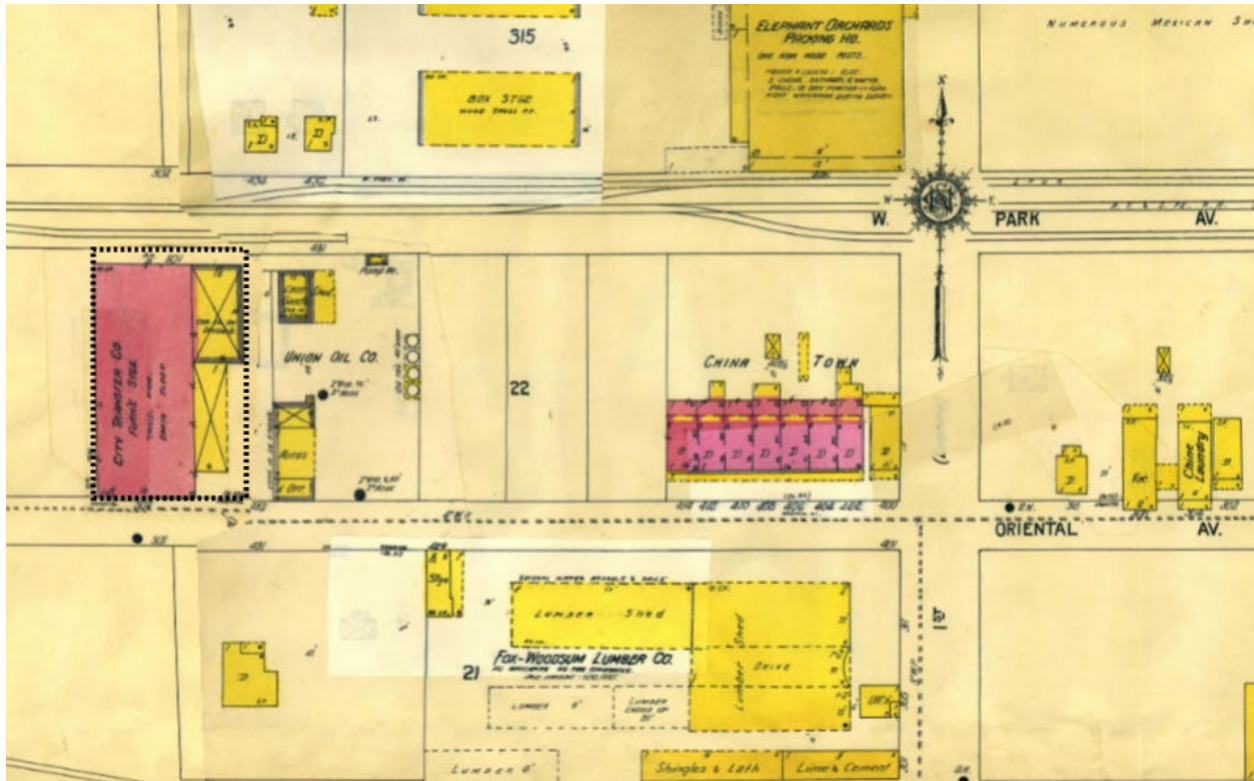
Figure 2 Sanborn Map, 1915 (Los Angeles Public Library), oriented north and indicating the City Transfer and Storage Company as the owner/occupant (site delineated by dotted red line).



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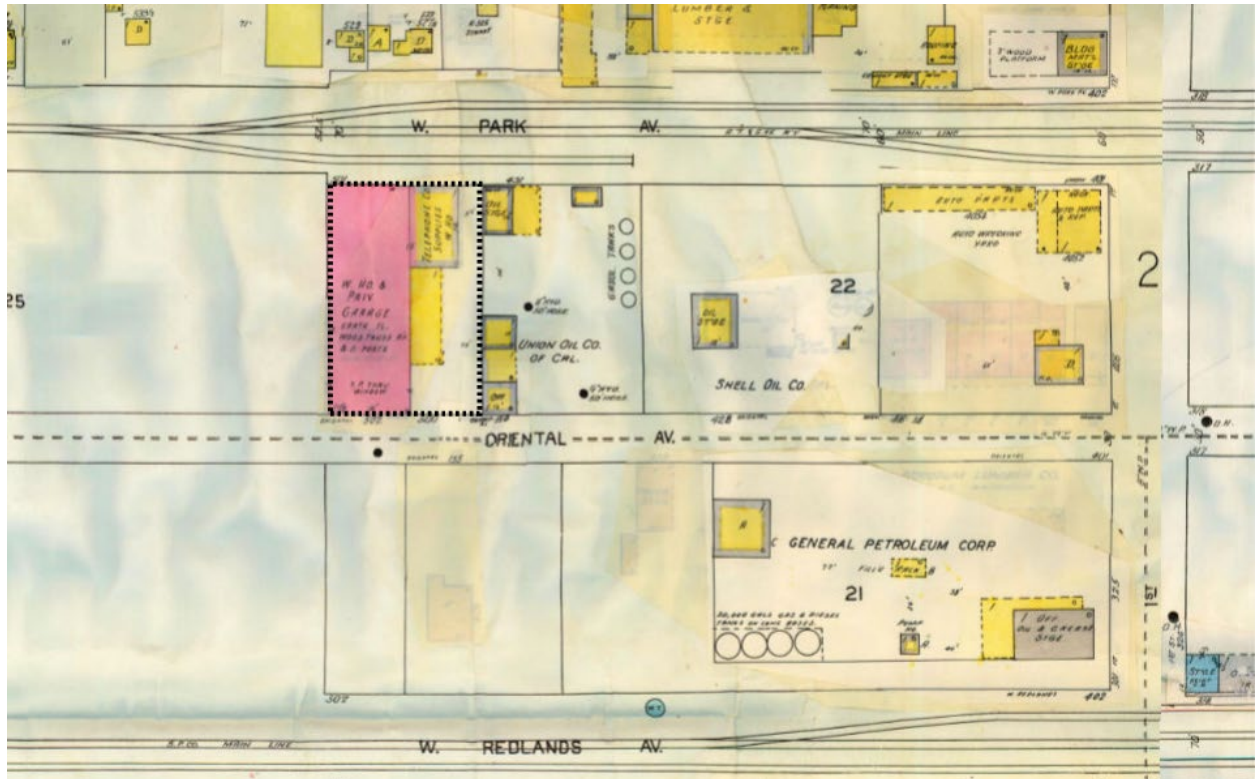
Figure 3 Sanborn Map, 1925 (A. K. Smiley Public Library), oriented north and illustrating the site (delineated by dotted black line) as it remained in service under the City Transfer and Storage Company until ca. 1925.



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Figure 4 Sanborn Map, 1959 (A. K. Smiley Public Library), oriented north and illustrating the site (delineated by dotted black line) and its use as a warehouse and private garage.



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Photo 1 View northeast of the south and west façades.



Photo 2 View southeast of the west façade and new arched opening and patio.



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Photo 3 View northwest of the south and east façades.



Photo 4 View west of the north and east façades and railroad tracks.



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Photo 5 View north of the south façade, new door, and restored door opening and window opening.



Photo 6 Close-up view of the south façade new/restored door opening and window opening.



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Photo 7 Close-up view southwest of the north façade and new zinc paneled east door.



Photo 8 Close-up view southeast of the north façade and new zinc paneled west door.



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Photo 9 Close-up view northeast of the west façade and enclosed mechanical yard.



Photo 10 Close-up of view of the west façade roof eaves.



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Photo 11 View northwest of the east façade and covered patio area.



Photo 12 Close-up of the new tilt-up steel door assembly at the north end of the east façade.



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Photo 13 Close-up view of the restored windows and window openings at the south end of the east façade.



Photo 14 Interior overall view south.



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Photo 15 Interior view southwest of the brewhouse and fermenting area.



Photo 16 Interior view east of the restroom partitioned area.



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Photo 17 Interior view southeast of the east interior wall.



Photo 18 Interior view southwest of the new kitchen partitioned area.



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Photo 19 Interior view of the roof trusses with new corrugated metal roofing and additional wood supports.



Photo 20 Interior close-up of the new zinc paneled door.

