

# R STREET CORRIDOR HISTORIC DISTRICT SURVEY REPORT

Prepared for  
City of Sacramento

December 2017





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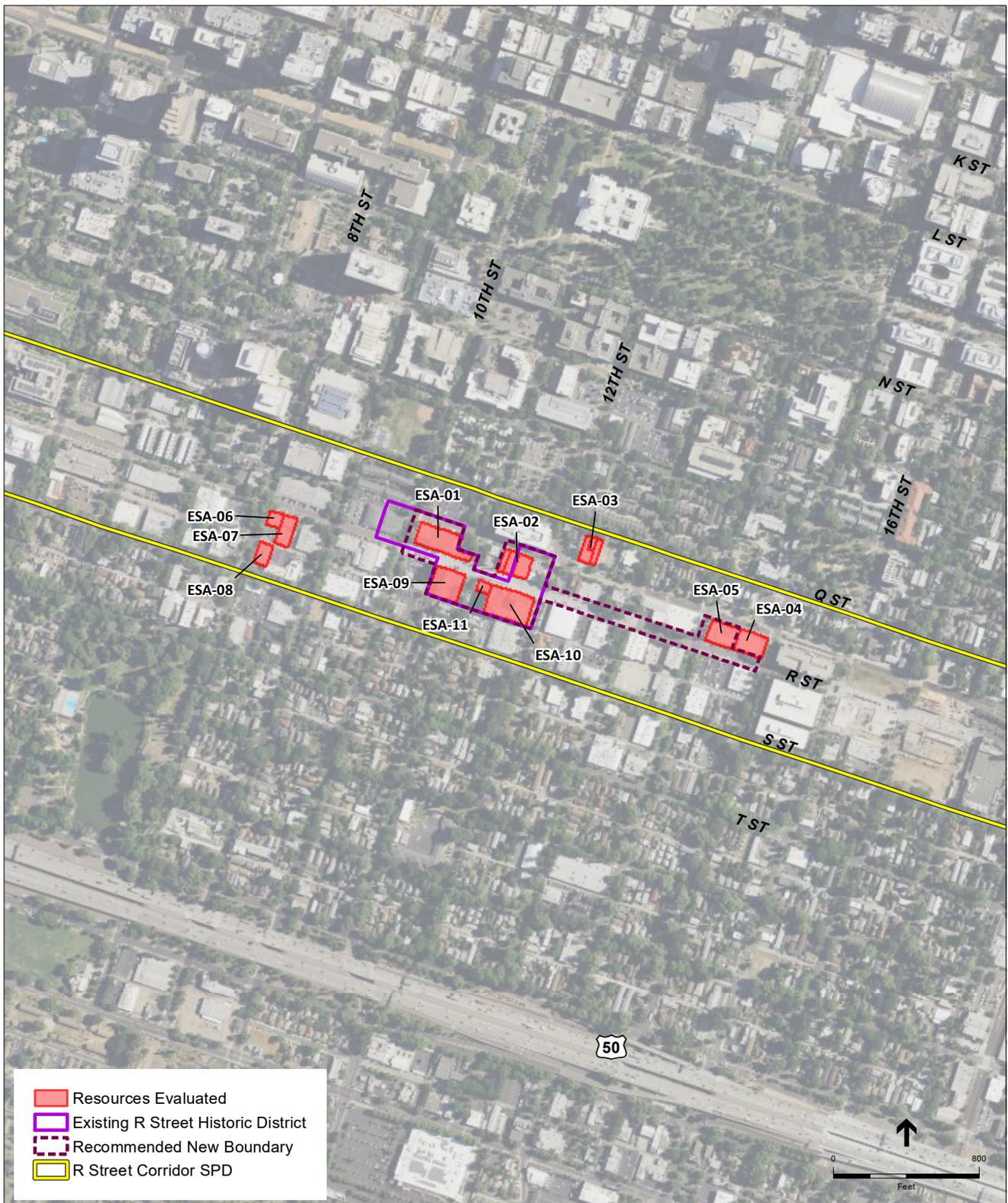
# INTRODUCTION

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Environmental Science Associates (ESA) prepared this report to identify cultural resources located within the R Street Corridor (**Figure 1**) that are potentially eligible for inclusion in the existing R Street Corridor Historic District under the Agricultural and/or Railroad Context Statements developed for the Technical Background Report for the Sacramento City General Plan. Resources in the R Street Corridor were not evaluated for individual eligibility as a part of this effort. There are many historic-age buildings and structures in the R Street Corridor that, with additional research and evaluation, could be individually eligible historic resources and/or contributors to other potential historic districts not yet identified.

The R Street Corridor Historic District currently consists of a number of buildings that front R Street between 9<sup>th</sup> and 12<sup>th</sup> streets (Figure 1). The R Street Corridor Study Area, which is a much larger area, is bound by Q Street on the north, 29th Street on the east, S Street on the south, and 2nd Street on the west (Figure 1). This evaluation focused on building and structures used for warehousing, commercial distribution and light industrial uses that fit within the Agricultural and/or Railroad Context Statements. Residential buildings are not considered, as they do not fit into the contexts used for this evaluation.

The survey area included 615 parcels and approximately 423 building and structures as well as the alignment of the railway and any extant features, 12 of which fall into the period of significance, appear to retain an acceptable degree of integrity, and could be relevant to the historical context(s). The number of buildings and structures is approximate because the survey was conducted from the right-of-way and there could be a small number of additional buildings and structures on private property that were not visible from the right-of-way. The historic significance and integrity of these 12 age-eligible resources was evaluated using the Agricultural and Railroad Context Statements in the General Plan Technical Background Report and previous R Street Corridor studies, as appropriate. Developing a new context was not part of ESA's scope. Of the 12 resources evaluated, none are recommended eligible for inclusion in the local R Street Corridor Historic District (see Finding section). Please see the Findings section of this report for evaluation notes for each resource as well as a full discussion of proposed survey findings.



SOURCE: USDA, 2016; City of Sacramento, 2016; ESA, 2017

Sacramento Downtown Specific Plan . 150842

**Figure 1**  
R Street Corridor Existing  
Historic District and Resources

# BACKGROUND

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This R Street Corridor Survey Report builds upon previous studies: the local R Street Historic District, listed in the Sacramento Register in 1985; Sacramento Landmarks identified within the survey area; and environmental studies cited below (see Appendix A).

## Historical Context

### Exploration and Early Settlement of the Sacramento Area

In 1839, John Sutter, born in Germany to Swiss parents, became a Mexican citizen and obtained Governor Juan B. Alvarado's permission to establish a settlement in the California interior. Sutter left Yerba Buena in August of 1839, traveling up the Sacramento River in search of a site for his estate. Sutter arrived at the confluence of the American and Sacramento rivers, established a settlement, and received the first land grant in the region in 1841 for his New Helvetia Rancho. The New Helvetia Ranch encompassed 97 square miles and included lands on the east bank of the Feather and Sacramento Rivers. Sutter established Sutter's Fort, and developed fisheries, a flourmill, and a lumber mill.<sup>1</sup>

The riverside settlement quickly took on the role of bustling port as ocean going ships and riverboats used the Sacramento River to transport goods and gold-seeking passengers to the mine fields in the slopes of the Sierra Nevada after the discovery of gold in 1849. The Sacramento Valley had remained relatively isolated and sparsely populated prior to the Gold Rush period. Given Sacramento's proximity to mining areas, and its accessibility to maritime traffic, the area quickly became a trading and economic center. Commerce along the Sacramento River encouraged continued population growth, with many of the miners and farmers settling along the natural levees of the Sacramento River. Settlers recognized that the active flood plain deposited fertile soils in the lands nearest to the river, which supported bountiful crops and provided easy access to transportation corridors along the river itself. Ranchers and farmers found economic success in providing food and supplies for the miners, although frequent flooding troubled settlers' agricultural efforts and additional settlement.<sup>2</sup>

Sutter laid out a grid of streets extending from the waterfront and named the new town Sacramento, establishing numbered streets running north to south and lettered streets, east of Front Street along the Sacramento River, running east to west, with each block divided into eight 80 foot by 150-foot lots with four lots on either side of an east/west oriented central alley. The

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<sup>1</sup> Hoover, Mildred Brooke, Hero Eugene Rensch, Ethel Rensch, and William N. Abeloe, 2002. *Historic Spots in California*. Fourth edition, revised by Douglas E. Kyle. Stanford University Press, Stanford, CA.

<sup>2</sup> Hoover, Mildred Brooke, Hero Eugene Rensch, Ethel Rensch, and William N. Abeloe, 2002. *Historic Spots in California*. Fourth edition, revised by Douglas E. Kyle. Stanford University Press, Stanford, CA.

street grid would be further influenced by the construction of levees and the introduction of the railroad. In 1856, the first rail line was built by the Sacramento Valley Railroad and extended from the ports on Front Street east down R Street. This combination of water and rail transportation would make Sacramento a major transportation hub.

## Agriculture

The following has been excerpted from the City of Sacramento General Plan Technical Background Report's Agricultural Context Statement.

Discovery of gold at Sutter's Mill in 1848 created a demand for goods the area had not seen before. The Sacramento Valley Railroad, completed in 1856, connected Sacramento to Folsom. Goods were transported to Folsom and then packed up to the mines of the Sierra Nevada...

Both as flood control measure and to reclaim agricultural land, between 1860 and 1880, thousands of predominately Chinese laborers constructed levees in the delta, rendering the swampland suitable for agriculture. Charters were granted to railroad companies, granting them waterfront land with the understanding that the benefitting railroad companies would construct new levees or improve those already in existence...

The first Transcontinental Railroad was completed in 1869...the line's first western terminus was in Sacramento at Front Street and K Street, where the eastward construction had begun in 1862...During the 1870s, California's agriculture industry shifted from primarily grain cultivation to the production of fruit and hops. The demand for Sacramento County's produce from distant regions increased with its accessibility to refrigerated railroad cars, which were invented in the 1860s and were being used in Sacramento by 1886...

In 1901, the City of Sacramento was publicized as "the center and metropolis of the richest portion of the State, the heart of a vast railroad system, the point from which streamers pass to the north and to the south, and with unlimited water and electrical power at her very doors, [presenting] advantages in manufactures equaled by no other city on the coast." Some of the biggest manufacturing plants in Sacramento packed, canned, and bottled food and drink made from farm products imported from fertile lands along the Sacramento River, and then shipped elsewhere by rail or river. Including the manufactures of packing crates and cans, the preparation and exportation of non-perishables was one of Sacramento's most lucrative businesses leading up to the Second World War.

## Railroad

The following has been excerpted from the City of Sacramento General Plan Technical Background Report's Railroad Context Statement.

Beginning in the mid-nineteenth century, first with water transportation and then with overland rail transportation, Sacramento developed into a major transportation hub in California and the entire West Coast, especially after

becoming the western terminus of the first transcontinental railroad in 1869. Through opportunistic and politically-savvy business efforts, especially of the men who came to be called the “The Big Four,” both freight and passenger railroad industries thrived, providing employment to generations of Sacramentans; at its peak, the Southern Pacific’s Central Shops north of downtown employed nearly one-third of Sacramento. The railroads garnered national attention for California, the region and the city, inviting outsiders to experience the west and the Capital City. Through the competing interests of various railroads, several railroad depots, industrial yards, and infrastructure such as rail corridors, railroad levees and bridges were constructed. Thus, the advent of the railroad was highly influential in shaping Sacramento’s built environment. Some of the important themes which characterize the history of railroads in Sacramento include the railroad depots and shops complexes, development of expansion of railroad service to enhance Sacramento’s role relative to California agricultural and industrial facilities, electrification of the railways, and the reuse of railroad tracks, rail corridors and infrastructure, including the railroad levees and bridges...

In Sacramento, the Sacramento Railroad and Sacramento Valley Railroad companies vied to establish rail lines through the new city. Formed in 1853 and headed by prominent Sacramentans Peter H. Burnett and James Ben Ali Haggin, the Sacramento Railroad was promoted as a locally-run railroad company with Sacramento’s best interests at stake...

The Sacramento City Council granted to the Sacramento Railroad the route along A Street at the city’s northern boundary, which lead to the city center. R Street was granted as the Sacramento Valley Railroad’s right-of-way. Both lines were essentially equidistant from the city’s center at that time, J and K Streets...California’s first steam railroad and the first “common carrier” railroad, the Sacramento Valley Railroad, opened in 1856 to great fanfare. The twenty-two mile route ran between Sacramento and Folsom.

Sacramento’s rapidly developing overland transportation system contributed greatly to its bid to become the State’s Capital city in the mid-1850s. Its position at the juncture of the Sacramento River and the new railroad was economically advantageous and its business district offered amenities for State legislators who would relocate to the area. The city earmarked multiple city blocks for the construction of a new Capitol building and had recently completed a new brick courthouse and state printing facility. In light of the fires that had ravaged the city in recent years, Sacramento also offered to construct a fire-proof warehouse in which to archive state documents.

To supplement the city’s early levee-building efforts, the City Council required railroad companies to construct and maintain levees on the right-of-ways granted through Sacramento; however, this program was met with varying success. The city granted railroad right-of ways in areas where the city was most vulnerable to flooding from the American and Sacramento Rivers...In accordance with this ordinance, the Sacramento Valley Railroad constructed a levee on R Street prior to the establishment of its tracks...In 1861, December storms caused the American river to breach the city’s levee at the northern boundary of Sacramento and the R Street levee trapped the floodwater within the downtown area. The

railroad company was forced to remove a portion of the levee to allow the floodwater to escape.

### Sacramento Valley Railroad

The Sacramento Valley Railroad (often abbreviated as SVRR) opened for business in 1856 and was arguably, the first steam railroad and first common carrier railroad west of the Mississippi River. An open-sided freight depot with a ticket counter was constructed near Front and L Streets, and the track ran south along the river, and then eastward along R Street for 22 miles to the terminus in Folsom (formerly known as Granite City). The route was surveyed by engineer Theodore Judah, who had been lured to California from the East Coast by the prospect of, one day, completing the first transcontinental railroad.

### Industry: Refrigeration, Plants, and Canneries

The Sacramento Valley has always been considered an agriculturally wealthy region, with a climate and geography that make farming a lucrative profession. Sacramento was a major nexus for the transportation of both people and goods; a large amount of goods transported were agricultural products.

During the latter half of the nineteenth century, numerous advancements were made in the railroad and agriculture industries. Modern technology in the 1860s introduced the prototypes of refrigerated railroad cars, and the first express train shipment of Sacramento Valley-grown fruit was delivered to the East Coast in 1886. Refrigeration on the railways improved such that by the mid-1890s, approximately 75 percent of all fruit that was transported from California to the East Coast originated in the Sacramento Valley.

The Pacific Fruit Express Company (PFE) was established in 1906 as a joint venture by the Southern Pacific and Union Pacific railroads to transport perishable goods eastward from California, and later from the Pacific Northwest and Southwest as well. The PFE initially operated a fleet of 6,600 refrigerated railroad cars known as “reefers,” and this number increased to 40,000 by 1928...In 1920, Cartensen’s Crystal Ice, Sacramento’s primary ice supplier, constructed a warehouse on the R Street rail corridor at 18th Street...

### Decline of the Railroad Era

In the first decades of the twentieth century, Americans increasingly relied on a new form of transportation - the automobile. By 1929, one-third of Sacramentans owned a car. After WWI many people relocated from Sacramento’s downtown to residential suburbs, several of which were located along street car lines, most operated by Pacific Gas & Electric...As suburban conveniences such as local shopping centers and drive-in movie theaters were introduced, development focused on the ease and independence of the automobile-rather than trains or streetcars-to get from place to place. Nationally, the railroads recorded an 84% drop in non-commuter ridership between 1945 and 1964. With the expansion of regional highways came the rising population of automobiles. Similarly, railroads were no longer the only or most efficient way to ship goods. Truck shipments via the new highways became more convenient and expeditious.

Of all “alternative” modes, and throughout all of the twentieth century but the first decade, highway transport provided the most comprehensive and effective substitute for railroads, both freight and passenger.

## Trucking

In 1912, trucks were equipped with electric running lights to allow them to be driven at night and make up travel time that was previously spent sleeping until the morning light. It wasn't until around 1920 that most trucks were equipped with pneumatic (air-filled) tires, making the ride much easier on the driver and also allowing the truck to travel at much higher speeds. The fifth wheel innovation came to be in the 1920's, greatly enhancing the speed with which loads could be picked up and dropped off. During this time, the semi-trailer was becoming more popular and this innovation made a huge impact on the way that freight and cargo were transported. The 1935 Motor Carrier Act presented regulations for all trucks operating within the country upon the nation's highways.

In 1914, there were less than 15,000 miles of paved roads throughout the whole country, but during the next decade the federal government spent \$75 million on new road construction along with the improvement of existing roadways. By the 1930's there were 329,000 long-haul trucks registered in the country.

The first major trucking boom occurred during the prosperous postwar 1920s. Not only were roads constantly improving and reaching more places, but “balloon tires” replaced the solid rubber tires and bigger trucks with closed cabs helped companies travel farther, carry more, and do so with greater comfort.<sup>3</sup> “In the United States, the authorization of the Interstate Highway System in 1956 allowed the trucking industry to burst full-force into the scene.”<sup>4</sup>

## R Street Industrial Corridor

The following is an excerpt from the R Street Area Implementation Plan EIR: (page 9-4 and 9-5)

R Street is a former industrial corridor and an important route in the California railroad history. In the first years of the California gold rush, freight and supplies were moved from the ports of San Francisco up the Sacramento River where they were unloaded and carried by freight wagons to the mining towns in the Sierra foothills. Road were poor and at times nearly impassable. Planning for a railroad from the Sacramento River to the foothills began in 1852. The line, planned with an eventual destination of Marysville, was initially constructed from Sacramento to Negro Bar (Folsom). In January, 1856, the first train of the Sacramento Valley Railroad (SVRR) left the City of Sacramento and pulled into Folsom. The SVRR was sold to the Central Pacific Railroad in 1865 and in 1884 this line, including

<sup>3</sup> Adams, Ronald G., 100 Years of Semi Trucks, Osceola, WI: MBI Publishing Company.

<sup>4</sup> Making the Long Haul: The History of Trucking and the Trucking Industry, [http://www.randomhistory.com/2008/07/14\\_truck.html](http://www.randomhistory.com/2008/07/14_truck.html) Sept 29, 2016.

R Street, became the Southern Pacific Railroad (SPRR). The tracks along R Street were kept in operation by the SPRR until 1974.

The R Street corridor had established businesses by 1885; however, it was not until 1903 that the R Street corridor developed into the City's principle industrial and warehouse district. By 1911, the Sacramento Bee announced that Sacramento was becoming a city of factories, and by 1914, the Sacramento Bee acknowledged that R Street would be developed as an industrial district.

As noted above, Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located near Front and L Streets, and the track ran south along the river, and then eastward along R Street for 22 miles to the terminus in what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19<sup>th</sup> century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor, among other areas.

"R Street offered unparalleled shipping and transport opportunities for a wide array of businesses, including canneries, packing plants, breweries, beverage and ice works, as well as a wide variety of construction and light industrial trades. By 1914, the area was acknowledged as the veritable hub of Sacramento industry..."<sup>5</sup> This industrial development peaked in the 1920s precipitated by growth in domestic shipping, an increase in local manufacturing and commercial development, and the demands of World War I. R Street was an important part of Sacramento's industrial development in the early late 19<sup>th</sup> and early 20<sup>th</sup> century. By 1940, the Southern Pacific consolidated its multiple sidings on R Street into one continuous line of single track, some of which is still visible. While R Street remained the central hub of the city's rail freight traffic through World War II, the rapid advance of truck-based shipping as well as the completion of the Sacramento Yolo Port District, a deep-water port located on the west side of the river in West Sacramento that impacted the shipping facilities at Front and R streets, continued to divert business from the R Street freight rail operations and leave it reliant on truck-based transportation. This transition from rail to truck-based transportation is evident along the R Street Corridor with many of the buildings constructed in the mid-to-late 20<sup>th</sup> century obviously geared toward truck transportation with loading docks fronting the surface streets while the earlier buildings show evidence of being oriented to the railroad with loading docks fronting R Street and aerial photographs showing railroad spurs directly to the buildings.

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<sup>5</sup> Page and Turnbull, Inc. 1026 R Street (Alt. 1800 11th Street) DPR form, July 12, 2013.

The following description of the R Street Historic District is from the Sacramento Register:

The buildings within this District face “R” Street from 10th Street running east to 12th Street. The construction dates run from 1910 to 1930 with the use concentrated in warehousing, commercial distribution and light industrial.

Inasmuch as Sacramento’s early development was so closely tied to the evolution of the railroads, those structures still remaining along the R Street tracks are of particular importance in reflecting this connection. Remaining railroad-related enclaves of structures are rare along the tracks. This grouping whose uses were related to railroad access and transportation needs reflect that important relationship.

The boundaries are well defined by a change in building styles to the north and south and newer construction to the west and east.

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# NATIONAL, CALIFORNIA, AND SACRAMENTO REGISTERS

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## National and California Registers

The National Register of Historic Places (National Register) is the nation's most comprehensive inventory of historic resources. The National Register is administered by the National Park Service and includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level. According to National Register Bulletin Number 15: *How to Apply the National Register Criteria for Evaluation*, resources over fifty years of age are typically eligible for listing in the National Register if they meet any one of the four criteria of significance (A through D) and if they sufficiently retain historic integrity. However, resources under fifty years of age can be determined eligible if it can be demonstrated that they are of "exceptional importance," or if they are contributors to a potential historic district. These criteria are defined in depth in National Register Bulletin Number 15. The California Register of Historical Resources follows nearly identical guidelines to those used by the National Register, but numerically identifies the Criteria for Evaluation.

Criteria under which a structure, site, building, district, or object can be considered eligible for listing in the National or California registers are:

- **Criterion A/1 (Event):** Properties associated with events that have made a significant contribution to the broad patterns of our history;
- **Criterion B/2 (Person):** Properties associated with the lives of persons significant in our past;
- **Criterion C/3 (Design/Construction):** Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant distinguishable entity whose components lack individual distinction; and
- **Criterion D/4 (Information Potential):** Properties that have yielded, or may be likely to yield, information important in prehistory or history.

A resource can be considered significant to American history, architecture, archaeology, engineering, and culture on a national, state, or local level. Perhaps the most critical feature of applying the criteria for evaluation is establishing the relationship between a property and its historical context, which is defined as "those patterns or trends in history by which a specific occurrence, property, or site is understood and its meaning (and ultimately its significance) within

history or prehistory is made clear.” In addition to being eligible under at least one of the four criteria discussed above a resource must have integrity. Then National Register recognizes a property’s integrity through seven aspects: location, design, setting, materials, workmanship, feeling, and association.

## Criteria Considerations

Per the Code of Federal Regulations, Title 36, Part 60, National Register of Historic Places, certain types of properties are usually not considered eligible. These properties can be eligible for listing if they meet special requirements, or Criteria Considerations. If working with one of these excluded property types, an evaluator must determine that a property meets criteria considerations in addition to one of the four evaluation criteria described above in order to justify its inclusion in the National Register. These considerations are defined as follows:

- **Criteria Consideration A: Religious Properties.** A religious property is eligible if it derives its primary significance from architectural or artistic distinction or historical importance.
- **Criteria Consideration B: Moved Properties.** A property removed from its original or historically significant location can be eligible if it is significant primarily for architectural value or it is the surviving property most importantly associated with a historic person or event.
- **Criteria Consideration C: Birthplaces & Graves.** a birthplace or grave of a historical figure is eligible if the person is of outstanding importance and if there is no other appropriate site or building directly associated with his or her productive life.
- **Criteria Consideration D:** A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- **Criteria Consideration E: Reconstructed Properties.** A reconstructed property is eligible when it is accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan and when no other building or structure with the same associations has survived. All three of these requirements must be met.
- **Criteria Consideration F: Commemorative Properties.** A property primarily commemorative in intent can be eligible if design, age, tradition, or symbolic value has invested it with its own historical significance.
- **Criteria Consideration G: Properties that have Achieved Significance within the Past Fifty Years.** A property achieving significance within the past fifty years is eligible if it is of exceptional importance.

The California and Sacramento Registers do not have the same strict Criteria Considerations as the National Register, and are more flexible about moved properties. The California Register is also more flexible about properties less than fifty years of age.

## City of Sacramento Historic Preservation Program

The City's historic preservation program began in 1975 with the enactment of the City's first historic preservation ordinance. Amendments to the original preservation ordinance, under ordinance No. 2006-063 were enacted in October 2006, amending the Historic Preservation Chapter 17.134 of Title 17 of the Sacramento City Code. On September 30, 2013, these sections of the code, under Chapter 17.134, related to historic preservation were included in a comprehensive update of Title 17, under its new "Planning & Development Code" name, formerly known as the Zoning Code. Under the new Title 17, the substance of the preservation sections was generally not materially changed, and changes related to procedure were also relatively minor. The new section of Title 17 related to eligibility criteria for historic resources is 17.604.210. Other preservation related matters are found under Chapter 17.604 or other sections of Title 17.

The City Code provides for the compilation of the ordinances adopting designations and deletions of Landmarks, Contributing Resources and Historic Districts into the Sacramento Register of Historic & Cultural Resources.

### Landmark Eligibility Criteria (17.604.210[A])

A nominated resource shall be listed on the Sacramento register as a landmark if the city council finds, after holding the hearing required by this chapter, that all of the requirements set forth below are satisfied:

1. Requirements.
  - a. The nominated resource meets one or more of the following criteria:
    - i. It is associated with events that have made a significant contribution to the broad patterns of the history of the city, the region, the state or the nation;
    - ii. It is associated with the lives of persons significant in the city's past;
    - iii. It embodies the distinctive characteristics of a type, period or method of construction;
    - iv. It represents the work of an important creative individual or master;
    - v. It possesses high artistic values; or
    - vi. It has yielded, or may be likely to yield, information important in the prehistory or history of the city, the region, the state or the nation;
  - b. The nominated resource has integrity of location, design, setting, materials, workmanship and association. Integrity shall be judged with reference to the particular criterion or criteria specified in subsection A.1.a of this section;
  - c. The nominated resource has significant historic or architectural worth, and its designation as a landmark is reasonable, appropriate and necessary to promote, protect and further the goals and purposes of this chapter.

2. Factors to be considered. In determining whether to list a nominated resource on the Sacramento register as a landmark, the factors below shall be considered.
  - a. A structure removed from its original location is eligible if it is significant primarily for its architectural value or it is the most important surviving structure associated with a historic person or event.
  - b. A birthplace or grave is eligible if it is that of a historical figure of outstanding importance and there is no other appropriate site or structure directly associated with his or her productive life.
  - c. A reconstructed building is eligible if the reconstruction is historically accurate, if the structure is presented in a dignified manner as part of a restoration master plan, and if no other original structure survives that has the same association.
  - d. Properties that are primarily commemorative in intent are eligible if design, age, tradition, or symbolic value invests such properties with their own historical significance.
  - e. Properties achieving significance within the past 50 years are eligible if such properties are of exceptional importance.

## Historic District Eligibility Criteria (17.604.210 [B])

A geographic area nominated as a historic district shall be listed on the Sacramento register as a historic district if the city council finds, after holding the hearing required by this chapter, that all of the requirements set forth below are satisfied:

1. Requirements.
  - a. The area is a geographically definable area; or
  - b. The area possesses either:
    - i. A significant concentration or continuity of buildings unified by: (A) past events or (B) aesthetically by plan or physical development; or
    - ii. The area is associated with an event, person, or period significant or important to city history; or
  - c. The designation of the geographic area as a historic district is reasonable, appropriate and necessary to protect, promote and further the goals and purposes of this chapter and is not inconsistent with other goals and policies of the city.
2. Factors to be considered. In determining whether to list a geographic area on the Sacramento register as a historic district, the following factors shall be considered:
  - a. A historic district should have integrity of design, setting, materials, workmanship and association;
  - b. The collective historic value of the buildings and structures in a historic district taken together may be greater than the historic value of each individual building or structure.

## Contributing Resources to Historic Districts (City Code Section 17.604.210 (C))

A nominated resource shall be listed in the Sacramento Register as a contributing resource if the City Council finds, after holding the hearing(s) required that all of the following requirements are satisfied:

- A. The nominated resource is within a historic district;
- B. The nominated resource either embodies the significant features and characteristics of the historic district or adds to the historical associations, historical architectural qualities or archaeological values identified for the historic district;
- C. The nominated resource was present during the period of historical significance of the historic district and relates to the documented historical significance of the historic district;
- D. The nominated resource either possesses historic integrity or is capable of yielding important information about the period of historical significance of the of the historic district; and
- E. The nominated resource has important historic or architectural worth, and its designation as a contributing resource is reasonable, appropriate and necessary to promote, protect and further the goals and purposes of the City Code.

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# FINDINGS

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The cultural resources identified within the R Street Corridor include linear features and commercial and industrial buildings and structures. As established in the Historical Context Statement above, Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19th and early 20th centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located near Front and L Streets, and the track ran south along the river, and then eastward along R Street for 22 miles to the terminus in what is now Folsom. Construction of the Southern Pacific and Western Pacific Railroad's localized freight lines in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries initially encouraged the development of commercial, shipping, and light industrial uses on R Street. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19th century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor. Following World War II, businesses on R Street reflect a shift from a dependency on the railroad to vehicular transportation.

These railroad related buildings and structures are becoming rarer along the corridor and those that remain are of particular importance in conveying the relationship between the railroads and the development of this early industrial area of Sacramento. The period of significance for this development is 1856-1930, the establishment of the rail lines in the R Street Corridor through the initial "boom" of industrial development along the rail corridor especially the widespread transportation of agricultural goods. The construction dates for the buildings and structures that remain range from 1905 to 1930 and ESA recommends that this be the Period of Significance for the R Street Corridor Historic District.

Buildings and structures that supported the initial industrial development of R Street, brought by the railroad, generally exhibit some to all of the following character-defining features:

- Associated with the central track or sidings;
- Included rail and/or vehicular shipping docks and bays, often with rolling (both side-to-side or coiling) wood or metal doors;
- Were constructed of brick, reinforced concrete, or other permanent, fire-proof material;
- Functioned as a warehouse, manufacturing, shipping, and/or processing facility;
- Rectangular, regular plan;
- Capped by a flat, shallow-arched, monitor, or saw-tooth roofs;

- Simple, utilitarian architectural design;
- May contain limited fenestration, often industrial steel sash with multiple panes;
- Range from one to six stories in height.

Linear features, including the alignments of the Southern Pacific and Western Pacific RRs and sidings, have been identified as cultural resources, both within the context of historic districts and associated properties. While fragments of the central track and sidings were not found to be individually significant for local, state, and/or national registers, the alignments and certain characteristics of the remaining track and siding may be eligible for listing in the Sacramento Register.

The following table is a summary of those resources in the study areas and that were constructed in the period of significance that appear to contribute to the development of R Street as an industrial, shipping corridor under the Agricultural and/or Railroad Context Statements of the General Plan technical Background Report (June 2013). These buildings reflect the industrial development of the corridor in the early 20<sup>th</sup> century especially the tie to the development of the railroad.

Survey Resource #	Location (APN/Address)	Name	Date of Construction	Listed? (NRHP, CRHR, Local)	Recommended Eligible for expanded R Street Historic District	Photo
ESA-01	006-0274-013-0000/ 1015-21 R Street	W.P. Fuller Building	1920	Currently in R Street Historic District (2D2, 5S1)	Yes	
ESA-02	006-0276-014, -019, -020/ 1113-19 R Street	Piggly Wiggly Warehouse/ Hi-Line Electric Company	1910/1930	Currently in R Street Historic District (5D1; 2D2)	Yes	
ESA-03	006-0282-005, -006, -007/ 1208-14 Q Street		1931	No	No	
ESA-04	006-0287-019/ 1720 15 <sup>th</sup> Street	Perfection Bread Company/Café Bernardo and Bar R15		Listed Sacramento Landmark (5D2, 5S1)	No	

Survey Resource #	Location (APN/Address)	Name	Date of Construction	Listed? (NRHP, CRHR, Local)	Recommended Eligible for expanded R Street Historic District	Photo
ESA-05	006-0287-020/ 1409 R Street		1905	Sacramento Landmark (5S1)	Yes	
ESA-06	009-0065-003/ 800 R Street	Campbell Construction Co.	1925	No	No	
ESA-07	009-0065-004/ 808 R Street	Government Storage Building	Ca. 1936	No	No	
ESA-08	009-0065-020/ 1817 8 <sup>th</sup> Street	Yaffee Restaurant Hotel Supply Company	1927	No	No	

Survey Resource #	Location (APN/Address)	Name	Date of Construction	Listed? (NRHP, CRHR, Local)	Recommended Eligible for expanded R Street Historic District	Photo
ESA-09	009-0073-004/ 1026 R Street (1800 11 <sup>th</sup> Street)	U.S. Rubber and Tire Building	1918	Currently in R Street Historic District (2D2, 5S1)	Yes	
ESA-10	009-0075-009/ 1108 R Street	Lawrence/State of California Warehouse (CADA)	c.1914	Currently in R Street Historic District (2D2, 5S1)	Yes	
ESA-11	009-0075-011/ 1100 R Street (1801 11 <sup>th</sup> Street)	Rochdale/B&G Building	c.1907	Currently in R Street Historic District (2D2; 5D1)	Yes	
ESA-12		Rail lines, alignments, spurs, sidings, etc.		Currently in R Street Historic District	Yes	

## NOTES:

NRHP – National Register of Historic Places  
CRHR – California Register of Historical Resources  
Local –Sacramento Register of Historic & Cultural Resources

SOURCE: ESA, 2017

## Summary of Evaluated Resources

The following are brief summaries of each of the 12 resources that were evaluated for possible inclusion in an expanded R Street Corridor Historic District. Department of Parks and Recreation forms are located in Appendix B.

### *Eligible*

#### **ESA-01: W.P. Fuller Building (1015-21 R Street)**



ESA, 2016

The W.P. Fuller Building was built in 1920. It was built in 1920 for Andrew Carlo and Mrs. F. E. Carlo and used as a storage warehouse according to a 1996 historic resources inventory. Several articles and advertisements in the Sacramento Bee indicate W. P. Fuller and Co. occupied the building from 1950 through at least 1962. Its property served as a Fuller's Home Decorating Center that sold Fuller paints, wallpapers, and mirrors.

It is currently a two-story brick building with a flat roof on the northeast corner of 10<sup>th</sup> and R streets. The building is rectangular in plan with two primary (south and west) facades. The R Street (south) façade includes five large window openings and a pedestrian door on the first floor. Cloth awnings cover each of the six window and door openings on the 1st floor. There are twelve (12) window openings on the 2nd floor, ten of which have been filled in with brick, grouped in pairs over each of the six window/door openings at the 1st floor. The building sits on a raised concrete slab foundation. The 10th Street façade includes a pedimented parapet centered on the façade. The property's boundary is its 32,000 sq. ft. parcel.

The W.P. Fuller Building, located at 1015-1021 R Street, is a contributor to the already established R Street Historic District, which is listed on Sacramento Register.

### ESA-02: Piggly Wiggly Warehouse/Hi-Line Electric Company (1113-19 R Street)



ESA, 2016

The subject property at 1119 R Street was built in 1910 with an addition constructed in 1930 located at 1113 R Street. According to a 1981 historic resources inventory, William C. Keating first owned the building. According to the same source, the Piggly Wiggly Company occupied it in 1926 and the U. S. Gypsum Company from 1929 – 1932. Sacramento city directories state: “Hayden WH” occupied 1115 R Street in 1921, Smith LE Trucking occupied 1115-1117 R Street from 1930 to 1933, 1115-1117 was vacant in 1933, and Rambaud Trucking co and Weeks & Hynes fruit brokers were both at 1115 R Street in 1934.

The subject property currently includes three conjoined buildings on three parcels totaling 20,440 sf lot centered on R Street between 11th and 12th Streets. The three concrete block buildings are connected and intended for a single use. All three are single story with a parapeted flat roof. The façade of the eastern building has two large garage doors and a stepped parapet above decorative brick coursing. The middle building is most distinguished by its arched stepped parapet, transom windows above the entry door, and fixed original windows on either side of the door, although many of the windows have been replaced with aluminum sash. Between the door and windows and along the edges of this middle building are a series of decorative brick columns that break up the rest of the brick pattern on the building. The western building also has a stepped parapet that is more shallow and horizontal than the other two. A projecting course of brick outlines the parapet and a horizontal panel below.

With its long history of use as a distribution center, proximity to the railroad, and similar construction dates to nearby properties on R Street, the property appears to have been generated by proximity to the railroad.

The Piggly Wiggly Warehouse/Hi-Line Electric Company building, located at 1113-1119 R Street, is a contributor to the already established R Street Historic District, which is listed on Sacramento Register.

**ESA-05: Perfection Bread Company/Wonder Bread Building (1409 R Street)**

ESA, 2016

The subject property was constructed in 1905 and was occupied by the Perfection Bread Company until 1932. 1409 R Street housed the bakery's storefront and 1407 R Street was used as its shipping and warehouse according to the 1915 Sanborn map. According to a 1995 DPR-523 form, the Perfection Bread Company remained until 1932, at which time the building housed Continental Baking Company. A Sanborn map shows Wonder Bakery occupying the facility in 1952, as well as 1411 R Street.

The subject property currently includes a series of related, adjacent two-story buildings on the west half of the northeast corner of R Street and 14th Street. It is a large warehouse that includes two separate additions that take up the eastern two-thirds of the parcel. The building sits on a concrete slab foundation and the walls are fired brick in the common English pattern. Once a bakery and its shipping center, the property has been repurposed for restaurant and retail space.

Windows on the second floor of the south elevation are unoriginal, but appear to mimic the originals. They are sets of two or three arched casement windows with eight panes each. In the center of the second story of the western section is a small balcony with a set of double multi-paned doors. The bottom floor of the south elevation contains single or double glass-pane shop doors with decorative corrugated metal canopies and several expanses of large multi-pane fixed windows. The west elevation has four sets of two double-hung, arched multi-pane windows on the second story. On the first floor of the original building are two sets of two-pane arched windows, as well as a set of double glass doors and a single glass door, each with rectangular transom and sidelights and decorative canopies. The left section of the west façade appears to be an altered addition that now contains a single glass door with several rows of transom and sidelights. The north elevation faces a gated parking lot with minimal decoration and is not visible from the street.

While the subject property is not within the current boundaries of the R Street Historic District the boundaries could be expanded to include this property if warranted,<sup>6</sup> it was present during the period of historical significant,<sup>7</sup> and retains sufficient integrity.<sup>8</sup> According to the 1995 DPR-523 form, “The former Wonder Bread building is a good example of simple, utilitarian light-industrial construction of 1920s era. It is representative of a substantial group of functional industrial buildings. Sited along the R Street railway, it was one of a number of industrial or warehouse structures located along the rail track in order to facilitate the distribution of their products.” Clear ties between the functionality of the building and the railroad have been demonstrated in the 1995 DPR and ESA recommends that the property is eligible for the Sacramento Register as a contributor to the R Street Historic District should the City decides to alter the boundary to include this property.

### **ESA-09: U.S. Rubber and Tire Building (1026 R Street/1800 11<sup>th</sup> Street)**



ESA, 2016

The subject property was constructed in three segments. According to previous documentation, the original building to the east was constructed for Sacramento Granite and Marble Works between 1919 and 1920, with the northwest and southwest structures constructed 1926-1927. The original evaluation also states Sacramento Granite and Marble Works was owned by Andrew and Frank Carlow, who occupied the building until 1929, at which time the United States Rubber Company purchased the building.

The subject property currently includes a set of buildings totaling 17,650 sq. ft. on a 25,600 sf lot on the southwest corner of 11th Street and R Street. The primary building is a large, single-story brick warehouse with a rectangular footprint and corner entrance. The entry is on the chamfered corner above which topped by a Mission Revival Style parapet. The building remains largely unchanged since it was described in the 1996 DPR 523 form. The main change not mentioned in the old

<sup>6</sup> City Code Section 17.604.201 (C)(A)

<sup>7</sup> City Code Section 17.604.201 (C)(C)

<sup>8</sup> City Code Section 17.604.201 (C)(D)

evaluation is the construction of an additional single-story, 4,800 sq. ft., corrugated metal warehouse in the southwest corner of the lot. It has a low-pitched front gable roof with two simple pedestrian and two metal garage doors on the west elevation. The south elevation only has two horizontal sliding windows. The east elevation is adjacent to the original brick building. The north elevation is mostly covered by the 1926 addition, and the portion that extends past the brick is unadorned. At the time of the survey it appeared that significant renovations were just beginning.

The subject building located at 1026 R Street (aka 1800 11th Street) is listed as a landmark and is in the R Street Historic District in the City of Sacramento's Sacramento Register of Historic & Cultural Resources.

### ESA-10: State of California Warehouse (1108 R Street)



ESA, 2016



Construction of the subject building, which was designed by architect Clarence Cuff, was completed in 1915. It was used as a commercial distribution warehouse by a number of companies until 1940, at which time it became occupied by the California State Department of Finance. The State of California purchased the building in 1946 and used it as storage of state records for over 50 years.

The subject property is currently occupied by a six-story building located mid-block on the south side of R Street between 11th and 12th streets. The building is rectangular in plan and is capped by a flat roof. It is constructed of reinforced concrete. The primary (north) façade is clad in brick. The first floor is elevated several feet above the street level on a concrete platform and features four entrances with glazed metal doors. The second through sixth floors each feature five multi-light, steel-sash windows, and the façade terminates in a stepped parapet. The side (west) façade is clad in stucco, and the original windows have been replaced with multi-light casement

windows. The rear (south) façade is clad in the exposed concrete of the building's structural frame. The first floor features four roll-up metal doors and a paneled wood door. The second through sixth floors feature multi-light, steel-sash windows and a metal fire escape.

The subject building located at 1108 R Street is listed in the City of Sacramento's Sacramento Register of Historic & Cultural Resources as a landmark and is in the R Street Historic District boundary.

### **ESA-12: Railroad features including rail lines, alignments, spurs, and sidings**

This resource was surveyed in 2013 by Page & Turnbull, Inc. as part of the 2035 General Plan Update. The 2.5 miles of remnant rail features that were surveyed are associated with two railroads: the Southern Pacific and the Western Pacific.

From the 2013 DPR prepared by Page & Turnbull, Inc.:

In general, both former alignments are currently highly fragmented in nature, with many areas along the corridor where no rail features remain discernible. While isolated pockets of intact features exist, as a whole the parallel freight systems have largely been dismantled or obscured by modern alterations...

The at-grade Southern Pacific rail alignment dates from 1903, with a main line freight track developed that extended from Front Street to Alhambra Boulevard. Throughout the early decades of the twentieth century a number of siding were added along the corridor...

The freight line of the Western Pacific ran from Front Street to just east of 19<sup>th</sup> Street, where the alignment curved north through the city between 19<sup>th</sup> and 20<sup>th</sup> streets. From Front Street to 7<sup>th</sup>, the Western Pacific line ran along the north side of R Street, jogging north between 7<sup>th</sup> and 8<sup>th</sup> Streets and running the remainder of the extent in the Q-R Alley until its northerly turn at 19<sup>th</sup>... Intensive field survey did not reveal any notable infrastructure elements related to the Western Pacific rail alignment from Front Street to 10<sup>th</sup> Street.

List of features documented in 2013:

- Two (2) utility poles / crossing signals (8<sup>th</sup> and R Streets, 21<sup>st</sup> and R Streets)
- Rails (between 10<sup>th</sup> and 15<sup>th</sup> Streets, between 20<sup>th</sup> and 23<sup>rd</sup> streets) (portion between 10<sup>th</sup> and 13<sup>th</sup> are a reconstruction)
- Between 16<sup>th</sup> and 18<sup>th</sup> Streets –
  - Remnant areas of main line track, siding, and several switching plates
  - Portions of mainline track and siding for Crystal Ice and Storage Plant (16<sup>th</sup> and R)
  - Portions of mainline track and siding for the Orchard Supply Hardware (17<sup>th</sup> and R)
- Portions of abandoned freight track, incl. both siding and main line (20<sup>th</sup> and R), associated with 1950s Bee Building
- Signage (railroad crossing sign between 21<sup>st</sup> and 23<sup>rd</sup> on R Street)

While the 2013 survey area was defined by Front Street on the west, Q-R Alley (Quill Alley) on the north, Alhambra Boulevard on the east, and the R-S Alley (Rice Alley) on the south and the current effort expanded that survey areas to Q Street on the north and S Street on the south no additional elements were discovered.

While the remaining elements of the Southern Pacific and Western Pacific Railroads are not entirely within the current boundaries of the R Street Historic District the boundaries could be expanded to include this property if warranted,<sup>9</sup> it was present during the period of historical significant<sup>10</sup> and retains sufficient integrity.<sup>11</sup> While, as previous reports have documented, little of the physical evidence of these two railroads in the R Street Corridor remain they are an important component. ESA recommends that the R Street Historic District boundary be expand to incorporate these elements that are in close proximity to the contributing buildings in the historic district.

### ***Ineligible***

#### **ESA-03: 1208-14 Q Street**



ESA, 2017

In 1915, the subject property was occupied by three wood-frame dwellings, and a large two-story building (possibly a shed or warehouse) was located behind the dwellings on Whitney Avenue. Historic aerial photographs and wrecking permits reveal that two of the houses were demolished between 1957 and 1964, the third was demolished between 2003 and 2005, and all were ultimately converted into a paved parking lot. The subject building was constructed in 1931, and the 1951 Sanborn map indicates that it was a private garage with the address 1207-1213 Whitney Avenue.

The subject property currently includes a 5,400 sf building on a 13,500 sf lot consisting of three separate parcels in the middle of the south block of Q Street between 12th and 13th Streets. It is a

<sup>9</sup> City Code Section 17.604.201 (C)(A)

<sup>10</sup> City Code Section 17.604.201 (C)(C)

<sup>11</sup> City Code Section 17.604.201 (C)(D)

single story warehouse with a rectangular footprint and a hipped roof with a flat top behind a short, stepped parapet facing south toward the light rail on Whitney Avenue. The building sits on a concrete slab foundation and the walls are fired brick in the common English pattern, except the north-facing wall is poured concrete. Two garage doors on the north and south facades allow automobile passage through the building.

The south (primary) facade includes the only windows on the building: two large fixed steel sash windows on each side of the garage entrance. Over the garage door and at the top of the stepped parapet is a sign painted on the brick that says “Auto Body Shop.” At the east elevation are three protruding brick columns that begin at the base and taper off about three-quarters of the way up the building. The rest of the lot houses a large concrete parking lot on the north end of the building facing Q Street.

While the subject property is within a historic district,<sup>12</sup> was present during the period of historical significant<sup>13</sup> and possess sufficient integrity<sup>14</sup> it does not fit within the Agricultural or Railroad contexts by which the historic district is significant. Therefore, ESA recommends that the property is ineligible for the Sacramento Register as a contributor to the R Street Historic District.

#### **ESA-04: Expansion of Perfection Bread Company/Café Bernardo and Bar R15 (1720 15th Street)**



ESA, 2016

According to the 1895 Sanborn map, the subject property was occupied by two one-story dwellings and several wood-frame outbuildings on two adjacent lots. The 1915 Sanborn map

<sup>12</sup> City Code Section 17.604.201 (C)(A)

<sup>13</sup> City Code Section 17.604.201 (C)(C)

<sup>14</sup> City Code Section 17.604.201 (C)(D)

reveals that all buildings on the southern corner lot had been razed and the lot was vacant. City directories do not list any occupants in the years spanning from 1913 and 1935. A note on the 1952 Sanborn map indicates that a one-story auto repair shop was constructed at the northwest corner of R and 15th streets in 1924. By 1952, a two-story flour storage building (which likely used by the adjacent Wonder Break Bakery located at the northeast corner of R and 14th streets) had been constructed along R Street next to the auto repair shop, and a series of sheds and storage buildings existed along the west property line.

The subject property currently includes two adjacent buildings and four small extensions on the northeast corner of R Street and 15th Street. As indicated by the 2002 DPR 523 forms, both were originally constructed to serve the historic Wonder Bread bakery to the west, larger building is two stories in height and the smaller is one story. Furthermore, the two main buildings are of reinforced concrete and faced with cement plaster. The 2002 description remains the same save for the following changes.

The truck door on the south elevation of the smaller corner building has been converted to a large entry door as the building now serves as a restaurant space. The small parking lot that was once to the north of the smaller building and in the northeast corner of the parcel is now a series of small modern extensions to the building that are one or two stories in height, all of which have flat roofs and poured concrete walls.

The south elevation of the two-story building, once containing delivery truck bays, has been converted to shop and restaurant space with glass single or double doors and large, fixed floor-to-ceiling windows on either side. Decorative canopies with hanger rods have been added over all windows on this elevation as well. The canopies on the lower level are made of corrugated metal.

The subject building located at 1720 15th Street is individually listed as a landmark in the City of Sacramento's Sacramento Register of Historic & Cultural Resources (Sacramento Register). While the subject property is not within the current boundaries of the R Street Historic District the boundaries could be expanded to include this property if warranted.<sup>15</sup> Additionally, it was present during the period of historical significant<sup>16</sup> and retains sufficient integrity<sup>17</sup> it does not fit within the Agricultural or Railroad contexts by which the historic district is significant. Therefore, ESA recommends that the property is ineligible for the Sacramento Register as a contributor to the R Street Historic District.

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<sup>15</sup> City Code Section 17.604.201 (C)(A)

<sup>16</sup> City Code Section 17.604.201 (C)(C)

<sup>17</sup> City Code Section 17.604.201 (C)(D)

### ESA-06: Campbell Construction Company Building (800 R Street)



ESA, 2016

The subject property was developed at least as early as 1895 with a frame dwelling, and railroad tracks are also visible on R Street on the Sanborn Map from that year. The extant building was constructed in 1925. City directories for 1930 through 1935 list Campbell Construction Co. as the occupant.

The subject property currently includes a 6,400 sf building bound by its parcel on the southeast corner of R Street and 8th Street. It is a large, single story warehouse with a square footprint and a flat roof. The building sits on a concrete slab foundation and the walls are fired brick in the common English pattern with a decorative concrete frieze. The western (primary) elevation contains seven protruding brick columns with a keystone between each column on the concrete frieze. The west elevation also contains seven sets of windows, including a large glass block window above the main entry door, a small, fixed single pane window directly to the right of the modern glass entry door, two dual-paned modern windows, another fixed single pane window, and two sets of original multi-paned casement windows to the right of a garage door that has been converted to a pedestrian entrance.

The north façade contains an operational garage door, two sets of original, multi-paned casement windows, a large glass block window, and two modern dual-paned windows. The south elevation contains no windows, doorways, or ornamentation.

While the subject property is not within the current boundaries of the R Street Historic District the boundaries could be expanded to include this property if warranted.<sup>18</sup> Additionally, it was

<sup>18</sup> City Code Section 17.604.201 (C)(A)

present during the period of historical significance<sup>19</sup> and retains sufficient integrity.<sup>20</sup> However, it does not fit within the Agricultural or Railroad contexts by which the historic district is significant. Therefore, ESA recommends that the property does not appear to be eligible for the Sacramento Register as a contributor to the R Street Historic District.

### **ESA-07: Government Storage Building (808 R Street)**



ESA, 2017

In 1915, the subject property was occupied by a two-story, wood-frame dwelling with numerous one- and two-story additions. The extant building located at 808 R Street was likely constructed ca. 1936. The earliest city directory listing for a commercial building located at the address was in 1937, when the Capital City Casket Company was listed as the occupant.

The subject property currently includes a 17,600-sf building bound by its parcel in the middle of the block between 8th and 9th Streets facing R Street. It is a large, two-story warehouse with a rectangular footprint and a flat roof behind a parapet on the north (primary) elevation. The south half of the building is one story addition also with a flat roof. The building sits on a concrete slab foundation and the walls are fired brick in the common English pattern with rowlock and soldier course deviations at the top of the first story on the primary facade and along the roofline.

The primary façade also has four shallow decorative cutouts in the brick. At the bottom level of the middle two cutouts are modern fixed glass windows and glass shop entry doors. The outer cutouts at the first level contain casement multi-pane windows that appear to be replacements of the original warehouse windows. On the second story in three of the cutouts is a three-paned sliding window.

The south elevation once contained four garage entrances. Two are still in operation and the remaining two have been converted to pedestrian entrances with vertical wood cladding. The east

<sup>19</sup> City Code Section 17.604.201 (C)(C)

<sup>20</sup> City Code Section 17.604.201 (C)(D)

and west elevations have no ornamentation except for three sets of two single over four pane casement windows on the northern half of the east elevation.

While the subject property was present during the period of historical significant<sup>21</sup> and retained sufficient integrity<sup>22</sup> it does not fit within the Agricultural or Railroad contexts by which the historic district is significant. Therefore, ESA recommends that the property is ineligible for the Sacramento Register as a contributor to the R Street Historic District.

### ESA-08: Yaffee Restaurant Hotel Supply Company (1817 8<sup>th</sup> Street)



ESA, 2016

In 1915, the subject property was occupied by a one-story, wood-frame dwelling and a small wood-frame outbuilding. The extant building on the subject property was constructed in 1927. C.H. Carter Co., an electric supplies wholesaler, is listed as the occupant in 1929-1935 city directories.

The subject property currently includes a 6,400 sf building bound by its parcel on the southeast corner of 8th Street and Rice Alley. It is a single story warehouse with rectangular footprint and a flat roof. The building sits on a concrete slab foundation and the walls are fired brick in the common English pattern, except for a soldier and rowlock course at the roofline. The west (primary) facade has six shallow decorative cutouts in the brick with a stretcher course at the top of each cut out.

The left three cutouts each contain a single multi-pane square casement window. The cutout furthest to the left has a patch of newer brick below that window that does not match the rest of

<sup>21</sup> City Code Section 17.604.201 (C)(C)

<sup>22</sup> City Code Section 17.604.201 (C)(D)

the building in color or pattern. The third cutout from the right contains a single glass pane door with a fabric dome canopy. The right two cutouts each contain two of the same 5x3 pane casement windows as the left side. The north façade has no ornamentation, but has a simple wooden door, another 5x3 casement window and smaller 4x2 pane casement window. The other elevations are adjacent to other buildings.

While the subject property could be included in the historic district if they City expanded the boundary<sup>23</sup> and was present during the period of historical significant<sup>24</sup> it retains only a low to moderate level of integrity<sup>25</sup> and it does not fit within the Agricultural or Railroad contexts by which the historic district is significant. It does not appear that the building ever related to the railroad with the north wall consisting mostly of a blank brick wall and historic aerials showing no sign of a railroad siding. Therefore, ESA recommends that the property is ineligible for the Sacramento Register as a contributor to the R Street Historic District.

### **ESA-11: Rochdale/B&G Building (1100 R Street/1801 11<sup>th</sup> Street)**



ESA, 2016

The subject property, also known as the Rochdale Building, was constructed in 1907 and is listed in the California and Sacramento Registers. The 1915 Sanborn Map shows the extant building as a three-story warehouse owned by the State of California. City directories for 1921 and 1930 have no listing. Uses associate with the building over its 90+ year history include primarily warehouse uses, much of that time for the State of California, until very recently when it has been converted to mixed use. It was used in conjunction with the Lawrence/CADA Warehouse to the east for many years and had internal connections to that building for that purpose.

<sup>23</sup> City Code Section 17.604.201 (C)(A)

<sup>24</sup> City Code Section 17.604.201 (C)(C)

<sup>25</sup> City Code Section 17.604.201 (C)(D)

The subject property currently contains a three-story 4761 sq. ft. building. The north section of the parcel contains the original building, and the south section contains a 2016 addition that is one and three stories in height. The main building has a flat roof with a decorative cornice, painted brick walls, and a row of diamond-shaped decorative elements on the walls to separate each floor. All windows and doors on the main building are unoriginal. Above each set of windows on the north (primary) elevation is a decorative lintel. The top two floors on the north elevation have a single horizontal sliding window on the left and a set of two double-hung windows in the middle. The right side of the north elevation has a set of 5 ribbon double-hung windows on each floor. The north elevation also has a glass double door main entrance, a single glass pane secondary entrance, and a series of unoriginal decorative canopies with hanger rods.

The west elevation has three 1/1 double-hung windows with a decorative arch over each. The bottom floor has a series of floor-to-ceiling metal windows with transoms. This floor also has a glass door entrance with an accessibility ramp, as well as another decorative canopy.

The south addition on the parcel is three stories in height on the west elevation, with the rest being single-story. The entire addition is made of corrugated metal. The entrance is a single glass-pane door with a set of four square fixed windows above the door. The south elevation contains two simple wooden doors.

While the subject property is within a historic district,<sup>26</sup> was present during the period of historical significance<sup>27</sup> and retains sufficient integrity<sup>28</sup> it does not fit within the Agricultural or Railroad contexts by which the historic district is significant. Therefore, ESA recommends that the property is ineligible for the Sacramento Register as a contributor to the R Street Historic District.

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<sup>26</sup> City Code Section 17.604.201 (C)(A)

<sup>27</sup> City Code Section 17.604.201 (C)(C)

<sup>28</sup> City Code Section 17.604.201 (C)(D)

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# CONCLUSION

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The R Street Corridor Historic District currently consists of a number of buildings that front R Street between 9<sup>th</sup> and 12<sup>th</sup> streets (Figure 1). The R Street Corridor Study Area, which is a much larger area, is bound by Q Street on the north, 29<sup>th</sup> Street on the east, S Street on the south, and 2<sup>nd</sup> Street on the west (Figure 1). As previously stated, the evaluation focused on building and structures used for warehousing, commercial distribution and light industrial uses that fit within the Agricultural and/or Railroad Context Statements. Residential buildings are not considered, as they do not fit into the contexts used for this evaluation.

The survey area included approximately 423 building and structures as well as the alignment of the railway and any extant features, 12 of which were evaluated using the Agricultural and Railroad Context Statements in the General Plan Technical Background Report and previous R Street Corridor studies. Of the 12 resources evaluated, six are recommended eligible for inclusion in the local R Street Corridor Historic District (ESA-01, -02, -05, -09, -10, and -12).

Research and survey identified extant buildings in the R Street Corridor Study Area that fit within the Agricultural and Railroad contexts that were constructed as early as 1905. Research into the historic contexts indicates that by 1930 the importance of trucks as a means of transporting goods was diminishing the use and importance of rail transport. While the railroad was introduced much earlier into this corridor it is no longer an active corridor for freight cargo and the majority of the rail features have been removed. The following recommendations are based on the findings of the research and survey that was conducted for this report.

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# RECOMMENDATIONS

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- Based on the historic contexts and the remaining resources that fall within those contexts and retain sufficient integrity it is recommended that the period of significance for the Historic District be modified. Alter the period of significance for the R Street Historic District to 1905-1930. While the original period of significance stated in the historic district write up is 1910-1930 the expanded survey area covered by this study had discovered two additional buildings (one currently in the historic district boundary and one that is recommended for inclusion) that fit within the context of the R Street Historic District, which were constructed in 1905 and c.1907.
- Alter the R Street Historic District boundary as shown in Figure 1, which is roughly bound by Quill Alley to the north, 10<sup>th</sup> to the west, Rice Alley to the south, and 15<sup>th</sup> to the east. This would allow the inclusion of 1409 R Street as well as the remaining railroad features between 10<sup>th</sup> and 15<sup>th</sup> Streets. This would also remove 1724 10<sup>th</sup> Street from the district, which appears to lack integrity.
- A large number of historic-age commercial and industrial buildings are present in the R Street Corridor. However, only a small portion of those fit within the Agricultural and Railroad contexts. ESA recommends that an industrial/commercial context be developed and applied the R Street Corridor Study Area to determine if a larger historic district exists.
- Resources in the R Street Corridor were not evaluated for individual eligibility as a part of this effort. There are many historic-age buildings and structures in the R Street Corridor that, with additional research and evaluation, could be individually eligible historic resources and/or contributors to other potential historic districts not yet identified. Historic-age resources in the R Street Corridor that have not been previously evaluated should be evaluated for individual eligibility as well as inclusion in a potential historic district.

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University Press, Stanford, CA.

Making the Long Haul: The History of Trucking and the Trucking Industry,  
[http://www.randomhistory.com/2008/07/14\\_truck.html](http://www.randomhistory.com/2008/07/14_truck.html) Sept 29, 2016.

Page and Turnbull, Inc. 1026 R Street (Alt. 1800 11th Street) DPR form, July 12, 2013.

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# Appendix A

## Previous Documents



**Resource Name/Address: 1119 R Street**

**Historic Name:** Piggly Wiggly Company

**Common Name:** Hi-Line Electric Company

**Assessor's Parcel Number:** 006-0276-014

**Zoning:** C4

**Description:** This brick structure is comprised of three distinct buildings joined together for one use. The facade of the eastern building has a stepped parapet and is dominated by two large auto doors. The middle building is the most decorative in form with its arched stepped parapet above decorative brick coursing. The entry door with transom is flanked by two banks of wood casement windows. The western building has a shallower stepped parapet and is more horizontal in form. A projecting course of brick outlines the parapet and a horizontal panel below it. Several of the casement windows have been added to the two western buildings. Although considerably smaller than buildings across the railroad tracks, the buildings do play a strong role in the streetscape due to the cohesiveness of the group.

**Resource Attributes:** HP3

**Resources Present:** Building Structure Object Site District Element of District Other

**Report Citation/Resources:** Sacramento Business Directories, 1926-1941  
Sacramento Map & Assessment Rolls, 1922



**Date Constructed:**  
1921-22, Factual

**Owner and Address:**  
Hi-Line Electric Company  
1119 R Street  
Sacramento, Ca 95814

**Recorded by:**  
Napoli/Todd Consultants; CHMD  
Arch.; City Planning & Development  
Dept.; Sacramento Heritage, Inc.;  
1231 I St., Sacramento, 95814

**Date Recorded:**  
7/94 - 8/96

**Survey Type:**  
Intensive

**Date of Photo:** 5/94 **Roll and Frame:** 5/36

Resource Name: 1119 R Street

Location: Unrestricted

County: Sacramento

USGS 7.5' Quad: Sacramento East

Date: 1967/1980 photo revised

Original Use: Offices Present Use: Commercial

Architectural Style: Vernacular Commercial with Mission Revival influences

Construction History: (Construction date, alterations, and date of alterations)

Changes to windows

Moved? No Original Location:

Related Features: Railroad tracks

Architect: Unknown Builder: Unknown

Significance: Theme \_\_\_\_\_ Area Central City

Period of Significance \_\_\_\_\_ Property Type Industrial Applicable Criteria \_\_\_\_\_

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

Owned by William C. Keating, this building was constructed between 1921 and 1922. Through 1941, most of the building remained vacant. Piggly Wiggly Company occupied the building in 1926. The U.S. Gypsum Company was here for four years, beginning in 1929. The Star Distributing Company and the Dean Distributing Company were other occupants. It is the combined grouping of these relatively simple commercial buildings that gives the complex significance. While the group is unusually cohesive in terms of age, style, and scale, variations in individual design exaggerates differences and adds visual interest. The complex does not appear to have been especially generated by the proximity to the railroad.

Additional Resource Attributes: (List attributes and codes) HP3

(This space reserved for official comments.)



# Attachment C: DPR 523 Nomination Forms

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION <b>PRIMARY RECORD</b>	Primary # _____ HRI # _____ Trinomial _____ NRHP Status Code _____
Other Listings Review Code _____	Reviewer _____ Date _____

Page 1 of 3 \*Resource Name or #: Wonder Bread Bakery

P1. Other Identifier: former Perfection Bakery

\*P2. Location: \*a. County Sacramento

b. Address: 1720 15<sup>th</sup> Street

City Sacramento

Zip 95814

\*c. USGS 7.5' Quad: Sacramento East

Date 1992

\*e. Other Locational Data: APN#:

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
 The property contains two adjacent buildings that were originally constructed to serve as part of the historic Wonder Bread bakery directly to the west. The larger building segment is two stories in height and extends along R Street. The smaller adjacent portion is one story in height and stands on the corner of 15<sup>th</sup> and R Streets.

The buildings are of reinforced concrete, poured and formed by wood siding. The facades are faced with cement plaster and contain a number of windows and doors, designed to serve the building's primarily delivery functions.

The one story portion of the property on the corner of 15<sup>th</sup> and R Streets was built to service the delivery trucks owned and utilized by the bread company. The south elevation contains a large "truck" door flanked by two multi-paned steel sash windows. Windows and the truck door are enframed with a graceful molding. The south façade also contains ornamentation in the form of a small area with an imprinted floral pattern above each of the two windows. The east elevation contains three similar windows and a truck door. The north elevation contains three multi-paned, steel sash windows like those on the south elevation, and a truck door opening into a small parking lot. The small parking lot is adjacent to the two story building that extends on the north to the railroad tracks.

The south elevation/façade of the two story building portion of the property contains a series of seven delivery truck bays, each beneath a multi-paned, steel-sashed window with an awning opening on the second floor. Small multi-paned clerestory windows penetrate the façade just above the truck doors. This building was specifically constructed to accommodate delivery trucks, each of which had its own separate small concrete room filled with the particular order for its route. The appropriate van driver would back up inside the building to the room where his order had been placed, and load it into the van for delivery.

The date of extension of the building to the north (rear) is unknown but apparently occurred after 1952.

\*P3b. Resource Attributes: (List attributes and codes):

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other



P5b. Description of Photo:  
View to northwest, 3/02

\*P6. Date Constructed/Age and Source:  
 Historic  Prehistoric  Both  
 1917

\*P7. Owner and Address:  
 Madison Park Real Estate Inv.  
 1155 5<sup>th</sup> Street #1  
 Oakland, CA 94607

\*P8. Recorded by:  
 Paula Boghosian  
 Historic Environment Cons.  
 5420 Home Court  
 Carmichael, CA 95608

\*P9. Date Recorded: 4/5/02

\*P10. Survey Type: Intensive

P11. Report Citation\*: Department of Parks and Recreation, Inventory Form 523, Wonder Bread Bakery, Sacramento

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  Linear Resource Record  Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  Other (List)

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 3

\*NRHP Status Code 6

\*Resource Name or # Wonder Bread Bakery

B1. Historic Name: former Perfection Bread Company

B2. Common Name: Wonder Bread Bakery

B3. Original Use: Distribution segment of bakery

B4. Present Use: vacant

\*B5. Architectural Style: minor Moderne influences

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

The building was constructed in 1924. Some modifications to the original truck doors have occurred. Two small air conditioning units have been added to the façade. Windows and doors have been boarded. Date of rear addition is after 1952.

\*B7. Moved?  No  Yes  Unknown Date:

Original Location:

\*B8. Related Features: Other original brick bakery building to the west of this building.

B9a. Architect: Leonard Starks

b. Builder: unknown

\*B10. Significance: Theme n/a Area -

Period of Significance n/a Property Type light industrial Applicable Criteria n/a

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

The former Wonder Bread building is a good example of simple, utilitarian light-industrial construction of 1920s era. It is representative of the substantial group of functional industrial buildings whose presence helped Sacramento to become a major transportation and shipping hub during the 1920s-1930s. It is also representative of the nationally-known Continental/Wonder Bread baking company which the Perfection Bakery joined in 1931, and whose Twinkies product is known around the world.

In 1924 Sacramento architect Leonard Starks designed this 80' x 160' reinforced concrete addition to the existing Perfection Bread Company plant, that extended from the brick buildings on the west end of the block to 15<sup>th</sup> Street on the east. This addition made the facility one of the largest bakeries in Superior California. The building was specifically designed by Leonard Starks, one of Sacramento's prominent architects of the era, to serve the delivery needs of the bakery.

Sited along the R Street railway, it was one of a number of industrial or warehouse structures located along the rail track in order to facilitate the distribution of their products. The area along the R Street corridor attracted the construction of light industrial companies, warehouses, and other utilitarian buildings perhaps benefiting by zoning and lesser light industrial land costs along the track, located in the middle of otherwise residential neighborhoods or small-scale commercial areas. The R Street corridor upon which the building stands is the track location of the first railroad in the west, designed by Theodore Judah and extending east to the town of Folsom. At this point, goods and supplies were transferred from the railroad to wagons for the trip to the northern mines in California and Nevada. The railroad was later absorbed by the Central Pacific Railroad but the tracks remained and the area attracted those industries that benefited by easy access to the transportation it offered.

B11. Additional Resource Attributes: (List attributes and codes) -

\*B12. References:

*Sacramento Bee*: April 1, 1915, p. 5; September 11, 1917, pp 18-20;

July 12, 1924, p. E-7; Nov. 26, 1927, p. A-1; August 21, 1931,

Sept. 12, 1932, p. 10; p. 4; July 7, 1933, p. 1; August 9, 1952, p.

12; Sept. 13, 1952, p. 28;

Sacramento City Directories

Sanborn Map Co., 1952

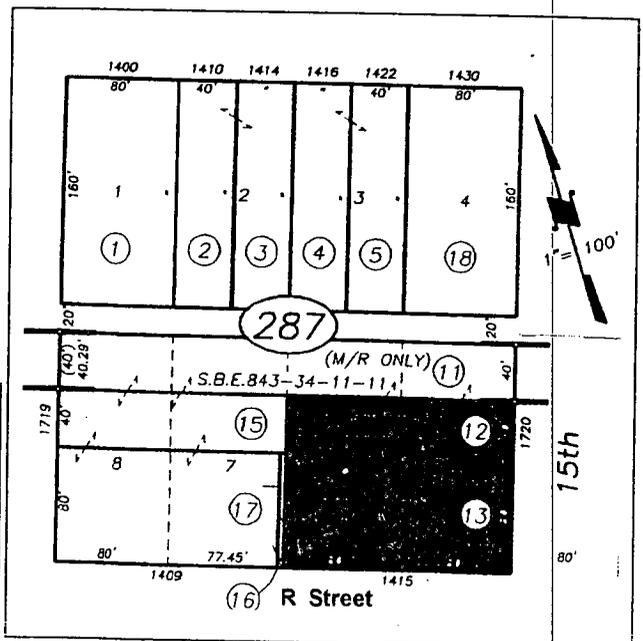
Web Sites: [wackyuses.com/bread.html](http://wackyuses.com/bread.html);

[kitchenproject.com/history/twinkie.htm](http://kitchenproject.com/history/twinkie.htm);

\*B14. Evaluator: Paula Boghosian

\*Date of Evaluation: April 5, 2002

(This space reserved for official comments.)



The building expresses its utilitarian image with its simple form and construction materials-poured reinforced concrete, and post and truss construction. The unique configuration of the special delivery route order rooms contributes to the character of the building, as does the rough textured surface of its interior and the pattern of the wood trusses on the mezzanine/second floor above the loading docks.

The building was specifically designed to serve the function of the bakery's delivery system. At the corner of 15<sup>th</sup> Street was a single story, approximately 40' x 35,' vehicle repair and maintenance garage. The rest of the building was two stories in height. Along the R Street frontage, the façade contained a series of seven bays into which the bakery's delivery trucks could be backed. There were roll-up doors along the street and at the rear of each bay. At the rear of each bay was a room that would contain the bread order for each individual route driver. Each room was filled with the specific combination of baked goods requested by the customers on the route of that particular delivery van. The driver simply backed up to the room at the end of his interior driveway and loaded his order for the day. At the rear of this staging area was a long single story corridor that linked the staging rooms with the bakery to the west. The second floor was utilized to store the bakery's flour.

The bakery began as the Perfection Bread Company in 1917. In that year, the Perfection Bread Company celebrated the grand opening of its 10,200 sq.ft. brick complex which still occupies the northeast corner of 14<sup>th</sup> & R- Streets. Founded by J.S. Goldie in 1915, the company produced Perfection cakes and cookies and Holsum Bread. These products were made from flour produced by the Sperry Flour Co. The company's pastry products utilized White Wolf Flour, which was made by the Perkins Grain and Milling Co. located across the street at the southwest corner of 14<sup>th</sup> & R.. In 1924, the buildings serving as the delivery component was constructed.

A 1927 article in *The Bee* identified the four largest wholesale bakeries in Sacramento that produced some 700,000 loaves of bread weekly, worth \$2 million annually. The Perfection Bread Company was one of these four bakeries. They served an area from Rio Vista in the south to Gridley in the north and from Napa to Placerville.

In 1930, or early 1931, the Perfection Bread Co. became part of the Continental Baking Company, a nationwide chain that produced Wonder Bread. Jacob Goldie became a vice president of Continental and managed their Pacific Northwest division that included bakeries in Sacramento, San Francisco, Berkeley, Salt Lake City, Ogden Portland, Seattle, Tacoma and Spokane.

In 1933 Continental Baking Company expanded its product line with the introduction the Twinkie. The Continental Baking Company is the baker and distributor of products under the brand names of Wonder Bread, Hostess, Dolly Madison and Merita.

The bakery remained in operation at the R Street site until August of 1952, when it moved to its current site on Arden Way at Highway 160. Up to 1952 the bakery was still serving all of the Sacramento Valley, as well as western Nevada from the R Street site. At present, the local bakery is still part of the Continental Baking Company, which was acquired by Interstate Brands in 1995. As such, it is part of the largest baker and distributor of fresh bakery products in the United States. Wonder Bread is the top selling bread in the U.S.

The 1924 building was designed by Leonard Starks, apparently soon after he first came to Sacramento to oversee the construction of the Fox Senator Theater for the Famous Players theater design group in New York. Starks decided to stay in Sacramento, and contributed a number of important buildings to its environment such as the Federal Building at 800 I Street, the Elks Building, the Fresno Bee Building (listed on the National Register of Historic Places) and the much-loved Alhambra Theater, probably his best known work. His firm was a leading local practice for many years and has since evolved into the current design firm of Nacht and Lewis.

The 1952 Sanborn Map does not show the large wood truss, two-story, open structure at the rear of the 1924 concrete structures. This portion of the building, north of the 1924 concrete building, was added in the later 1950s.

The building contributes to an important body of light industrial structures built during the 1920s and 1930s whose functions contributed substantially to the development of the city's economy and growth, and its key role in the transportation of agricultural and manufactured goods throughout northern California at that time. These buildings include the former Del Monte Cannery (now part of Almond Grower's facility) and Libby's Cannery (now a health club), both of which are listed on the National Register of Historic Places. The Almond Grower's industrial building on C Street is a California State Historical Landmark. It is an important building type in the evolution of the city.,

The Perfection Bread Company and its juncture with Continental/Wonder Bread company makes the building an important representative of an internationally known manufacturing company. Its unusual physical configuration, created to serve product delivery functions, is a significant character-defining attribute of the building and one that is probably unique in the region. Its design by a master architect of the Sacramento area contributes to its importance as a unique industrial structure, and as an example of the city's notable industrial architectural heritage.

**Resource Name/Address: 1409-13 R Street**

**Historic Name:** Perfection Bread Company

**Common Name:**

**Assessor's Parcel Number:** 006-0287-017

**Zoning:** C4

**Description:** The brick building is two stories in height and rectangular in form. The facade along 14th Street contains several segmented arched windows, altered entrances, a panel formed by projecting brick courses, and a slightly projecting parapet. The northern section has been altered with concrete block. The R Street elevation contains several similarly arched window openings, and a door at the second level, as well as rectangular windows and door openings at ground level. Window openings have been changed, except for the north facade, all that remains of the original integrity are the brick walls, two suspended shed canopies along R Street, and windows with sliding industrial wood shutters on the north side. The building is compatible in height to adjoining buildings, but taller than buildings a little beyond its immediate range. It is sited along the railroad, presumably to allow access for baked products and raw materials.

**Resource Attributes:** HP6

**Resources Present:** Building Structure Object Site District Element of District Other

**Report Citation/Resources:** Sacramento Business Directories, 1915-1941  
Sacramento Map & Assessment Rolls, 1914



**Date Constructed:**  
1913-14, Factual

**Owner and Address:**  
Joseph & Tenna Z. Pettinato  
1940 Vista Del Lago  
Auburn, CA 95603

**Recorded by:**  
Napoli/Todd Consultants; CHMD  
Arch.; City Planning & Development  
Dept.; Sacramento Heritage, Inc.;  
1231 I St., Sacramento, 95814

**Date Recorded:**  
7/94 - 8/96

**Survey Type:**  
Intensive

**Date of Photo:** 5/94    **Roll and Frame:** 5/34

Resource Name: 1409-13 R Street

Location: Unrestricted

County: Sacramento

USGS 7.5' Quad: Sacramento East

Date: 1967/1980 photo revised

Original Use: Bakery Present Use: Auto body shop

Architectural Style: No particular style

Construction History: (Construction date, alterations, and date of alterations)  
Substantial to window and door openings

Moved? No Original Location:

Related Features: Railroad tracks

Architect: Unknown Builder: Unknown

Significance: Theme \_\_\_\_\_ Area Central City

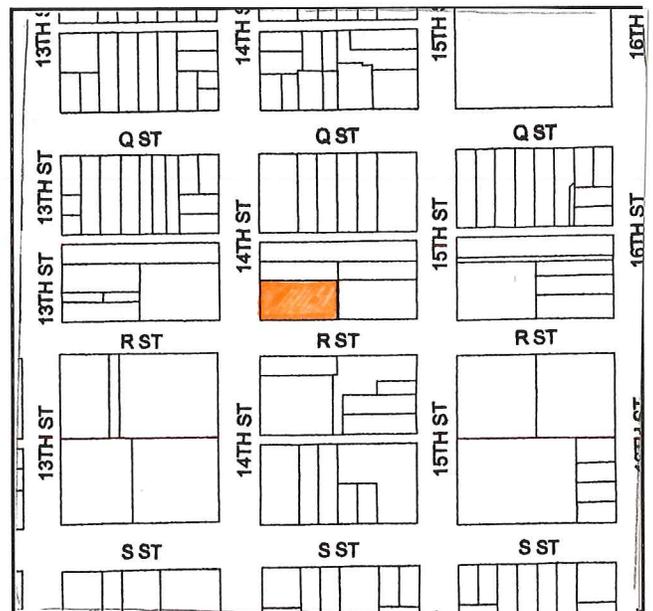
Period of Significance \_\_\_\_\_ Property Type Industrial Applicable Criteria \_\_\_\_\_

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

This building was constructed between 1913 and 1914 for Elizabeth Ott and was first occupied by the Perfection Bread Company until 1932 when Continental Baking Company located here. The early bakery building still retains a strong image of its past and constitutes an important example of the building type in the city. Its decoration is minimal and its principal significance lies in its past uses and its representation of a kind of structure, now relatively rare within the city.

Additional Resource Attributes: (List attributes and codes) HP6

(This space reserved for official comments.)



Address: 1409A-1409B 1413 R  
Evaluation: NR      ES      PS       
SS      RS      NS       
Research for Potential Listing X

Present Name: PEAWATER BODY SHOP  
Present Use: Automotive Repair  
Original Use: ?  
Adjacent Land Uses: res/office/warehouse

check out

DESCRIPTION:  
Style: Early warehouse 19.  
Estimated Construction Date: 1900  
Stories: 2 Painted: Yes      No       
Exterior Facade Material: Stucco       
Brick X Stone      Shingle       
Clapboard      Shiplap       
Siding      Other       
Other Elevation Material: Same ✓  
Stucco      Brick      Stone       
Wood      Other       
Roof Type: Not Visible X  
Flat      Shed      Gable       
Hipped      Other       
Windows: Double Hung ✓  
Casement X Fixed X  
Aluminum Sash      Show       
Street Furniture:  
RR tracks  
planter boxes  
Related Features/Landscaping:  
Signage: Number       
Projecting      Surface Mounted       
Other       
Setback      At Sidewalk ✓

Ground Floor: Auto Repair/Parts  
Basement:       
Architectural Details: Parapet       
Dentils      Projecting Cornice       
Other:     

Alterations:  
some  
WINDOWS BRICKED IN  
gn-stone windows now aluminum  
possibly 4 different bldgs.  
2 on R  
1 on 1413  
1 on corner

Corrugated metal with conopiles  
Physical Conditions: Excellent       
Good      Fair X Deteriorated     

RELATIONSHIP TO SURROUNDINGS:  
Scale: relates well in ht  
Height: to adjoining bldgs.  
Massing: taller than nearby  
Material: warehouse & vests  
Style/Design: warehouse & vests

COMMENTS:  
Early warehouse/RR?

SV #32A  
Photo Number M. 1  
Date 5-26  
Historic Environment Consultants

# SACRAMENTO CENTRAL CITY HISTORIC STRUCTURES INVENTORY

**Resource Name/Address:** 1800 11th Street (1026 R Street)

**Historic Name:** Sacramento Granite and Marble Works

**Common Name:** Central Press of California

**Assessor's Parcel Number:** 009-0073-004

**Zoning:** C4

**Description:** The projecting metal square piers, and the scrolled entrance parapet are a stylistic overlay of the Mission Revival upon a functional industrial structure. One story in height, the rectangular brick building has a canopied diagonal corner entry beneath a scrolled parapet flanked by two projecting piers. The elevations are divided into bays by pilasters ending in parapet piers and contain boarded over transom windows above show windows, a variety of doors and a series of vents. A projecting course extends along both street facades at the base of the parapet. Large door and window openings occur on the north elevation. The northern end of the east elevation is taller and contains a parapet, 2 show windows and unusual double row of small windows in the third bay. The southern end of the east elevation has no parapet and may be an addition with a large segmented arched opening bricked up. The west portion of the north elevation was constructed in 1926. Some changes have occurred to the show and transom windows, a loading opening has been filled in, entry doors changed, and the exterior surface sandblasted.

**Resource Attributes:** HP8

**Resources Present:**  Building  Structure  Object  Site  District  Element of District  Other

**Report Citation/Resources:** Sacramento Business Directories, 1921-1941

Sacramento Map & Assessment Rolls, 1921, 1926-27



**Date Constructed:**

1919-20

**Owner and Address:**

Curtis B. Larson/Gerry E.  
Trustees

1331 Crooked Mile Court  
Placerville, CA 95667

**Recorded by:**

Napoli/Todd Consultants; CHMD  
Arch.; City Planning & Development  
Dept.; Sacramento Heritage, Inc.;  
1231 I St., Sacramento, 95814

**Date Recorded:**

7/94 - 8/96

**Survey Type:**

Intensive

**Date of Photo:** 5/94      **Roll and Frame:** 7/2/11/16

\*NRHP Status Code 5S

Resource Name: 1800 11th Street (1026 R Street)

Location: Unrestricted  
 County: Sacramento  
 USGS 7.5' Quad: Sacramento East Date: 1967/1980 photo revised  
 Original Use: Stone works Present Use: Printing press  
 Architectural Style: Vernacular commercial with Mission Revival influence  
 Construction History: (Construction date, alterations, and date of alterations)  
 Additions, changes to openings, sandblasting

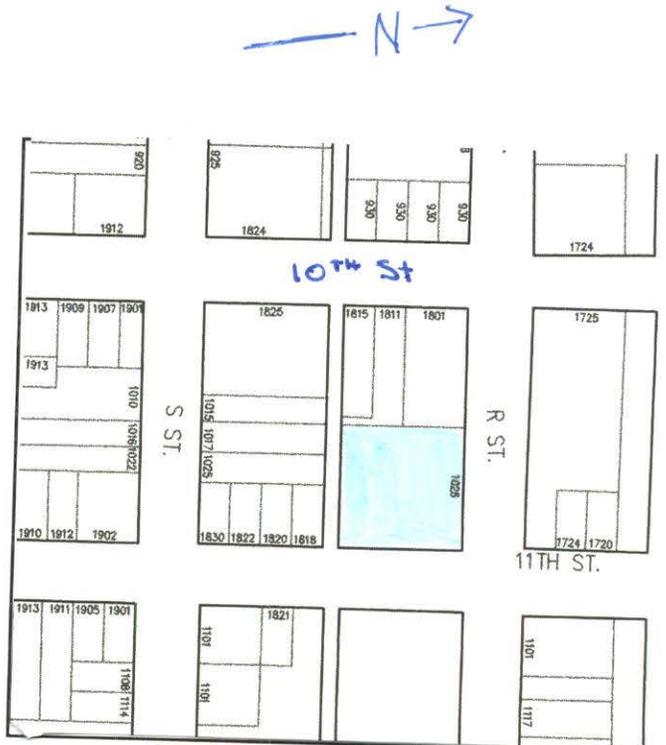
Moved? No Original Location:  
 Related Features: Railroad tracks

Architect: Unknown Builder: Unknown  
 Significance: Theme \_\_\_\_\_ Area Central City

Period of Significance \_\_\_\_\_ Property Type Industrial Applicable Criteria \_\_\_\_\_  
 (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)  
 The eastern section of this building was constructed between 1919 and 1920 for Sacramento Granite and Marble Works, owned by Andrew and Frank Carlaw. Between 1926 and 1927 the brothers built on the western section of the site. The Carlaw brothers remained through 1929 and were replaced by the United States Rubber Company. Later occupants were Ullman Peck and Company - wholesale grocers and finally by 1941 Abraham Bellesi- beer distribution. The building's distinctive parapet and strong design give it visual prominence and make it an important architectural feature of the area. The building prominently occupies the corner adjacent to the railroad tracks, and is generally compatible to neighboring buildings though shorter. The building also gains some importance as an industrial remanet whose original site probably occurred as a result of railroad access.

Additional Resource Attributes: (List attributes and codes) HP8

(This space reserved for official comments.)



**Resource Name/Address: 1800 11th Street (1026 R Street)**

**Historic Name:** Sacramento Granite and Marble Works

**Common Name:** Central Press of California

**Assessor's Parcel Number:** 009-0073-004      **Zoning:** C4

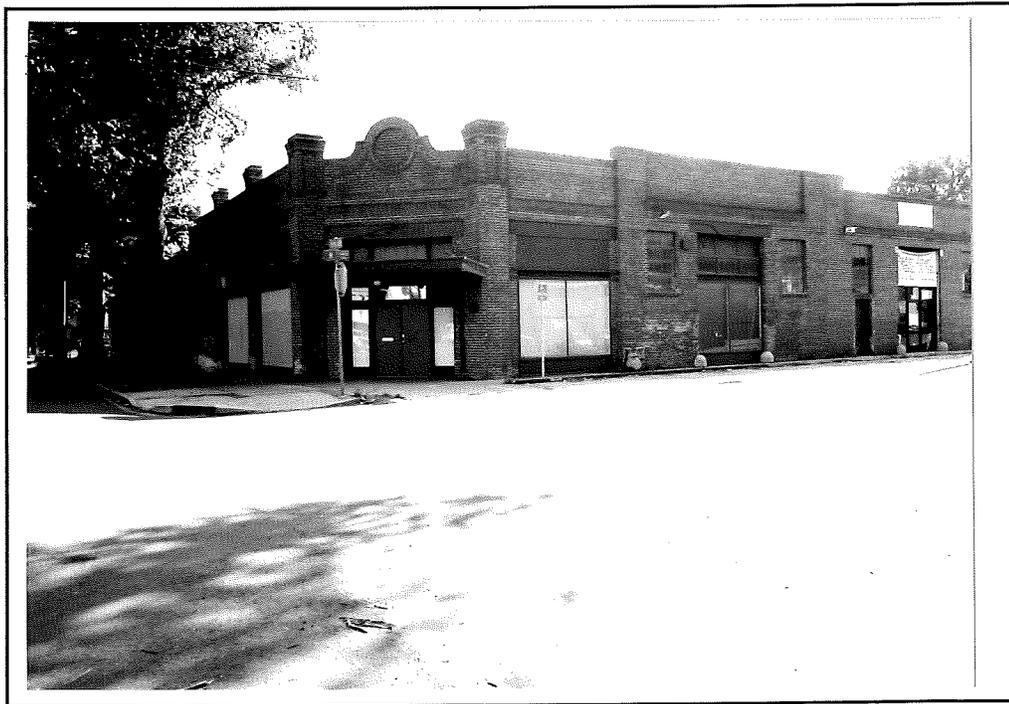
**Description:** The projecting metal square piers, and the scrolled entrance parapet are a stylistic overlay of the Mission Revival upon a functional industrial structure. One story in height, the rectangular brick building has a canopied diagonal corner entry beneath a scrolled parapet flanked by two projecting piers. The elevations are divided into bays by pilasters ending in parapet piers and contain boarded over transom windows above show windows, a variety of doors and a series of vents. A projecting course extends along both street facades at the base of the parapet. Large door and window openings occur on the north elevation. The northern end of the east elevation is taller and contains a parapet, 2 show windows and unusual double row of small windows in the third bay. The southern end of the east elevation has no parapet and may be an addition with a large segmented arched opening bricked up. The west portion of the north elevation was constructed in 1926. Some changes have occurred to the show and transom windows, a loading opening has been filled in, entry doors changed, and the exterior surface sandblasted.

**Resource Attributes:** HP8

**Resources Present:** Building Structure Object Site District Element of District Other

**Report Citation/Resources:** Sacramento Business Directories, 1921-1941

Sacramento Map & Assessment Rolls, 1921, 1926-27



**Date Constructed:**

1919-20

**Owner and Address:**

Curtis B. Larson/Gerry E.  
Trustees  
1331 Crooked Mile Court  
Placerville, CA 95667

**Recorded by:**

Napoli/Todd Consultants; CHMD  
Arch.; City Planning & Development  
Dept.; Sacramento Heritage, Inc.;  
1231 I St., Sacramento, 95814

**Date Recorded:**

7/94 - 8/96

**Survey Type:**

Intensive

**Date of Photo:** 5/94      **Roll and Frame:** 7/2/11/16

\*NRHP Status Code 5S

Resource Name: 1800 11th Street (1026 R Street)

Location: Unrestricted  
 County: Sacramento  
 USGS 7.5' Quad: Sacramento East Date: 1967/1980 photo revised  
 Original Use: Stone works Present Use: Printing press  
 Architectural Style: Vernacular commercial with Mission Revival influence  
 Construction History: (Construction date, alterations, and date of alterations)  
 Additions, changes to openings, sandblasting

Moved? No Original Location:  
 Related Features: Railroad tracks

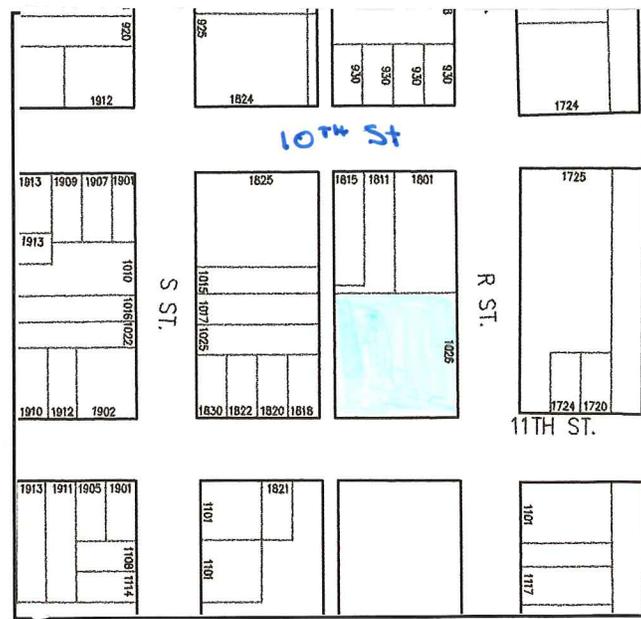
Architect: Unknown Builder: Unknown  
 Significance: Theme \_\_\_\_\_ Area Central City

Period of Significance \_\_\_\_\_ Property Type Industrial Applicable Criteria \_\_\_\_\_

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

The eastern section of this building was constructed between 1919 and 1920 for Sacramento Granite and Marble Works, owned by Andrew and Frank Carlaw. Between 1926 and 1927 the brothers built on the western section of the site. The Carlaw brothers remained through 1929 and were replaced by the United States Rubber Company. Later occupants were Uellman Peck and Company - wholesale grocers and finally by 1941 Abraham Bellesi- beer distribution. The building's distinctive parapet and strong design give it visual prominence and make it an important architectural feature of the area. The building prominently occupies the corner adjacent to the railroad tracks, and is generally compatible to neighboring buildings though shorter. The building also gains some importance as an industrial remanet whose original site probably occurred as a result of railroad access.

Additional Resource Attributes: (List attributes and codes) HP8



(This space reserved for official comments.)



RESOURCES SURVEY FIELD FORM

Address: 1800 11th St  
 Evaluation: NR  ES  PS   
 SS  RS  NS   
 Research for Potential Listing

Present Name: Central Press of  
 Present Use: Calif. Comm  
 Original Use: Indus.  
 Adjacent Land Uses: ind/res, com  
off

**DESCRIPTION:**

Style: Comm. / NR influence  
 Estimated Construction Date: 1925-35  
 Stories: 1 1/2 Painted: Yes  No   
 Exterior Facade Material: Stucco   
 Brick  Stone  Shingle   
 Clapboard  Shiplap   
 Siding  Other   
 Other Elevation Material: Same   
 Stucco  Brick  Stone   
 Wood  Other   
 Roof Type: Not Visible   
 Flat  Shed  Gable   
 Hipped  Other   
 Windows: Double Hung   
 Casement  Fixed   
 Aluminum Sash  Show   
 Street Furniture:  
3 street trees, KR tracks  
 Related Features/Landscaping:  
 Signage: Number   
 Projecting  Surface Mounted   
 Other   
 Setback  At Sidewalk

**Ground Floor:**

Basement: \_\_\_\_\_  
 Architectural Details: Parapet NR  
 Dentils  Projecting Cornice   
 Other: \_\_\_\_\_  
 diagonal corner entry  
 brick piers w/ dec. brickwork  
 brick courses between piers  
 metal pressed canopy  
 concrete lintels above lg. window  
 openings  
 Clerestories  
 dec. brick work circle in parapet  
 Alterations:  
 addition - brick one story to the W & S  
 one large loading opening filled in w/  
 windows & wood panelling  
 show windows different - band between?  
 entry doors changed / clerestories  
 sandblasted exterior surface  
 Physical Conditions: Excellent   
 Good  Fair  Deteriorated

**RELATIONSHIP TO SURROUNDINGS:**

Scale: relates well to nearby  
 Height: brick bldgs. although  
 Massing: some are painted  
 Material: \_\_\_\_\_  
 Style/Design: et taller, important  
 COMMENTS: component along  
KR environment

SVR# 22A  
 SBB# 35, 32

Photo Number W16 SBB#30  
 Date 6/26  
 Historic Environment Consultants

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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

NRHP Status Code 5S1, 1CS, 2D2, 3S

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Other Identifier: 1026 R Street (Alt. 1800 11<sup>th</sup> Street)

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

\*a. County Sacramento

\*b. USGS 7.5' Quad Sacramento East Date 1992

c. Address 1026 R Street City Sacramento, CA Zip 95811

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)

Assessor Parcel Number 009-0073-004

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The U.S. Rubber and Tire Building is a single-story brick building located at the southwest corner of R and 11<sup>th</sup> streets. The building features a prominent chamfered entry at the intersection of the two streets, which is characterized by an undulating Mission Revival-Style scrolled parapet and oversize flat entrance canopy (**Photographs 1 and 2**). The entrance serves as the stylistic focal point for the building, with the remainder of the building bearing comparatively understated industrial features. A parapet runs along both the R and 11<sup>th</sup> Street sections, featuring angular stepped piers dividing the building into bays (**Photograph 1 and 2**). The R Street section of the building features several large commercial windows, which hold a reflective glass that is not original to construction, as well as several original sixteen-light steel-frame industrial windows. The west edge of this section contains a modern aluminum-frame entrance for tenant New Helvetia Theater (**Photograph 3**). The 11<sup>th</sup> Street section features several window configurations, including large commercial incisions as well as small industrial openings (**Photograph 4**) (See Continuation Sheet).

\*P3b. Resource Attributes: (List attributes and codes) HP8 – Industrial Building; HP6 – 1-3 Story Commercial Building

\*P4. Resources Present:  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, date, accession #) Photograph 1: Camera facing southwest, 7/11/2013.

\*P6. Date Constructed/Age and Sources:  
 Historic  Prehistoric  Both  
Constructed 1920. Source: Sacramento Community Development Office / Building Department Permit.

\*P7. Owner and Address:  
Larson Family Living Trust  
Norrine Geissler  
5053 Midas Avenue  
Rocklin, CA 95677

\*P8. Recorded by: (Name, affiliation, address)  
Polly S. Allen / Page and Turnbull, Inc.  
2401 C Street, Suite B  
Sacramento, CA 95816

\*P9. Date Recorded: July 12, 2013

\*P10. Survey Type: (Describe) Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Page and Turnbull, Inc. "R Street Survey Report, Sacramento, California," July 2013 (prepared in support of the 2035 Sacramento General Plan Update).

\*Attachments: NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  Archaeological Record  
 District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other (list) \_\_\_\_\_

**P3a. Description (continued):**

Virtually all of the windows along the 11<sup>th</sup> Street section have been filled in with plywood or aluminum window units. Additionally, the south edge of the 11<sup>th</sup> Street section contain a bricked-in industrial entry (**Photograph 5**). The south side of the building fronts the R-S Alley and features six identical steel-frame, sixteen-light industrial windows. All are in poor condition, with almost all lights broken and/or missing (**Photograph 6**). A corrugated metal warehouse extends from the southwest side of the original brick building. The utilitarian warehouse was added in the 1940s and features a low-pitch gable roof as well as a several industrial doors and metal frame windows (**Photograph 7**). Despite the alterations to some windows and entries and the noted condition problems, the integrity of the building is high, with the overall form, massing, plan, and materials of the building reflective of the construction period.



**Photograph 2:** Chamfered entry detail, camera facing southwest, 7/11/2013.

Page 3 of 11

\*Resource Name or # (Assigned by recorder) U.S. Rubber and Tire Building

\*Recorded by Polly S. Allen \*Date July 12, 2013

Continuation  Update

**P3a. Description (continued):**



**Photograph 3:** R Street section, camera facing south, 7/11/2013.



**Photograph 4:** 11<sup>th</sup> Street section, camera facing southwest, 7/11/2013.

**P3a. Description (continued):**



**Photograph 5:** Bricked over entry on 11<sup>th</sup> Street, camera facing west, 7/11/2013.



**Photograph 6:** South section, camera facing northwest, 7/11/2013.

Page 5 of 11

\*Resource Name or # (Assigned by recorder) U.S. Rubber and Tire Building

\*Recorded by Polly S. Allen \*Date July 12, 2013

Continuation  Update

**P3a. Description (continued):**



**Photograph 7:** 1940s warehouse extending from southwest, camera facing northeast, 7/11/2013.

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) U.S. Rubber and Tire Building

B1. Historic Name: U.S. Rubber and Tire Building (see B10. for detail regarding later occupants in historic period)

B2. Common Name: 1026 R Street

B3. Original Use: Commercial Warehouse (tire sales) B4. Present Use: Vacant, eastern portion occupied by theater

\*B5. Architectural Style: Industrial with understated Mission Revival influences

\*B6. Construction History: (Construction date, alteration, and date of alterations) The building was constructed in 1920. An addition was added to the west side of the building circa 1926 (current portion that houses New Helvetia Theater). A corrugated metal warehouse was added to the southwest side of the building in the mid-twentieth century, prior to 1952. Various windows and doors have been replaced and/or filled in at unknown dates. Interior remodels have been ongoing, including in the 1960s, 1970s, and 1990s.

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

\*B8. Related Features: extant remnants of main line and siding of Southern Pacific freight rail on R Street

B9. Architect: None

b. Builder: William Murcell, General Contractor

\*B10. Significance: Theme Development of R Street Industrial Corridor Area Local Level of Significance

Period of Significance 1920-1926 (Construction)

Property Type Industrial / Commercial Applicable Criteria NRHP Criteria A and C, Sacramento Criteria i and iii

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

The U.S. Rubber and Tire Building at 1026 R Street is listed as a Sacramento Landmark on the Sacramento Register of Historic and Cultural Resources (Ordinance #82-046, as codified in Chapter 17.134 of the Sacramento City Code) and is listed in the California Register of Historical Resources (CRHR). The building has been documented and evaluated on several occasions, although it does not appear that the building has been fully evaluated under National Register of Historic Places (NRHP) criteria, which is done herein.

The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and is a historical resource for the purpose of CEQA. See Continuation Sheet for full evaluation and contextual information, as well as information on all previous documentation undertaken in relation to the building.

B11. Additional Resource Attributes: (List attributes and codes)

\*B12. References: *Sanborn Fire Insurance Maps of Sacramento*; Sacramento City Directories 1915-1981; City of Sacramento Community Development Department Building Permits; Center for Sacramento History Archives; Sacramento County Assessor's Office; Historic Environmental Consultants, *Non-Residential Building Survey Project Report*, 1981; Christy Anderson, *Historic Land-Uses on the R Street Corridor between 7<sup>th</sup> and 19<sup>th</sup> Street*, 2002; Sacramento Register of Historic and Cultural Resources. Sacramento Public Library, Photo Archives; see footnotes for additional citations.

B13. Remarks:

\*B14. Evaluator: Polly Allen

\*Date of Evaluation: July 12, 2013

(This space reserved for official comments.)



## **B10. Significance (continued):**

### Documentation Background

1026 R Street was documented on a California Department of Parks and Recreation Historic Resource Inventory (HRI) Form as part of the Non-Residential Building Survey Project undertaken in 1980 by the Sacramento City Planning Department (see appended form). While the form did not fully evaluate the building under NRHP or CRHR criteria, the evaluator concluded that, “the building’s distinctive parapet and strong design give it visual prominence and make it an important architectural feature of the area.” In addition, the HRI concluded that, “the building also gains some importance as an industrial remnant whose original siting probably occurred because of railroad access.” As a result of this survey, the building was listed as a Sacramento Landmark, under Ordinance #82-046. In addition, as documented in the Sacramento Register of Historic and Cultural Resources, the building is listed in the CRHR.

In 2006, in association with the Draft Environmental Impact Report (DEIR) prepared for the *R Street Area Implementation Plan* (RSAIMP), Carol Roland Nawi Associates prepared a Historic Resource Evaluation Report (HRER) that addressed R Street historic resources between 10<sup>th</sup> and 13<sup>th</sup> Streets. In this study, Nawi associates found nine properties, including the U.S. Rubber and Tire Building at 1026 R Street to be contributors to a National Register-eligible district. Although the finding received consensus under the Section 106 process, an NRHP nomination was not prepared as part of the project. An NRHP nomination for the district is currently under preparation as part of the *R Street Survey Report*, which is being undertaken by Page and Turnbull Inc. in support of the *2035 Sacramento General Plan Update*.

The purpose of this DPR 523 form is to synthesize previous information regarding the building, fully evaluate the building under NRHP criteria, and provide a detailed historic context for the building.

### Historic Context

The U.S. Rubber and Tire Building at 1026 R Street was constructed in 1920 for use as a tire shipping and sales building. The building was part of a spate of development along R Street during the period, with industrial construction peaking in the 1910s and 1920s. Precipitated by rapid growth in domestic shipping opportunities, a local surge in manufacturing and commercial development, and the heightened demands of World War I, R Street emerged as a critical component of Sacramento’s industrial development during the first decades of the twentieth century. With freight lines of the Southern Pacific Railroad traversing the center of the street, and lines of its competitor the Western Pacific Railroad running along the north flank of the corridor, R Street offered unparalleled shipping and transport opportunities for a wide array of businesses, including canneries, packing plants, breweries, beverage and ice works, as well as a wide variety of construction and light industrial trades. By 1914, the area was acknowledged as the veritable hub of Sacramento industry, with the Sacramento Bee noting that R Street “...would be developed along definite lines as an industrial district.”<sup>1</sup>

The site of the building was owned by brothers John and Andrew Carlaw, who had operated the Sacramento Granite and Marble Works at the site since the late nineteenth century. The stone works was one of the area’s largest, operating quarries in Loomis and importing granite from both the Eastern United States and Europe, particularly “Scotch” granite, which was prized for monuments, tombstones, and the like.<sup>2</sup>

<sup>1</sup> Carol Roland, *Historic Resource Evaluation Report: R Street Corridor Improvement Project, Sacramento, Sacramento County, California*, December 2006; Sanborn Fire Insurance Maps of 1915, Sacramento, California, Volumes One and Two.

<sup>2</sup> *New York Times*, “Scotch Granite Sent to the United States,” February 18, 1890; *Grizzly Bear*, “Carlaw Brothers,” (Los Angeles: Grizzly Bear Publishing Company, 1917) 32; *Directory for Sacramento City and County 1893* (San Francisco: F.M. Husted) 155.

**B10. Significance (continued):**

The granite and marble works occupied the entire north half of the block between 10<sup>th</sup> and 11<sup>th</sup> on R Street, with a siding leading to the yard from the main freight line of the Southern Pacific Railroad. Operations required few buildings, with only a few small shops and sheds scattered throughout the site, primarily in the northwest portion of the block fronting R Street. The 11<sup>th</sup> Street corner of the property remained vacant prior to the development of the U.S. Rubber and Tire Building, likely serving as a storage yard. The Sanborn Fire Insurance Map detail shown in **Figure 1** depicts the arrangement of the site in 1915, with a red star indicating the future development site of 1026 R Street.

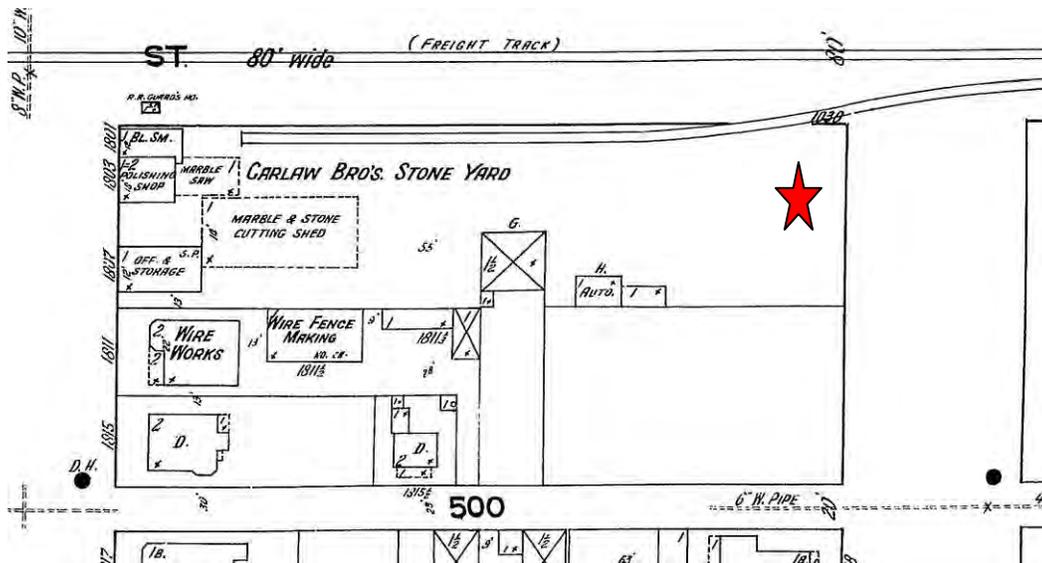


Figure 1: 1915 Sanborn Map depicting future development site of U.S. Rubber and Tire Building.

Although previous studies, including the 1980 HRI, have stated that the building at 1026 R was constructed for use by the Carlaw Brothers for their stone-works, building permits indicate that the building was constructed for use by the U.S. Rubber Company. A 1920 building permit on file with the City of Sacramento Community Development Department lists the Carlaw Brothers as owners, with the function of the building described as, “U.S. Rubber Company Store.” It is likely that the brothers appreciated the development potential of the site, with its unparalleled freight access, and leased the property as an augmentation to their already profitable enterprise.<sup>3</sup>

The United States Rubber Company was incorporated in the early 1890s in Connecticut. The company quickly developed into one of the nation’s largest rubber manufacturing concerns, developing a wide array of goods including clothing, footwear, hard rubber, household, and mechanical goods. By the 1920s, however, tires had emerged as one of the most important elements of the company’s trade, as Americans adopted the automobile en masse. Although only one percent of the country’s population owned a car in 1910, by 1930 the number had grown to a full 60 percent, with cities like Sacramento acting as critical trade outlets for both automobiles and an accompanying array of parts and services including tires. California led the country in automobile sales throughout the 1910s and 1920s, with companies like U.S. Rubber making immense profits from associated sales.<sup>4</sup>

<sup>3</sup> Building Permit on File at the City of Sacramento Community Development Department (Permit 5741, March 19 1920).

<sup>4</sup> Sally H. Clarke, *Trust and Power: Consumers, the Modern Corporation, and the Making of the United States Automobile Market* (New York: Cambridge University Press, 2007), 3; John B. Rae, *The American Automobile* (Chicago: The University of Chicago Press, 1965), 18; John Martin, *The Romance of Rubber* (New York: The United States Rubber Company, n.d.).

## B10. Significance (continued):

The construction of the building was overseen by General Contractor William Murcell, with no architect listed on the building permit. Murcell, a Canadian immigrant who had resided in Sacramento from the 1890s on, alternately listed himself as an architect and builder in trade publications, and it is likely that he developed the plans for the building. The design of the building, which featured understated Mission Revival elements layered upon straightforward industrial considerations, was a well-executed reflection of the automobile-type, which often favored rather sophisticated architectural allusions fused with industrial practicality. In large, this attention to architectural detail stemmed from the fact that the sale of automobiles, and their accompanying parts including tires, remained shrouded in grandeur, with consumers eying the automobile as perhaps the most coveted of possessions. As a result, both showrooms and associated sales and service venues like that of U.S. Rubber and Tire developed a novel architectural discourse that included a striking array of period revivals and allusions, all meant to convey aspirational associations on the part of the consumer. On a large scale this phenomenon is reflected in the grand "Auto Rows" that developed during the period, such as that of San Francisco's Van Ness Avenue. On a local level, it is reflected in significant auto-related commissions including the U.S. Rubber and Tire Building, as well as the Firestone Tire Building at 16<sup>th</sup> and L streets and the Arnold Brothers Auto Building at Capitol and 18<sup>th</sup> streets, which were also constructed in the 1920s.<sup>5</sup>

United States Rubber and Tire remained in the building for ten years, relocating their business to a location at 12<sup>th</sup> and J streets in 1930. The building remained vacant for a year, with Wellman Peck and Company Wholesale Grocers moving into the space in 1932. Wellman Peck had its origins in Gold Rush San Francisco, and by the 1930s was operating as a wholesale distributor across California and the Pacific Northwest. The company's primary operations were in San Francisco, with distribution facilities in Sacramento, Fresno, San Diego, Eureka, and Oakland. In 1938, Wellman Peck relocated to a newly-built larger warehouse at R and 23<sup>rd</sup> streets (also evaluated as part of this study). The building remained vacant for several years, after which it was occupied by a number of short-term tenants for the remainder of the historic period, including Abraham Bellesi, a "brewers agent" who likely used the space as a shipping warehouse; the State of California, who used the property as a Department of Education Surplus Property storage warehouse as well as a state grocery warehouse; and Martin Sprocket and Gear, Inc., an industrial parts manufacturer who remained in the building through the 1970s.<sup>6</sup>

As the building at 1026 R Street continued to be adapted to suit a variety of commercial purposes, the surrounding industrial corridor was undergoing a steady period of decline. By 1940, the Southern Pacific consolidated its multiple sidings on R Street into one continuous line of single track. While R Street remained the central hub of the city's rail freight traffic through World War II, the rapid advance of truck-based shipping steadily undercut rail operations, and by the 1950s and 1960s highways including Interstates 5 and 80 increasingly became vital to business operations. In addition, with the completion of the Sacramento Yolo Port District, a deep-water port located on the west side of the river in West Sacramento, shipping facilities located at the foot of Front and R Street closed, leaving R Street businesses further reliant on truck-based transport. As a result of this steady shift, a number of businesses left the corridor during the period, decamping for locations along highway arterials west and east of the city. By the 1960s, many of the businesses that had defined the corridor for decades had closed or moved, a local decline that was reflective of a national trend as rail hubs across the nation

<sup>5</sup> 1910 *United States Federal Census*; 1920 *United States Federal Census*; "California State Fair 1900," (a promotional brochure published by the Chamber of Commerce of Sacramento, accessed at <http://freepages.genealogy.rootsweb.ancestry.com/~nrmelton/stfr1900.htm>, July 16, 2013.

<sup>6</sup> *Autocar Messenger*, "The Gold Rush Boys Had to Eat", February, 1932, Vol. XVIII No. 2, 9; *Sacramento City Directory 1931* (Sacramento: Sacramento City Directory Company), 753; Building Permits on File with the City of Sacramento Community Development Department; *Sacramento City Directory 1932* (Sacramento: Sacramento City Directory Company), 754; *Sacramento City Directory 1945* (Sacramento: Sacramento City Directory Company), 982; *Sacramento City Directory 1949* (Sacramento: Sacramento City Directory Company), 1139; *Sacramento City Directory 1960* (Los Angeles: Sacramento City Directory Company), 46; *Sanborn Fire Insurance Maps 1915-Updated 1951*.

## B10. Significance (continued):

underwent a period of devastating upheaval.<sup>7</sup>

As these overarching economic and transportation-related shifts reshaped the corridor, the functions of the building continued to change. By 1980, Central Press of California Printers occupied the space. In the 1990s, the western portion of the building was adapted for use by the Studio Theater. The majority of the building is currently vacant, with the western portion of the building remaining in use as a theater under the auspices of the New Helvetia Theater. Despite this ongoing transition of use, the building retains strong integrity to the historic period, with only modest changes to the building's industrial form and distinctive Mission Revival detailing. In addition, remnant features of the Southern Pacific freight line are evident adjacent to the building, evoking a strong sense of the property's history within the R Street industrial context (see **Photograph 1**).

### Evaluation

As discussed in the Documentation Background, 1026 R Street is listed as a Sacramento City Landmark, listed in the California Register, and has been determined through Section 106 consensus to be a contributor to a National Register-eligible R Street Historic District. This evaluation affirms these determinations, finding that the building is a significant representative of the industrial development of the R Street corridor and Sacramento as a whole. In addition, this evaluation finds that the building appears to be individually eligible for listing on the National Register under criteria A and C at the local level of significance.

Within the historic context of the early twentieth century commercial and industrial development of Sacramento's R Street, the U.S. Rubber and Tire Building is a significant representative of the corridor's evolution as a major commercial and freight corridor (Criterion A). Developed on a lot that had long been a stone-yard for Sacramento Granite and Marble Works, the imposing industrial brick building was indicative of the growing primacy of the area in the late 1910s and 1920s, as a number of major commercial and manufacturing concerns vied for access to the Sacramento freight corridor, and in turn the vast state and national markets beyond.

The design of the building embodies distinctive characteristics of both early twentieth century commercial-industrial construction and early-twentieth century auto-related construction (Criterion C). With an R Street freight frontage, generous commercial windows fronting the thoroughfares, an open warehouse plan, and an array of industrial windows providing light and ventilation, the building fulfilled important operational mandates and provided an adaptable program that could be utilized by a number of concerns. In addition, as discussed in the historic context, the deft use of subtle Mission Revival detailing differentiated the building from its more utilitarian cohorts and presented an imposing commercial presence on both the R and 11<sup>th</sup> street frontages. Indeed, with its chamfered entrance addressing both streetscapes, the building managed to engage both the freight corridor and the bisecting cross streets, where consumers were likely to traverse. In this way, the building held a strong dialogue with both the industrial corridor and the commercial streetscape of the city.

The building retains marked integrity, expressing overall integrity of location, design, setting, materials, workmanship, feeling, and association. While some of the individual window and entrance units have been altered or damaged, the overall fenestration pattern of the building remains intact, with a northerly commercial façade and southerly industrial openings. While the mid-century warehouse addition at the southwest corner of the building does not contribute to the building's significance, it is sufficiently subservient that it does not detract from the building's overall integrity. Importantly, the

<sup>7</sup> Carol Roland, *Historic Resource Evaluation Report: R Street Corridor Improvement Project, Sacramento, Sacramento County, California*, December 2006.

building retains strong associations within the context of the R Street freight corridor, with remnants of the main line Southern Pacific track as well as a siding evident in the pavement to the north of the building.

While this evaluation recognizes the significance of 1026 R Street under Criterion A and Criterion C, the building does not meet the other criteria for listing. It is not directly associated with any individuals significant in local, state, or national history (Criterion B) and the physical aspects of the property are not likely to be a principal source of information important for historical understanding (Criterion D).

IDENTIFICATION

1. Common name: Central Press of California
2. Historic name: Sacramento Granite and Marble Works
3. Street or rural address: 1800 11th Street  
 City Sacramento Zip 95814 County Sacramento
4. Parcel number: 009-073-040
5. Present Owner: Geraldine Larson Address: 1026 R Street  
 City Sacramento Zip 95814 Ownership is: Public \_\_\_\_\_ Private X
6. Present Use: press Original use: stone works

DESCRIPTION

- 7a. Architectural style: Vernacular Commercial with Mission Revival influences
- 7b. Briefly describe the present *physical description* of the site or structure and describe any major alterations from its original condition:

The projecting square piers, and the scrolled entrance parapet are a stylistic overlay of the Mission Revival upon a functional industrial structure. One story in height, the rectangular brick building has a canopied diagonal corner entry beneath a scrolled parapet flanked by two projecting piers. The elevations are divided into bays by pilasters ending in parapet piers and contain transom windows above show windows, a variety of doors, and a series of vents. A projecting belt course extends along both street facades at the base of the false parapet. Large door and window openings occur on the north elevation. The northern end of the east elevation is taller and contains a parapet while the southern end does not, and may be an addition. The west portion of the north elevation was constructed in 1926. Some changes have occurred to the show and transom windows, a loading opening has been filled in, entry doors changed, and the exterior surface sandblasted.



8. Construction date:  
 Estimated \_\_\_\_\_ Factual 1919-2
9. Architect unknown
10. Builder unknown
11. Approx. property size (in feet)  
 Frontage 160 Depth 160  
 or approx. acreage \_\_\_\_\_
12. Date(s) of enclosed photograph(s)  
1980

13. Condition: Excellent \_\_\_ Good X Fair \_\_\_ Deteriorated \_\_\_ No longer in existence \_\_\_
14. Alterations: additions, changes to openings, sandblasting
15. Surroundings: (Check more than one if necessary) Open land \_\_\_ Scattered buildings \_\_\_ Densely built-up \_\_\_  
Residential X Industrial X Commercial X Other: \_\_\_\_\_
16. Threats to site: None known X Private development \_\_\_ Zoning \_\_\_ Vandalism \_\_\_  
Public Works project \_\_\_ Other: \_\_\_\_\_
17. Is the structure: On its original site? X Moved? \_\_\_ Unknown? \_\_\_
18. Related features: railroad tracks

**SIGNIFICANCE**

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

The eastern section of this building was constructed between 1919 and 1920 for Sacramento Granite and Marble Works, owned by Andrew and Frank Carlaw. Between 1926 and 1927 the brothers built on the western section of the site. The Carlaw brothers remained through 1929 and were replaced by the United States Rubber Company. Later occupants were Ulellman Peck and Company - Wholesale Grocers and finally by 1941 Abraham Bellesi - Beer Distributor.

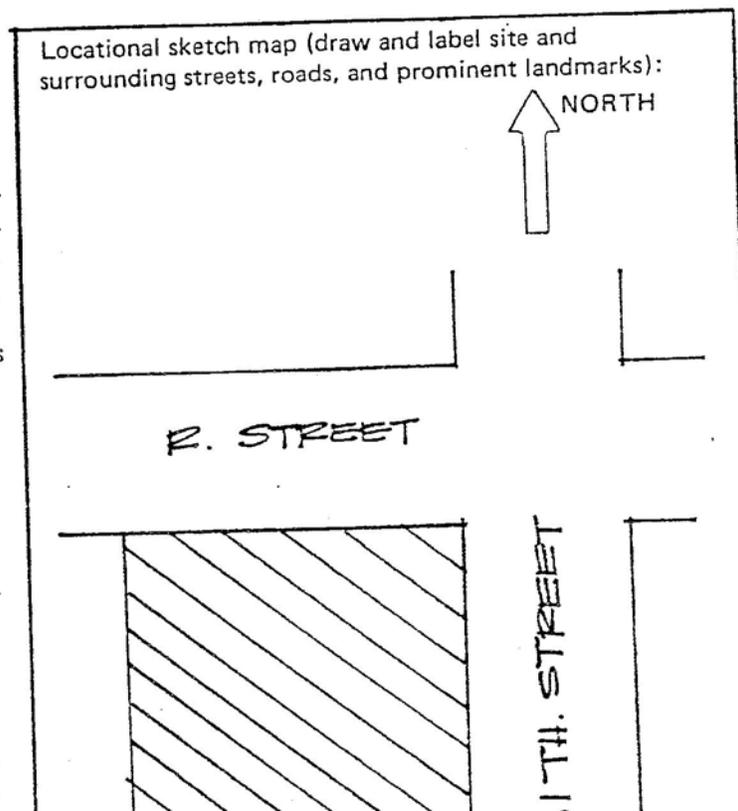
The building's distinctive parapet and strong design give it visual prominence and make it an important architectural feature of the area. The building prominently occupies the corner adjacent to the railroad tracks, and is generally compatible to neighboring buildings though shorter. The building also gains some importance as an industrial remnant whose original siting probably occurred as a result of railroad access.

20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)  
Architecture 1 Arts & Leisure \_\_\_  
Economic/Industrial 2 Exploration/Settlement \_\_\_  
Government \_\_\_ Military \_\_\_  
Religion \_\_\_ Social/Education \_\_\_

21. Sources (List books, documents, surveys, personal interviews and their dates).

Sacramento Business Directories,  
1921-1941  
Sacramento Map & Assessment Rolls,  
1921, 1926-27

22. Date form prepared 1981  
By (name) HFC  
Organization S.C.P.I.D.  
Address: 915 I Street  
City Sacramento Zip 95814  
Phone: 449-5381



# SACRAMENTO CENTRAL CITY HISTORIC STRUCTURES INVENTORY

**Resource Name/Address:** 1108 R Street

**Historic Name:** Sacramento Warehouse Company

**Common Name:** CADA Warehouse

**Assessor's Parcel Number:** 009-0075-001

**Zoning:** C4

**Description:** Six stories in height, the building is constructed of concrete and hollow clay tile with a brick face along R Street. The surface of the building is divided into five vertical rows of windows. One story projections form corner towers. Pane windows are large, almost square, and set in an industrial metal sash with awning type openings. A slightly projecting corbeled cornice caps the parapet. Painted signs on the west facade are still visible. The ground floor bays have been filled in. A brick building with metal stays adjoins the structure and partially shares the concrete loading dock. Located near the railroad tracks, this structure although taller, relates well in material and use to nearby warehouse buildings.

**Resource Attributes:**

**Resources Present:**  Building  Structure  Object  Site  District  Element of District  Other

**Report Citation/Resources:** CA. Dept. of General Services, "Warehouse Study", 1981  
Sacramento Business Directories, 1921-1941  
Sac. Map & Assessment Rolls, 1915



**Date Constructed:**  
1915, Estimated

**Owner and Address:**  
State of California  
915 Capitol Mall  
Sacramento, CA 95814

**Recorded by:**  
Napoli/Todd Consultants; CHMD  
Arch.; City Planning & Development  
Dept.; Sacramento Heritage, Inc.;  
1231 I St., Sacramento, 95814

**Date Recorded:**  
7/94 - 8/96

**Survey Type:**  
Intensive

**Date of Photo:** 5/94 **Roll and Frame:** 5/36a/7/1

**BUILDING, STRUCTURE, AND OBJECT RECORD**

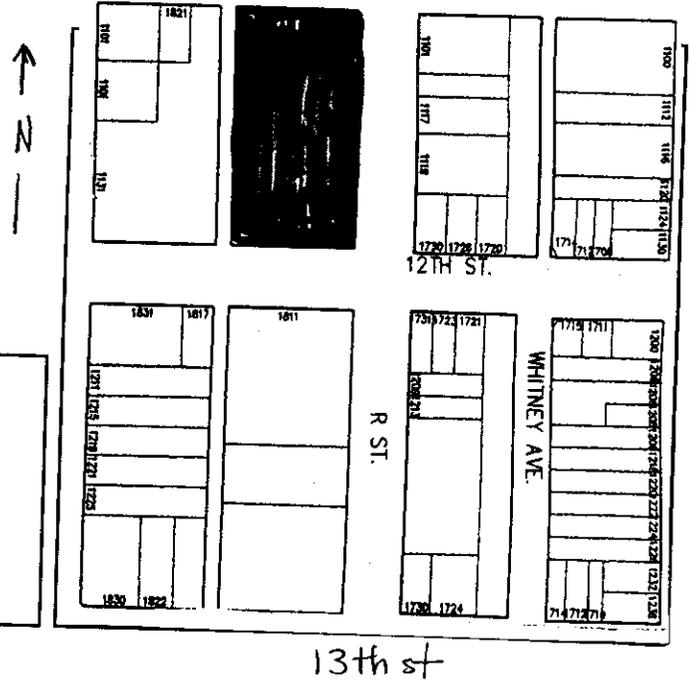
- B1. Resource Identifier: 1108 R Street
- B2. Historic Name: Sacramento Warehouse Company
- B3. Common Name: CADA Warehouse
- B4. Address: 1108 R Street  
 City: Sacramento County: Sacramento Zip: 95814
- B5. Zoning: C4 B6. Threats: \_\_\_\_\_
- B7. Architectural Style: No particular style
- B8. Alterations and Date(s): Ground floor remodeled
- B9. Moved?  No  Yes  Unknown Date: No Original Location: \_\_\_\_\_
- B10. Related Features: Railroad tracks
- B11. Architect: Unknown Builder: Unknown
- B12. Historic Attributes (List attributes and codes): \_\_\_\_\_
- B13. Significance: Theme \_\_\_\_\_ Area \_\_\_\_\_  
 Period of Significance \_\_\_\_\_ Property Type Industrial Applicable Criteria \_\_\_\_\_

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) Research indicates that this building may have been built circa 1914-1915 for the Sacramento Warehouse Company and that substantial alterations were made between 1917 and 1918. Evidently, warehouse space was leased to various companies. Some years as many as eleven companies were shown at this address. For example, in 1935, the following were here: Hills Brothers Coffee Company, Lawrence Warehouse Company, Lubrication supply, G.A. Nunn Cleaning Compounds, Sacramento Motor Transport, Superior Sale Company - light globes and Turco Products Company - cleaning compounds. In 1940, the entire building was used as warehouse space for the State Department of Finance. In 1946, the State purchased the building and continues to occupy it today. The building was designed purely as a functional structure and essentially lacks decorative or stylistic allusions. The cornice cap, brick facade and regular spacing and proportion of the windows do order the composition and make the utilitarian structure visually attractive.

- B14. References: CA. Dept. of General Services, "Warehouse Study", 1981  
 Sacramento Business Directories, 1921-1941  
 Sac. Map & Assessment Rolls, 1915

- B15. Evaluator: Napoli/Todd Consultants; CMHD Architects; City of Sacramento, Planning & Development; Sacramento Heritage, Inc.  
 Date of Evaluation: 6/95

(This space reserved for official comments.)



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. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

## 1. Name of Property



historic name Lawrence Warehouse

other names/site number CADA (Capital Area Development Authority) Warehouse

## 2. Location

street & number 1108 R Street

not for publication

city or town Sacramento

vicinity

state California code \_\_\_\_\_ county Sacramento code \_\_\_\_\_ zip code 95608

## 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

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 \_\_\_\_\_

## 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 \_\_\_\_\_

Lawrence Warehouse  
Name of Property

Sacramento, Sacramento  
County and State

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply.)

**Category of Property**  
(Check only **one** box.)

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input checked="" type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
1		buildings
		district
		site
		structure
		object
1		<b>Total</b>

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

**Number of contributing resources previously listed in the National Register**

n/a

n/a

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions.)

COMMERCE/Commercial Warehouse  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**  
(Enter categories from instructions.)

WORK IN PROGRESS  
\_\_\_\_\_  
DOMESTIC/Multiple dwelling  
\_\_\_\_\_  
COMMERCE/TRADE/work in progress  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

**Architectural Classification**  
(Enter categories from instructions.)

Early Twentieth Century Industrial,  
very minor Classical and Bauhaus influences  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Materials**  
(Enter categories from instructions.)

foundation: Reinforced concrete  
\_\_\_\_\_  
walls: Reinforced concrete  
\_\_\_\_\_  
(former clay tile wall infill replaced by  
reinforced concrete)  
\_\_\_\_\_  
roof: concrete  
\_\_\_\_\_  
other: Metal framed industrial windows  
\_\_\_\_\_

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### **Narrative Description**

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

#### **Summary Paragraph**

The Lawrence/CADA Warehouse building is one of the earliest reinforced concrete buildings in Sacramento. When completed in 1915, it was widely celebrated as one of Sacramento's first "fireproof" buildings. The six-story (with basement) industrial type building was designed by one of northern California's notable early twentieth century architects, Clarence Cuff.

The former warehouse building occupies the entire parcel on the south side of R Street between 11<sup>th</sup> and 12<sup>th</sup> Streets, adjacent to railroad tracks. Its form is that of a concrete cube-like block with multiple steel framed windows on the north and south elevations. The east and west elevation walls were originally infilled with clay tile which has been removed during current rehabilitation and is being replaced with metal framing. The east and west walls will be replaced with solid concrete walls surfaced with cement plaster and multiple windows evoking the image of those on the north and south elevations.

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### **Narrative Description**

The building has a flat roof surrounded by a parapet wall, which has a slightly projecting, corbelled brick cornice. The parapet wall is several feet higher at the two front corners of the building, resembling low corner towers. The increased height of the wall on the northeast corner serves to screen the elevator equipment room. The opposite corner is merely raised to match and balance the other corner. Centered on the façade and projecting above the parapet was a tall wood flagpole. There is a rectangular reinforced concrete frame structure on the east side of the roof which was formerly used to support water tanks. The Sanborn map (updated to 1952) indicates that the two wood tanks were "gravity" tanks and the two steel tanks were 10,000 gallon capacity each and were pressurized to support the automatic fire sprinkler system. The concrete structure with metal tanks will remain.

The front façade contains twenty five banks of multi-paned windows, five per each of the upper five floors. The three central banks of windows on each floor contain 55 lights with three sections each of nine panes that open. The two outer (east and west) wall portions of the façade contain slightly smaller banks of the same multi-paned metal-frame windows with 45 lights each on each of the upper five floors. Four large original first floor openings contained roll-up freight doors, while the fifth bay contained a man door and window. One original roll up door remains above the freight elevator opening on the far east end of the façade. This opening provided access to a large multi-ton freight elevator. The windows on that end of the façade illuminate the elevator shaft. The original 'truck' openings will be infilled with a window/door system in the rehabilitation work.

The openings in the upper five floors contain tripartite metal sash, multi-light windows with awning openings. A raised concrete loading dock runs the full width of the front elevation and extends to the west past the east end of the north elevation of the Rochdale Building, (1801 11<sup>th</sup> Street.) The edge line of the original dock can be seen in the concrete surface as well as the extension, which was added in 1944. A concrete stairway leads from street level to the loading dock on the west end of the loading dock. The original windows on both the north and south elevations will be repaired and remain in place as part of the rehabilitation of the building. The loading dock will remain.

The east and west elevations were essentially blank walls displaying the overall reinforced concrete structural framework and the hollow tile infill. The hollow clay tile has been removed as part of the rehabilitation work (as noted above) and will be replaced with concrete with cement surfacing and window banks resembling those on the north and south original elevations.

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The Rochdale building abuts the west elevation of the warehouse. This former warehouse, the Rochdale building, the CADA warehouse and another warehouse (now demolished), which abutted the CADA building on the east elevation, were all at one time owned by the State of California. The Rochdale building and the adjacent former single story building on the west, both had former openings that allowed access to the CADA warehouse.

The rear (south) elevation does not have the red brick facing of the front. It consists of unpainted reinforced concrete. It lacks the facades' raised roof parapet walls on the east and west corners. It has three freight doors in the center that match the pattern of windows, but there is no loading dock. There is another freight door on the east end which extends to alley level. On the west end there is a single pedestrian door, whose stairway has been removed. The windows in the rear are the same type as those in the front but they are not the same size. The middle bank of windows and the two at either end of the elevation utilize the same systems as the front. The second floor windows on the west end have had metal ventilation grates installed in their formerly operable sections. There is a metal fire escape on the east end of this elevation that will remain.

The interior of the building is a series of almost identical floors consisting of open spaces punctuated by orderly rows of octagonal concrete posts. These posts have widely flared "capitals" that transition into a square form where they meet the ceiling. The columns diminish in circumference on the upper floors, becoming essentially four-sided and slimmer. With the exception of the floors, which have been smoothed and "finished," the ceilings of each floor show the distinct markings of the 1x 6 inch wood planking form modules that were used in alternating patterns to form the ceiling. This is an original feature which will remain as will the columns after the rehabilitation.

The basement was accessed by a stair that descended along the west wall somewhat near the front of the building. The stair and anteroom accessing the basement have been removed for the rehabilitation. As mentioned previously, the freight elevator in the northeast corner of the building was originally used to access all floors but is currently not working. The new residential elevator will be incorporated into the existing one, portions of which may be retained. Across the front of the basement was a set of storage cubicles composed of sparse wood framing covered with chicken-wire that have been removed for this work. This type of former storage enclosure was found throughout the building. These impermanent features have been removed.

The first floor at the front (north) had a series of modified office cubicles that appear to have been the administrative core of the building. On the east wall, there were two non-original wood frame storage rooms enclosed by plywood sheets and large sliding doors that have been removed. The remainder of the floor space is open. The west wall contains a sliding door which used to access the single-story warehouse on the west, but the opening has been sealed. The wood stairway to the second floor on the northeast corner of the ground floor has been removed.

The second floor had an office/storage compound with a lockable door that has been removed. The floor is now just open space. A small enclosed cubicle on the west wall that served as a toilet and washroom has been removed. There were similar washrooms on all of the other floors. In the southwest corner of this floor was a small enclosure of hollow red clay block that had the remnants of HVAC equipment that has been removed.

The stair from the second to the third floor and floors above was an unenclosed steep metal stair. At the top of the landing on the third floor were wood double doors leading to a series of four office/cubicles with windows. These have been removed and the floor is now vacant.

The fourth floor contains open space. On the north end there were several non-original storage areas partitioned with chain link fence that have been removed. The same is true for the fifth floor. The sixth floor has support columns that are noticeably more slender than those on lower floors. The space formerly contained a few frame and chicken wire enclosures that have now been removed. There is evidence on this floor of water leakage from above. This floor has two skylights.

The roof is flat, with features that have been mentioned elsewhere.

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The warehouse building was essentially unaltered until the current approved rehabilitation. The original loading dock was minimally extended to the west and north at some previous time. The original truck size openings at the loading dock level are still in place and will remain. The large freight elevator is still in place. Some portions of it will be removed to allow the placement of a new residential elevator within the space. Some wood, sheetrock and/or wire partitioned office spaces that were installed by the State during its use of the building and were not original, have been removed. Exact locations of any original office divisions are somewhat conjectural due to various modifications over time, and would not have been dominant since the building was constructed primarily to provide public storage spaces.

### **Integrity**

Substantial efforts have been made to retain significant original features of the building during its rehabilitation and conversion to residential use. The building has lost some integrity of materials along the secondary facades in the form of the hollow clay tile utilized in between the concrete frame, but these walls were originally intended to become parti walls with adjacent buildings, essentially flat walls with no window openings or architectural features. The building's primary façade retains a high degree of integrity of materials, and as the most prominent design feature of the building, high integrity of design and workmanship. The property retains integrity of location, feeling and association, as an industrial property located in a corridor of similar industrial properties alongside an early 20<sup>th</sup> century residential neighborhood. The street in front of the property no longer features a working railroad, but a street resurfacing project in 2012 utilized metal rails set into a concrete street surface to maintain a sense of the streetscape when R Street was an industrial corridor.

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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.

**Areas of Significance**

(Enter categories from instructions.)

Commerce/Trade

**Period of Significance**

1915 - 1940

**Significant Dates**

1915, 1940

**Significant Person**

(Complete only if Criterion B is marked above.)

n/a

**Cultural Affiliation**

n/a

**Architect/Builder**

Cuff, Clarence

**Criteria Considerations**

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

Property is:

- 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.

**Period of Significance (justification)**

The building was completed in 1915 and used as a public warehouse until 1940 when the State of California moved into the building. The building continued use as a warehouse under the new owner but was not used as a commercial distribution warehouse, representing a change in function.

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### Criteria Considerations (explanation, if necessary)

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Lawrence Warehouse was built in 1914-15, adjacent to Southern Pacific Railroad's R Street industrial corridor at 1108 R Street to serve as a warehouse for the shipping, receiving and storage of a variety of goods. The Lawrence Warehouse is eligible for the National Register of Historic Places under Criterion C, due to its design by master architect Clarence Cuff, and as one of an increasingly rare remaining building type for its age, and Criterion A, constructed in the early 1900s to accommodate Sacramento's substantial early 20<sup>th</sup> century growth, during its evolution into statewide significance as a major railroad transportation hub and distribution center. As an example of a type, the Lawrence/CADA warehouse building is one of the earliest reinforced concrete buildings in Sacramento. When completed in 1915, it was widely celebrated as one of Sacramento's first "fireproof" buildings. The property is significant at the local level with a period of significance of 1915-1940.

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

#### Criterion C: Architecture—Clarence Cuff

The building was designed by prominent Sacramento architect Clarence Cuff, whose design influence has been significant to the community and state. He designed at least 16 buildings in Northern California, among them the Traveler's Hotel in Sacramento which is listed in the National Register. He also designed another notable and early 20<sup>th</sup> century warehouse in Sacramento – the Thomson Diggs warehouse – that also still stands, currently rehabilitated into State of California offices. The building was designed with an elegant utilitarianism that belies its functional origins. The warehouse is eligible for listing at the local level under Criterion C.

Architect Clarence C. Cuff was born in Canada in Toronto in 1871. Early in his career, he worked for an architect in Toronto who guided him through a formative period of his career. Later he spent 3 years of studying at the Toronto School of Architecture graduating with substantial honors. As a young man, he was one of the contractors for some of the buildings for the United States Military Academy at West Point. He entered the office of an architect in Buffalo, remaining for 5 years, then traveled and worked as an employee for different architects in different states. When in Buffalo, he was exposed to the Guaranty Building, designed by the notable Chicago firm of Louis Sullivan and Dankmer Adler. The influence of the Prairie School style of architecture and architectural details partially generated by their work, was displayed in the same signatory details of Cuff's design of the Merrium Apartments in Sacramento (since demolished), and is still existing in former Senator Diggs's residence, now substantially remodeled.

After his arrival in the west in 1905, he worked with an architect in San Francisco for a year before coming to Sacramento, to work in the office of the State Architect. This is probably where he met George Sellon, the first State Architect, and later a partner in some projects. Before that time, he formed a partnership with M.I.Diggs to complete the grammar school in Marysville, the Traveler's Hotel in Sacramento (listed in the National Register of Historic Places) and the El Dorado County Courthouse at Placerville. The California Hospital in Sacramento, a model of its kind, the warehouse of Thomson, Diggs Co., and the residences of D.W. Carmichael, C.B. Dewees and Senator Diggs are monuments to his originality and skill. He was a member of the Architectural League of Sacramento and an Associate member of the American Institute of Architects.

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Cuff worked as architect for 60 years from the time he received his license in 1909 until his death at 94. His designs ranged from schools on the Hoopa Indian Reservation in Humboldt County to a courthouse in El Dorado County and a church in Santa Cruz County. Much of his work focused on Sacramento buildings, including St. Mary's Church, the Greek Orthodox Church on Alhambra, and the Bethel Temple on 21<sup>st</sup> Street (since removed.) He was an associate architect under Rudolph Herold (designer of Sacramento City Hall) on Sacramento's Sisters of Mercy Hospital, and with George Sellon on the Sacramento Hotel (since demolished). He designed the Diepenbrock Theater Building in Sacramento, also since demolished, the First Church of Christ, Scientist on 23<sup>rd</sup> Street in Sacramento, now a synagogue, and Catholic schools in Oroville and Susanville. He was also the architect for the Providence Hospital and nurses home in Oakland.

His work with Herold may have contributed Secessionist influences to his work, since Herold had spent some time in Europe associating with architects of that movement. Remaining original elements of the Diggs residence reflect minor references to such influences. Cuff's work also appears to have influenced the designs of other architects and their Sacramento works. The heavy cornice above the Bel-Vue apartment building by George Sellon reflects the overhang that existed on the façade of the Merrium Apartments that Cuff designed. Sellon may have borrowed the dramatic overhang design from Cuff's Merrium image when he designed the Bel Vue apartments.

In turn, Cuff may have been inspired to create the elaborate cornice on the Merrium Apartments by a similar feature of the Guaranty Building in Buffalo to which he was exposed before he came west. Sellon and Cuff collaborated on other buildings in Sacramento such as the Sacramento Hotel. Cuff had a strong interest in Chicago and Prairie School style architecture and widely extolled the use of reinforced concrete buildings as safe and fireproof. Cuff designed the Traveler's Hotel, a notable example of the Chicago School style, originally with an interior lobby containing a large skylight, marble floors and an elegant fountain. The basement restaurant was surfaced with marble.

He also designed a twenty story bank building that didn't get built but was recognized by the publication Architect and Engineer of California in 1913 that he "...enjoys the enviable distinction of being the first architect in Sacramento to design a building of ten stories or more."

Cuff's body of work covered a wide range from residential to "pretentious Skyscraper" according to The Architect and Engineer of California and included:

- St. Mary's Church, Sacramento
- Greek Orthodox Church, Sacramento
- First of Christ Scientist, Sacramento
- Catholic School, Oroville
- Catholic School, Susanville
- Grammar School, Marysville
- Providence Hospital, Oakland
- Schools on Hoopa Indian Reservation, Humboldt County
- Thomson and Diggs Warehouse, Sacramento
- El Dorado County Courthouse, Placerville
- Golden West Motors, Sacramento
- Traveler's Hotel, Sacramento
- California Hospital, Sacramento
- White Hospital, Sacramento
- Theatre Diepenbrock, Sacramento
- Sacramento Warehouse Co., Sacramento (fireproof)

Residential clients included Senator Marshall Diggs, Daniel Carmichael, prominent local land developer and City and County Treasurer, C.B.Deweese, and C.L.Nelson of Woodland. In 1914, in a The Architect and Engineer of California article entitled "The Development of the Modern Home," Cuff's work was included among other such

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prominent California architects as Bliss and Faville, Louis Mullgardt, Sidney Newsom, Louis Hobart, Sylvanus B. Marston, MacDonald and Applegarth, Seadler and Hoen, Willis Polk, R.A. Herold, Myron Hunt and Elmer Grey... a testimony to his recognition and significance as an important early 20<sup>th</sup> century architect. According to his Sacramento Bee obituary, entitled "Capital's Senior Architect Dies," Cuff practiced architecture for 60 years and left his creative "signature ... in brick and stone across Northern California"

The two warehouses Cuff designed were built at a time when the Arts and Crafts movement in England was helping generate the beginnings of European architectural movements in reaction to the mechanization of the Industrial Revolution and the lack of individual art and craftsmanship creativity it allowed. The manufacture of mass produced items and construction elements produced a strong public reaction to the demise of individualistic art and craftsmanship accomplishments that led to a re-examination of the traditional elite teachings of art schools and the outdated apprentice-system for crafts and architectural training. In Germany, the *Werkbund* formed from a group of artists and industrialists aimed at the improvement of manufactured goods and whose aim was the reconciliation of art, craft, industry and trade.

This ultimately led to the establishment of the Bauhaus school with goals to revive individual creativity and art in craftsmanship and architecture in its teachings. Some of its early practitioners produced new industrial designs in an effort to reintegrate the arts and individuality with utilitarian "functional" architecture.

These movements directly affected international concepts regarding design, and Herold with his Austrian Secessionist experience may have been particularly attuned to its evolution in Sacramento. Unconsciously or not, Cuff may have been influenced by such major concepts in his designs for the warehouses in Sacramento, with their utilitarian rather factory-like images. While the Thomson-Diggs warehouse now serving the State has been altered and expanded from the original, the placing and proportion of window banks and the overall image of the building is retained. Cuff's design for the CADA Warehouse demonstrates a sense of elegant design order in the proportions of window banks to wall surfaces, with a nod to aesthetics and composition with the projecting building corners and projecting shallow arches. He created a balanced and sensitive composition reflecting the genre of early Bauhaus tradition.

**Criterion A: Commerce/Trade**

The Lawrence Warehouse building is also a significant remnant of the era when Sacramento was the most important transportation hub in northern California, generating the need for large storage facilities to assist that growth as well as to visually enhance the City's image. Large warehouses for distribution and storage within the city's industrial areas were in demand at that time. The Lawrence Warehouse appears eligible at the local level under Criterion A.

The Lawrence Warehouse stands prominently alongside the south side of the rail tracks on R Street between 11<sup>th</sup> and 12<sup>th</sup> Streets abutting the raised loading dock that extends across the front of the building. Historically, R Street has played an important role in the evolution of Sacramento. From 1854 to 1856, R Street became the route of the Sacramento Valley Railroad (SVRR), the first steam railroad in California, constructed from the Sacramento waterfront to the city of Folsom 22 miles east. SVRR was constructed to carry goods eastward to the gold mining regions of California, and later to the silver mines of the Nevada Comstock Lode, returning shipments of gold and silver to the Sacramento waterfront and from there to San Francisco via riverboat. The railroad was built along a trestle to keep it above flood waters, and the trestle was later filled to become a levee intended to protect the city from flooding coming from the south. This trestle later became a point of contention when a flood from the American River to the north filled the city, and the SVRR levee blocked the path of the water flowing southward.

SVRR was acquired by Central Pacific Railroad in 1865, and later became part of Southern Pacific Railroad. The R Street right of way met higher ground on the eastern end of the city, and industrial facilities alongside the right of way, including lumber mills, breweries and wineries, were served by railroad spurs alongside the tracks. The R Street levee became a de facto southern border to Sacramento's city limits closer to the waterfront, as the streets south of R were not protected from floods. As the gold and silver rushes receded, this portion of Southern Pacific Railroad shifted to general

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freight carriage, including granite, wine grapes, grain, hops, fruit and vegetables, and materials related to large-scale gold dredging operations in eastern Sacramento County. In 1888 it was determined that this levee was a limitation to urban development, and in approximately 1900 a new levee was constructed along Y Street. The R Street levee was removed and the tracks relaid at ground level. This change spurred a wave of industrial development along the R Street corridor, as the new street-level tracks could easily add spurs to serve these industries. In 1907-1910, Western Pacific Railroad completed construction through Sacramento. To serve Sacramento's industries, Western Pacific created a second industrial spur from their main line between 19<sup>th</sup> and 20<sup>th</sup> Streets via "Whitney Avenue," the alley between Q and R Street 160 feet south of R Street. This spur, like R Street, ended at the Sacramento municipal docks along the Sacramento River waterfront. As the site of two railroads' Shops facilities, the largest city in the Sacramento Valley and center of a major agricultural region, and the hub of northern California's interstate railroad network, Sacramento experienced a high demand for new industrial facilities. The R Street route was prime land for industrial development.

The existence of two transcontinental railroads encouraged the construction of industrial buildings along the corridor due to freight access. These industrial uses included canneries, box factories, lumber mills, wineries, breweries, dairies, stone and metal fabrication, and cold storage. The construction of storage and warehouse distribution facilities was a 'given' in an industrial district, including the Lawrence Warehouse, used to store products varying from rice to Model T automobiles, and the Thompson-Diggs warehouse, a hardware distributor also designed by the same architect. The relocated levee also facilitated rapid growth of housing south of R Street, creating a new neighborhood called Southside Park whose residents often worked in the nearby R Street industrial district.

There were other small storage buildings and larger industrial buildings such as wineries, breweries, and dairy facilities built along R Street from the late 1800s but none of the size and design quality of the Lawrence and Thompson Diggs buildings that have survived. Prices of land within the city caused new warehouse construction in the 1940s and after to move to less costly areas. Subsequent redevelopment and demolition have removed most traces of R Street's history as an industrial corridor.

The Lawrence Warehouse is a significant and rare example of an architectural type important in the substantial early 20<sup>th</sup> century transportation and freight distribution functions in the City of Sacramento. The building has retained integrity of design, materials, workmanship, setting, location, association and feeling. The loading dock was constructed within the period of significance. When constructed, the building was hailed as one of the city's first fireproof buildings. It is a handsome building designed by one of the City's master architects of that era. It is one of the largest and most imposing buildings of its type and design remaining in the city.

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**Developmental history/additional historic context information** (if appropriate)

---

**9. Major Bibliographical References**

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

Anderson, Christy, R Street Report, 2002

Architect & Engineer Magazine: Vol. #35(Issue #1) pp49-57; 36(3) p.110; 38(2)pp.66,70; 85(2) p.85;

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Center for Sacramento History, Photos #1985/024/4808; 1985/024/4834; 1985/024/1038

Curtis, William J.R., Modern Architecture since 1900, Prentice-Hall, Englewood Cliffs, NJ, 1987.

Jordy, William H., The Impact of European Modernism in the Mid-Twentieth Century, Oxford University Press, New York, 1972.

McAlester, Virginia & Lee, A Field Guide to American Houses, Alfred A. Knopf, New York, 1984.

Roland, Carol, *Resources Evaluation Report for the R Street Improvement Project 10<sup>th</sup>-13<sup>th</sup> Streets*, May 2007, revised October 2007  
by M.L. Maniery

Roland, Carol, California DPR Form 523, CADA Warehouse, 10/23/2006.

Lawrence Warehouse  
Name of Property

Sacramento, Sacramento  
County and State

Sacramento Bee: 5/7/1912, p. 5; 7/9/1913, p. 11; 5/6/1914, p. 12; 3/6/1915, p. 28; 3/13/1915, p. 12; 8/14/1915 p. 12; 6/1/1917, p. 13;  
1/19/1918, p. 4; 1/11/1927, p. 22; 1/14/1965;  
Sacramento City Directories  
Sacramento County Assessor's Office Records  
Sanborn Fire Insurance Maps  
Thomas Brothers Map Books 1937-1941  
Willis, William, History of Sacramento County, California, Clarence C. Cuff, pp. 820-822  
Wingler, Hans, The Bauhaus, MIT Press, Cambridge, MA, 1978.

**Previous documentation on file (NPS):**

**Primary location of additional data:**

- 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 # \_\_\_\_\_

- 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**

**Acreage of Property** .89 acres

(Do not include previously listed resource acreage.)

**UTM References**

(Place additional UTM references on a continuation sheet.)

1 \_\_\_\_\_  
Zone Easting Northing

3 \_\_\_\_\_  
Zone Easting Northing

2 \_\_\_\_\_  
Zone Easting Northing

4 \_\_\_\_\_  
Zone Easting Northing

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

The building occupies the full footprint of the parcel 009-0075-009-0000, its original parcel.

Assessor Parcel No. 009-0075-009-0000

**Boundary Justification** (Explain why the boundaries were selected.)

The proposed boundary of the property is the original boundary of the original parcel currently occupied by the building.

**11. Form Prepared By**

name/title Paula Boghosian

Lawrence Warehouse

Sacramento, Sacramento

Name of Property

County and State

organization Paula Boghosian and Don Cox

date June 2013

street & number 5420 Home Court

telephone 916 488-2887

city or town Carmichael

state CA

zip code 95608

e-mail historicconsultants1977@gmail.com

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### Additional Documentation

Submit the following items with the completed form:

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

---

### Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property:	Lawrence Warehouse
City:	Sacramento
County:	Sacramento
State:	CA
Name of Photographer:	Don Cox
Date of Photographs:	5/7/2012; 8/23/2012; 8/25/2012; 4/3/2013; 5/8/2013;
Location of Original Digital Files:	5420 Home Court, Carmichael, CA 95608

Photo #1 of 14 (CA\_Sacramento\_CADA\_Warehouse\_0001) Principal (north) façade facing R Street, with camera facing south.

Photo #2 of 14 (CA\_Sacramento\_CADA\_Warehouse\_0002) Alley façade (south), with camera facing north.

Photo #3 of 14 (CA\_Sacramento\_CADA\_Warehouse\_0003) Original west façade (left) and alley façade (right) with camera facing to the northeast.

Photo #4 of 14 (CA\_Sacramento\_CADA\_Warehouse\_0004) West façade (left) under construction and alley façade (right) with camera facing to the northeast.

Photo #5 of 14 (CA\_Sacramento\_CADA\_Warehouse\_0005) Original east façade with camera facing west.

Photo #6 of 14 (CA\_Sacramento\_CADA\_Warehouse\_0006) East façade (left) under construction and principal façade (right) with camera facing southwest.

Photo #7 of 14 (CA\_Sacramento\_CADA\_Warehouse\_0007) General interior view, pre-construction. Second floor with camera facing to northwest.

Lawrence Warehouse

Sacramento, Sacramento

Name of Property

County and State

Photo #8 of 14 (CA\_Sacramento\_CADA\_Warehouse\_0008) General interior view under construction. Second floor with camera facing to south.

Photo #9 of 14 (CA\_Sacramento\_CADA\_Warehouse\_0009) General interior view under construction. First floor with camera facing to south.

Photo #10 of 14 (CA\_Sacramento\_CADA\_Warehouse\_0010) Detail view of windows, interior of alley façade, with camera facing to south.

Photo #11 of 14 (CA\_Sacramento\_CADA\_Warehouse\_0011) Detail view of original freight elevator located in northeast corner of the building, with camera facing north.

Photo #12 of 14 (CA\_Sacramento\_CADA\_Warehouse\_0012) Detail interior view pre-construction. Non-original roll-up door located on north façade, first floor, with camera facing north.

Photo #13 of 14 (CA\_Sacramento\_CADA\_Warehouse\_0013) General view of roof showing principal elevation parapet wall, flagpole (center) and elevator equipment house (right) with camera facing to north.

Photo #14 of 14 (CA\_Sacramento\_CADA\_Warehouse\_0014) Detail roof view showing original concrete support rack for water tanks, with camera facing to the southeast.

---

**Property Owner:**

(Complete this item at the request of the SHPO or FPO.)

---

name Cyrus Youssefi  
street & number 1001 Sixth Street, Suite 200 telephone 916 446-4040  
city or town Sacramento state CA zip code 95814

**Paperwork Reduction Act Statement:** This information is being collected for applications 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.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Lawrence Warehouse  
Name of Property

Sacramento, Sacramento  
County and State

Figure 1: Historic photo of Lawrence Warehouse circa 1923

**P1. Other Identifier:** Remnant features of Southern Pacific and Western Pacific Rail lines, Front Street to Alhambra Blvd.

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Sacramento

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Sacramento East and Sacramento West Date 1992

c. Address Surveyed features spanning R Street and Q-R Alley from Front Street to Alhambra Blvd.

City Sacramento, CA Zip 95811, 95814, 95816

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)

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This DPR 523 A and B Form inventories and evaluates former rail remnants of the R Street corridor. The survey area is defined by Front Street on the west, Q-R Alley (Quill Alley) on the north, Alhambra Boulevard on the east, and the R-S Alley (Rice Alley) on the south. The purpose of this inventory is to document and describe extant features related to the former rail alignments that traversed the corridor and provide a comprehensive overview of the current condition of the rail system as a whole. Additionally, the accompanying DPR 523 B (BSO Record) summarizes a previously developed historic context for the system and evaluates the significance and integrity of the system as a whole within this context. Please see Continuation Sheets for complete description and evaluation.

\*P3b. Resource Attributes: (List attributes and codes) HP11 – Engineering Structure; AH7 – Railroad Grade

\*P4. Resources Present:  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, date, accession #) **Photograph 1:**

Representative remnant of former Southern Pacific Rail Alignment at R and 10<sup>th</sup> streets, camera facing east.

\*P6. Date Constructed/Age and Sources:  
 Historic  Prehistoric  Both  
Constructed 1903-1909, with ongoing additions and alterations.

\*P7. Owner and Address:  
City of Sacramento  
915 I Street  
Sacramento, CA 95814

\*P8. Recorded by: (Name, affiliation, address)  
Polly S. Allen / Page and Turnbull, Inc.  
2401 C Street, Suite B  
Sacramento, CA 95816

\*P9. Date Recorded: July 16, 2013

\*P10. Survey Type: (Describe) Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Page and Turnbull, Inc. "R Street Survey Report, Sacramento, California," July 2013 (prepared in support of the 2035 Sacramento General Plan Update).

\*Attachments: NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  Archaeological Record  
 District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other (list) \_\_\_\_\_

### **P3a. Description (continued):**

The surveyed resource includes approximately 2.5 miles of remnant rail features that relate to the development of the R Street Corridor as a commercial and freight enclave in Sacramento in the early decades of the twentieth century. The features relate to two parallel rail alignments: the Southern Pacific and the Western Pacific, each of which has a distinct development history and alignment. Within the context of the R Street corridor, however, the two lines acted as a system, supporting the dense development of industrial, manufacturing, and shipping concerns along the corridor. As such, remnant features related to both alignments are addressed on this single form, as together the two freight sections served to undergird the development of the R Street industrial corridor.

This description will address the Southern Pacific alignment first, followed by that of the Western Pacific. In general, survey of both resources ran from the west to the east, with field reconnaissance of both former alignments within the bounds of the R Street corridor (as described on the first page of this Primary Record). In general, both former alignments are currently highly fragmented in nature, with many areas along the corridor where no rail features remain discernible. While isolated pockets of intact features exist, as a whole the parallel freight systems have largely been dismantled or obscured by modern alterations.

#### *Southern Pacific Rail Alignment*

The at-grade Southern Pacific rail alignment dates from 1903, with a main line freight track developed that extended from Front Street to Alhambra Boulevard. Throughout the early decades of the twentieth century a number of sidings were added along the corridor, as a number of manufacturing, shipping, and processing facilities developed along R Street and sought access to the local freight track.

Currently, the Southern Pacific freight connection to Front Street and in turn the Sacramento River has been obscured by the development of Interstate 5 and streetscape improvements that have included the conversion of the R Street Rail Viaduct to a bicycle and pedestrian bridge. As depicted in **Photograph 2**, the below-grade system of Interstate 5 severs Front Street from R Street, with no rail-related resources evident other than a commemorative plaque affixed to the converted mid-century rail viaduct.



**Photograph 2:** Former Southern Pacific Rail Viaduct over I-5, camera facing east, 7/12/2013

**P3a. Description (continued):**

Intensive field reconnaissance did not reveal any notable remnant rail features related to the Southern Pacific track between 2<sup>nd</sup> and 10<sup>th</sup> streets. All portions of the main line track and associated sidings have been removed and / or paved over, with no vestiges evident at the time of survey (**Photographs 3 and 4**). In addition, the built environment flanking this portion of the corridor retains few associations to the industrial period, with a large amount of infill construction including the Calpers Building that sprawls between 3<sup>rd</sup> and 5<sup>th</sup> streets, a dense multi-family development at 6<sup>th</sup> Street, well as a large amount of clearance for parking lots and other miscellaneous modern development. The most notable railroad-related feature observed during survey was California Historical Landmark Plaque No. 526, which is affixed to the Thomson Diggs Company Hardware Building at 3<sup>rd</sup> and R streets (**Photograph 5**). The plaque was dedicated in 1955 and commemorates the Sacramento Valley Railroad, whose R Street line was taken over by the Central Pacific (precursor to Southern Pacific) in 1865. In addition, a remnant utility pole / crossing signal associated with the Southern Pacific line was observed at the southeast corner of 8<sup>th</sup> and R streets (**Photograph 6**). Two of these poles were documented along the corridor, however they historically appeared at all intersections.



**Photograph 3:** R and 2<sup>nd</sup> streets, camera facing east, 7/12/2013

**P3a. Description (continued):**



**Photograph 4:** R and 5<sup>th</sup> streets, camera facing east, 7/12/2013



**Photograph 5:** Commemorative plaque on Thomson Diggs Building, 7/12/2013

**P3a. Description (continued):**



**Photograph 6:** Remnant Southern Pacific Crossing Signal, 2013 (Google Image).

The intersection of 10<sup>th</sup> and R streets presents a marked transition in the presence of rail-related resources. Rails of the main line of the Southern Pacific freight track are evident crossing this intersection, lined by cobbles that served to protect the rails from vehicular cross traffic (**Photograph 7**). Track and siding features are evident in a more or less unbroken linear fashion from the intersection of 10<sup>th</sup> to 15<sup>th</sup> Street, where they are again concealed by modern pavement (**Photographs 8, 9, and 10**). Within this five block section, the rails are generally flush with the pavement, with little reveal between the rails and the embedding asphalt (**Photograph 11**). They are of a standard gauge width, and areas of siding are evident, particularly between 10<sup>th</sup> and 11<sup>th</sup> Street adjacent to the former Sacramento Granite and Marble Works and U.S. Rubber and Tire Building (**Photograph 12**). The rails between 10<sup>th</sup> and 13<sup>th</sup> Streets were reconstructed based on historic track alignments as part of the R Street Corridor Street Improvement project completed in 2007.

**P3a. Description (continued):**



**Photograph 7:** Mainline track and associated cobbles at 10<sup>th</sup> and R streets, camera facing west, 7/12/2013



Page 7 of 36

\*Resource Name or # (Assigned by recorder) R Street Rail Features

\*Recorded by Polly S. Allen \*Date July 16, 2013

Continuation  Update

**Photograph 8:** Mainline at 10<sup>th</sup> and R streets, camera facing east, 7/12/2013

**P3a. Description (continued):**



**Photograph 9:** Mainline track and associated cobbles at 14<sup>th</sup> and R streets, camera facing east, 7/12/2013



**Photograph10:** Termination of visible track at 15<sup>th</sup> Street, camera facing west, 7/12/2013

**P3a. Description (continued):**



**Photograph 11:** Representative feature showing embedded nature of line, 7/12/2013



**Photograph 12:** Main track at center and siding to south at 11<sup>th</sup> and R streets, camera facing southwest, 7/12/2013

**P3a. Description (continued):**

Between 15<sup>th</sup> and 16<sup>th</sup> streets the line and any associated spurs are entirely buried. This portion of the corridor is flanked by the modern California Department of Human Resources Building and an accompanying auto garage, and as such it is not possible to discern any built environment features that are indicative of the freight period (**Photograph 13**).



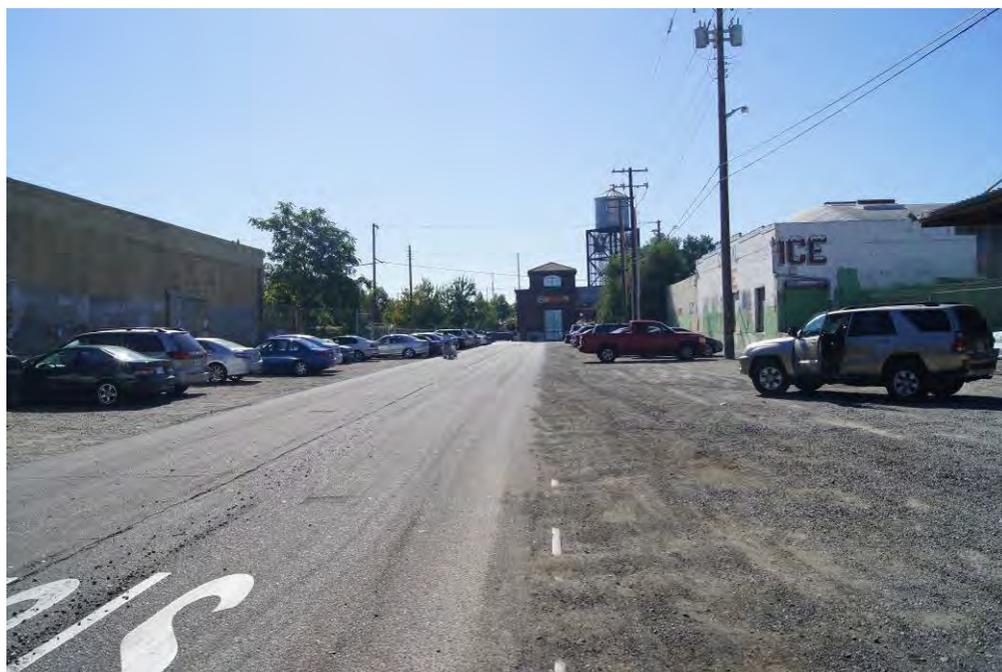
**Photograph 13:** 15<sup>th</sup> to 16<sup>th</sup> Street block devoid of rail-related resources, camera facing east, 7/12/2013

The area between 16<sup>th</sup> and 18<sup>th</sup> streets contains a number of rail-related features, including remnant areas of the main line track, sidings, and several switching plates. This area was intensively surveyed in 2009 by PAR Environmental Services for the R Street Market Plaza Improvement Project and as such will only be summarized in brief here. For the full recordation please refer to the attached DPR 523 addressing the section. In general, the remnants in the area are indicative of an active freight area, with main line track and siding for the Crystal Ice and Storage Plant at 16<sup>th</sup> and R and the Orchard Supply Hardware at 17<sup>th</sup> and R Street. While the extant features convey an overall sense of this activity, large areas of the lines have been covered with pavement and gravel and as such the relationships and associations are somewhat fragmented (**Photograph 14, 15, and 16**).

**P3a. Description (continued):**



**Photograph 14:** 16<sup>th</sup> and R streets, camera facing east, 7/12/2013



**Photograph 15:** Line obscured beneath gravel at 17<sup>th</sup> and R streets, camera facing east, 7/12/2013

**P3a. Description (continued):**



**Photograph 16:** Orchard Supply Hardware Spur at 17<sup>th</sup> and R streets, camera facing west, 7/12/2013.

The newly developed R Street Market that spans the blocks between 18<sup>th</sup> and 19<sup>th</sup> streets represents a substantial break in both the existence of linear features related to the former Southern Pacific rail alignment and the linear nature of the R Street corridor itself (**Photograph 17**). The market buildings are surrounded by a large parking lot, which breaks R Street, forming one large commercial superblock dominated by parking and retail buildings (**Photograph 18**). No railroad related features were observed in this commercial complex, with the entire area paved with new asphalt and redeveloped with buildings that do not conform to the original block-grid that characterizes the corridor. Additionally, this commercial complex serves as an important transition point for the R Street corridor, with the elevated light rail structure of the Sacramento Regional Transit District beginning directly north of the project and carried over R Street through 23<sup>rd</sup> Street (**Photograph 19**).

**P3a. Description (continued):**



**Photograph 17:** R Street market parking lot, camera facing west, 7/12/2013.



**Photograph 18:** Modern commercial building and parking lot over former R Street alignment, 7/12/2013.

**P3a. Description (continued):**



**Photograph 19:** Elevated light rail structure over former R Street alignment 19<sup>th</sup> Street, camera facing east, 7/12/2013.

The elevated light rail structure running over R Street from 19<sup>th</sup> to 23<sup>rd</sup> streets was constructed in the 1980s and dominates the streetscape, with massive concrete bents running the course of the corridor (**Photograph 20**). As such, the street is largely devoid of through-traffic, serving as a local corridor for businesses flanking the street and somewhat of a free-form parking lot for vehicles associated with the flanking businesses. Within this highly modified context, however, a number of isolated Southern Pacific remnants remain at-grade along the corridor. In general, they are highly fragmentary in nature, with large areas where all material has been obscured and only isolated pockets of main line rail, sidings, and other infrastructural features where the former alignment is partially evident. Most notably, these features include several lines of abandoned freight track at 20<sup>th</sup> and R Streets, with both siding and main line running along the corridor to the north of the Bekins Storage Building and south of the Sacramento Bee between 20<sup>th</sup> and 23rd (**Photograph 21, 22, and 23**). Although the site of the 1950s Bee Building formerly held the Buffalo Brewery, which had a large number of associated sidings, it appears that remnant rail features in this area are associated with the 1950s development of the Bee, with sidings designed to access the south shipping sides of the building. Currently this side of the building is dominated by truck bays. (**Photograph 24**). In addition to the remnant track features, several areas of signage are evident, with a mid-to-late twentieth century railroad crossing sign adjacent to a light rail bent south of the Bee and an older Southern Pacific utility pole like that at 8<sup>th</sup> Street at 21<sup>st</sup> Street (**Photographs 25 and 26**).

**P3a. Description (continued):**



**Photograph 20:** Elevated light rail bents over former R Street alignment 20<sup>th</sup> Street, camera facing east, 7/12/2013.



**Photograph 21:** Single remnant siding line north of Bekins Building, camera facing east, 7/12/2013.

**P3a. Description (continued):**



**Photograph 22:** Siding running south of Bee Building, camera facing east, 7/12/2013.



**Photograph 23:** Isolated remnant of main line track between 20<sup>th</sup> and 21<sup>st</sup> under bents, camera facing east, 7/12/2013.

**P3a. Description (continued):**



**Photograph 24:** Siding and loading dock at Sacramento Bee, camera facing west, 7/12/2013.



**Photograph 25:** Former crossing gate south of Sacramento Bee, camera facing north, 7/12/2013.

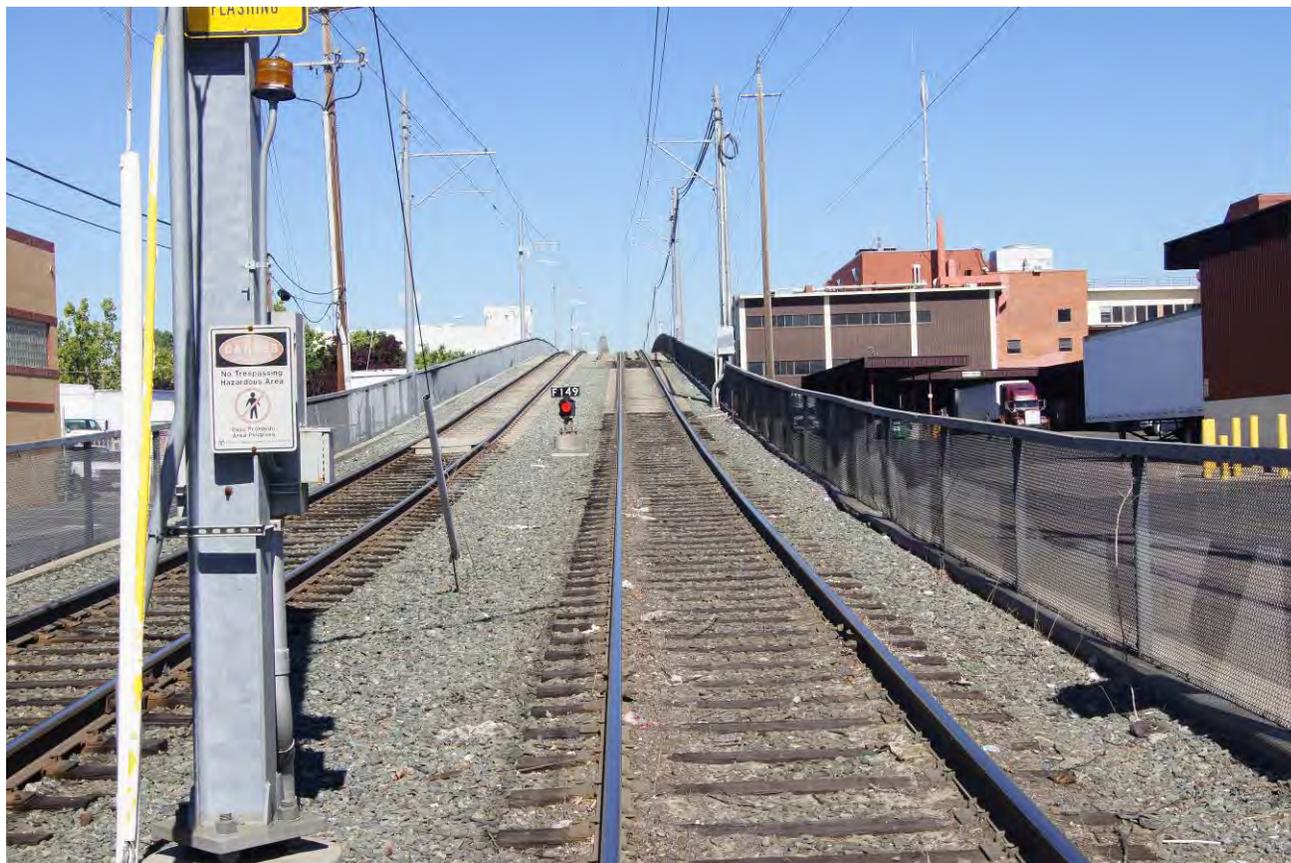
**P3a. Description (continued):**



**Photograph 26:** Southern Pacific utility pole at 21<sup>st</sup> and R streets, camera facing west, 7/12/2013

**P3a. Description (continued):**

The light rail system touches down at 23<sup>rd</sup> Street, running the remainder of the survey corridor at-grade to Alhambra and beyond on the former Southern Pacific rail alignment (**Photograph 27**). A Bee-related siding is evident across 23<sup>rd</sup> Street, terminating at the raised platform of the 23<sup>rd</sup> Street Station (**Photograph 28**). For the remainder of the corridor, the at-grade light rail lines run on the former alignment of the Southern Pacific freight line. Rails, signaling devices, and other infrastructure including several light rail stops all appear modern in their construction and do not reflect early development of the freight line (**Photograph 29**). Only a few isolated track remnants not associated with the light rail were observed, with a small section at 23<sup>rd</sup> discussed above and a very small isolated siding fragment at R and 25<sup>th</sup> Street (**Photograph 30**).

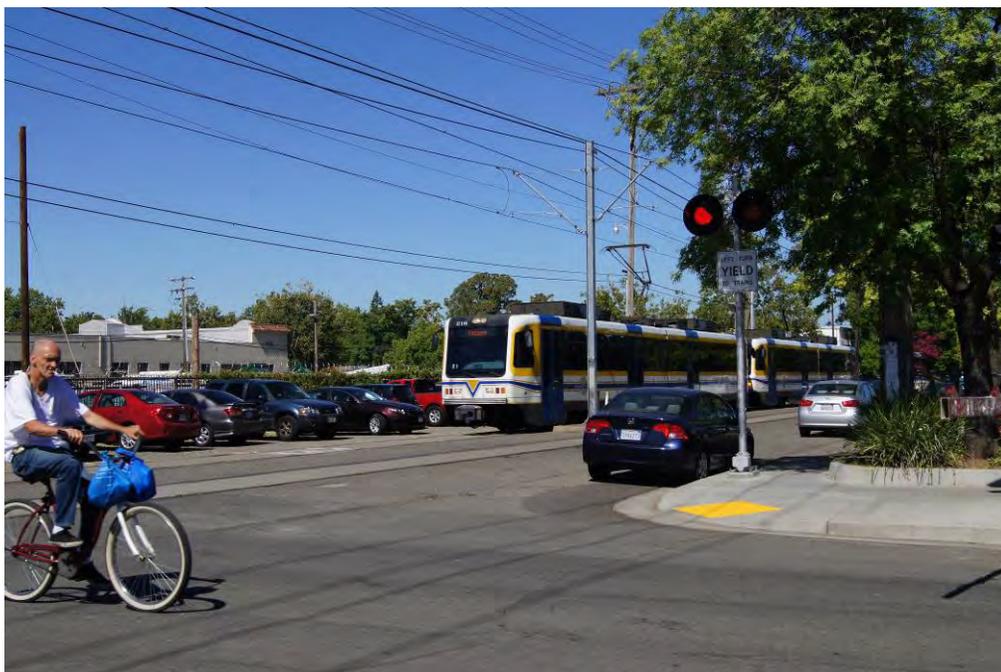


**Photograph 27:** Modern light rail track touching down at 23<sup>rd</sup> Street, camera facing west, 7/12/2013

**P3a. Description (continued):**



**Photograph 28:** Former Southern Pacific-related track terminating at 23<sup>rd</sup> Street station platform, camera facing east, 7/12/2013



**Photograph 29:** Representative section of light rail track at 25<sup>th</sup> and R streets with modern train, signaling device, and utility poles, camera facing east, 7/12/2013

**P3a. Description (continued):**



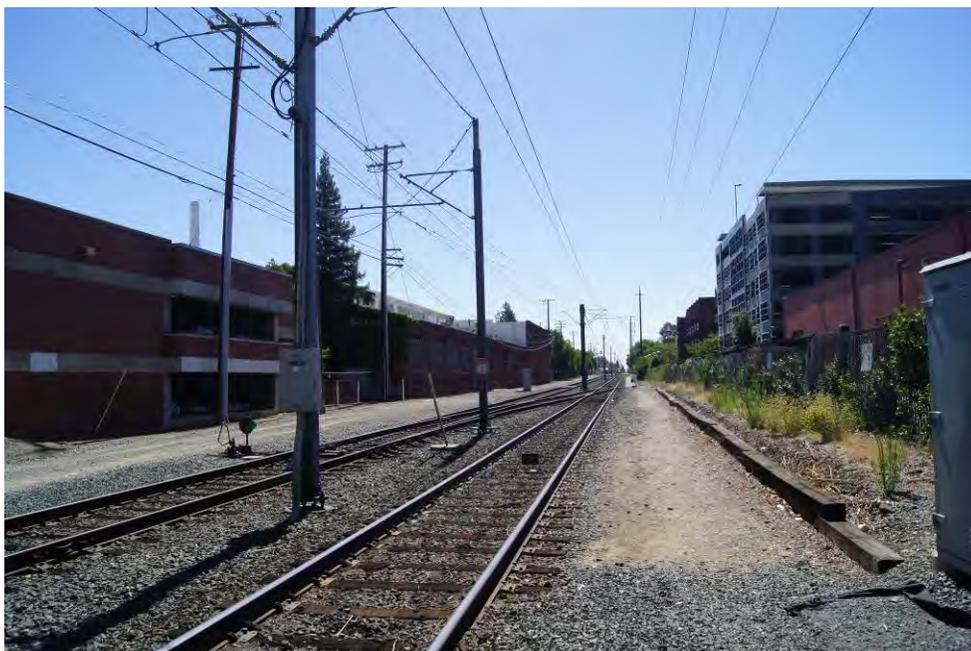
**Photograph 30:** Southern Pacific siding fragment at R and 25<sup>th</sup> streets, camera facing east, 7/12/2013

The R Street light rail corridor passes under the elevated structure of the Capital City Freeway just east of 30<sup>th</sup> Street (**Photograph 31**). R Street itself terminates at Alhambra Boulevard, at the former site of the Libby Cannery, which once served as the emphatic industrial bookend for the local freight corridor. After Alhambra the light rail continues on its alignment, transitioning to a dedicated rail corridor without vehicular or pedestrian access. As in other areas of the at-grade light rail section, no notable vestiges of the older Southern Pacific alignment remain, with modern equipment and light rail-related infrastructure and no notable connections to former freight areas including the Libby Cannery (**Photographs 32**).

**P3a. Description (continued):**



**Photograph 31:** Light rail alignment passing under Capital City Freeway at 29<sup>th</sup> Street Station 7/12/2013



**Photograph 32:** Light rail alignment east of Alhambra, south of former Libby Cannery, 7/12/2013

### **P3a. Description (continued):**

As documented in detail, the former Southern Pacific freight rail alignment that ran the length of R Street between Front and Alhambra currently exists as a heterogeneous amalgamation of infrastructural resource types. Large areas of the corridor have been paved over, with remnant rail lines removed and / or obscured by modern asphalt. Portions of the R Street corridor have been altered, with the development of the super block at the R Street Market and the development of an elevated light rail structure over the at-grade roadway between 19<sup>th</sup> and 23<sup>rd</sup> streets. Additionally, a modern light rail system traverses the eastern sections of the alignment at-grade, with accompanying modern infrastructural development. Lastly, the industrial nature of the built environment along the corridor has evolved markedly from the historic period, with demolition and infill development altering the once-uniform streetscape. Within this context of substantial change, however, some areas of the corridor contain notable concentrations of rail features that are reflective of the corridor's industrial past, most notably between 10<sup>th</sup> and 18<sup>th</sup> streets (with the exception of the block between 15<sup>th</sup> and 16<sup>th</sup> streets). In this manner, fragmentary elements of the once linear system are somewhat intermittently identifiable through these extant features.

#### Western Pacific Rail Alignment

The freight line of the Western Pacific ran from Front Street to just east of 19<sup>th</sup> Street, where the alignment curved north through the city between 19<sup>th</sup> and 20<sup>th</sup> streets. From Front Street to 7<sup>th</sup> Street, the Western Pacific line ran along the north side of R Street, jogging north between 7<sup>th</sup> and 8<sup>th</sup> Streets and running the remainder of the extent in the Q-R Alley until its northerly turn at 19<sup>th</sup>. In addition to its track along R Street which was constructed in 1909, the Western Pacific also held a number of sidings, freight houses, packing sheds, and a scale-house in a sprawling facility that extended between Front and 7<sup>th</sup> Street along the northern block of R Street.<sup>1</sup>

Intensive field survey did not reveal any notable infrastructural elements related to the Western Pacific rail alignment from Front Street to 10<sup>th</sup> Street. As discussed in relation to the Southern Pacific alignment, the construction of Highway 5 and wholesale demolition and redevelopment along the R Street corridor has left this portion of the alignment with few, if any identifiable remnants (**Photographs 2-4**). In particular, sidings and freight sheds associated with the line's facilities between 2<sup>nd</sup> and 5<sup>th</sup> streets have been removed, with the sprawling complex of the Calpers building and other modern development lining the street in this area.

As discussed in the beginning of this section, the Western Pacific line jogged north just east of 7<sup>th</sup> Street, traversing the Q-R Alley for the remainder of its course along the R corridor. Field survey did not reveal any infrastructural elements related to the track in this area, which has been paved and is currently acting as a parking lot (**Photograph 33**).

<sup>1</sup> "Map of Sacramento City 1913, Sacramento, California," (Phinney, Cate & Marshall, Civil Engineers

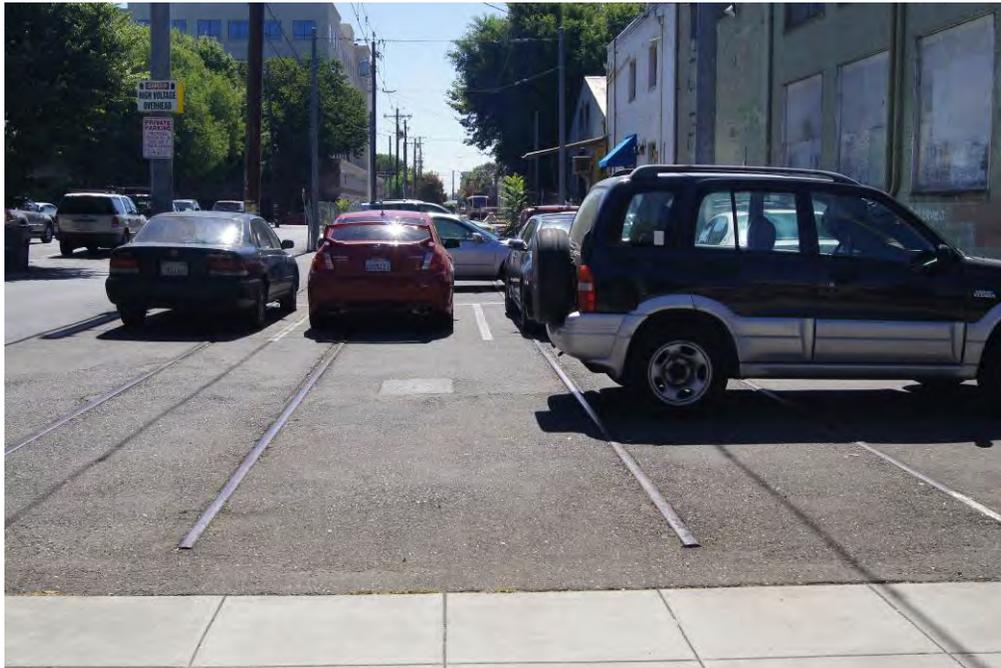
**P3a. Description (continued):**



**Photograph 33:** Parking lot over former alignment of Western Pacific between 7<sup>th</sup> and 8<sup>th</sup> Street, camera facing southeast, 7/12/2013

The first discernible remnants from the Western Pacific line begin at 10<sup>th</sup> Street. Remnant rail lines from the track and sidings are evident in the pavement along the Q-R Alley between 10<sup>th</sup> and 11<sup>th</sup>, with the lines emerging from the pavement mid-block and serving as a storage rail yard for the current light rail system through 12<sup>th</sup> Street (**Photographs 34 and 35**). In addition to the remnant lines that are visible at this location, the built environment features flanking this part of the corridor include a number of warehouse and industrial buildings that feature loading bays and other elements that were designed to function within the context of the rail corridor (**Photograph 36**). While the alignment of this area corresponds with that which was developed by the Western Pacific, the age of the materials remaining is likely varied. 2002 date stamps were observed on rail adjacent to 12<sup>th</sup> Street, and it is likely that extant rail, ties, and ballast dates from a number of periods. Additionally, new segments associated with the light rail system extend from the original Western Pacific alignment, with light rail track extending north on 12<sup>th</sup> Street.

**P3a. Description (continued):**



**Photograph 34:** Remnants of Western Pacific lines beginning at 10<sup>th</sup> Street, camera facing east 7/12/2013



**Photograph 35:** Limits of light rail yard at 12<sup>th</sup> Street, camera facing southwest, 7/12/2013

**P3a. Description (continued):**



**Photograph 36:** Fuller Paint Company Building at 10<sup>th</sup> and R (Fox and Goose), with loading bay fronting former rail line, 7/12/2013

From 13<sup>th</sup> Street to 18<sup>th</sup> Street, the city light rail system follows the former alignment of the Western Pacific corridor. As discussed in the previous section, material related to the system appears to be of mixed age, with modern rail, overhead lines, crossing fixtures, and station-related infrastructure including platforms at 13<sup>th</sup> and 16<sup>th</sup> streets (**Photograph 37, 38, and 39**).



**Photograph 37:** 13<sup>th</sup> Street Light Rail Station, camera facing west, 7/12/2013

**P3a. Description (continued):**



**Photograph 38:** 13<sup>th</sup> Light Rail Corridor with overhead lines on former Western Pacific Alignment, camera facing east, 7/12/2013.

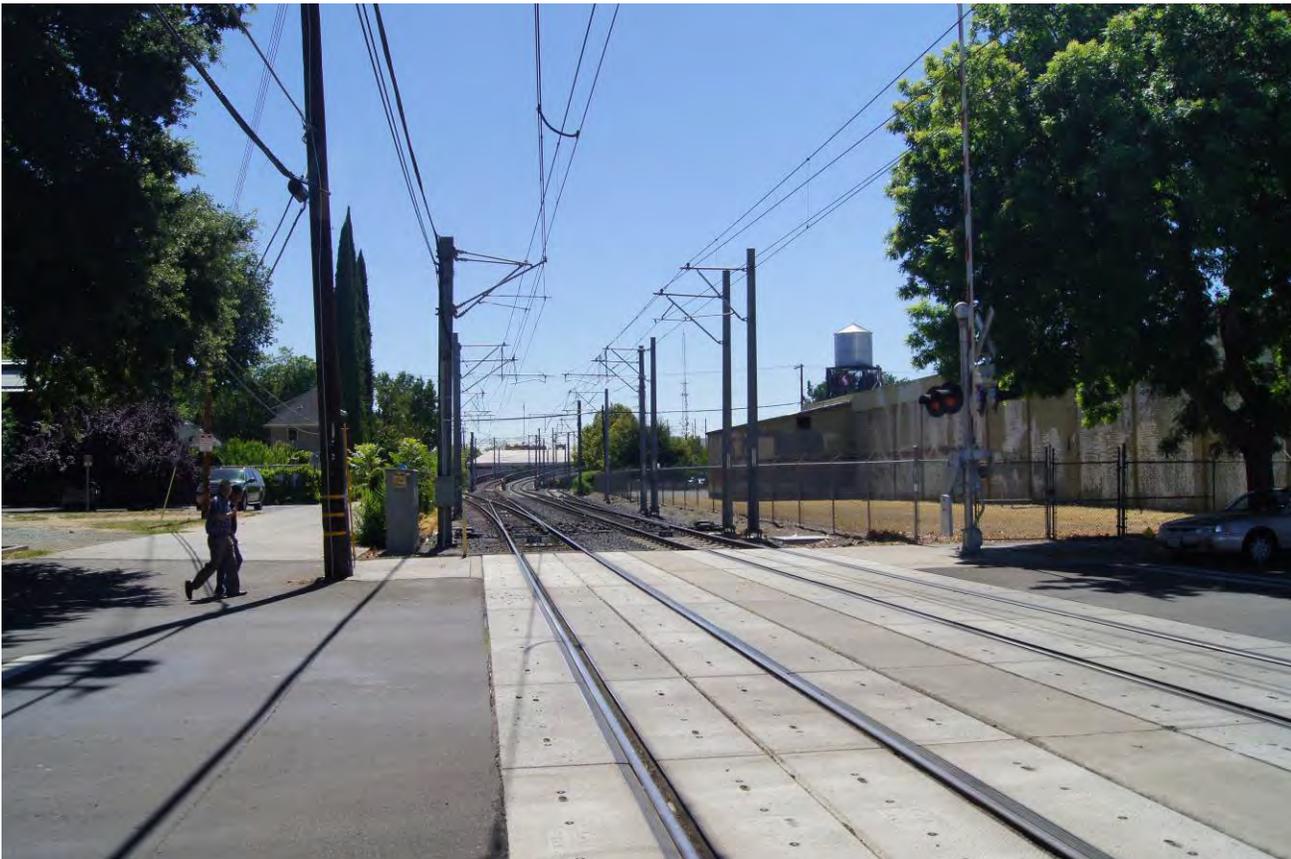


**Photograph 39:** Light Rail Alignment at 16<sup>th</sup> Street, camera facing west, 7/12/2013.

### P3a. Description (continued):

The current alignment of the light rail on the Q-R Alley curves south and conforms to a modern elevated rail structure on R Street at the same location as the original southern turn of the Western Pacific between 19<sup>th</sup> and 20<sup>th</sup> streets. As originally constructed the rail carried trains south and north along this 19<sup>th</sup> and 20<sup>th</sup> Street alignment, however at present tracks only extend south, carrying light rail trains south to the Broadway Station (**Photograph 40** and **41**). From this point, the light rail tracks follow the former Southern Pacific alignment along R Street, which was discussed in detail in the previous section. After 20<sup>th</sup> Street, there were no further features related to the Western Pacific freight route.

Like the alignment of the former Southern Pacific freight line on R Street, the former Western Pacific line currently exists as a fragmented composition of infrastructural resource types. Large areas of the corridor have been paved over, with remnant rail lines removed and / or obscured by modern asphalt between Front and 10<sup>th</sup> Street. While isolated intact areas of the alignment exist between 10<sup>th</sup> and 18<sup>th</sup> Street, the former alignment has been overlain by the modern light rail system, with accompanying infrastructural alterations and development. Lastly, the industrial nature of the built environment along the corridor has evolved markedly from the historic period, with demolition and infill development altering the once-uniform streetscape. Within this context of substantial change, however, some areas of the corridor contain a somewhat discernible concentration of rail features that are reflective of the corridor's industrial past, most notably between 10<sup>th</sup> and 12<sup>th</sup> streets where extant rail accompanied by industrial construction speak to the corridor's historical associations.



**Photograph 40:** Elevated Light Rail Structure beginning at 19<sup>th</sup> Street and Q-R Alley, camera facing east, 7/12/2013.

**P3a. Description (continued):**



**Photograph 40:** Former alignment of Western Pacific curving south at 19<sup>th</sup> Street, now carrying light rail, camera facing east, 7/12/2013.

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 29 of 36

\*NRHP Status Code 6Z; 5D1; 2D2

\*Resource Name or # (Assigned by recorder) R Street Rail Features

B1. Historic Name: R Street Southern Pacific Local Freight Line, R Street Western Pacific Local Freight Line

B2. Common Name: R Street Railroad Features

B3. Original Use: Freight Rail B4. Present Use: Removed / Retired and Light Rail

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alteration, and date of alterations) The alignment of the Southern Pacific was completed in 1903, with ongoing addition of sidings through the 1940s and likely additions/alterations to infrastructural elements including rail, ties, ballast, and crossing features through the 1970s. The alignment of the Western Pacific was completed in 1909, with similar additions of sidings and removal/alteration of infrastructural features. Most notably, 1980s construction of the light rail along the R and Q-R corridor removed and altered much of the physical material associated with the alignments. Similarly, ongoing pavement and roadway work on both the R and Q-R alignments have covered and / or removed associated rail features.

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

\*B8. Related Features: Industrial Buildings fronting R Street corridor

B9. Architect: Southern Pacific and Western Pacific Railroads

b. Builder: Southern Pacific and Western Pacific Railroads

\*B10. Significance: Theme N/A Area N/A

Period of Significance N/A

Property Type N/A Applicable Criteria N/A

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

The purpose of this evaluation is to address all of the railroad features associated with the R Street Corridor (boundary discussed on Primary Record \*P3A) as a freight system in order to determine if the system or portions thereof appear to be eligible for individual listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or Sacramento Register of Historic and Cultural Resources (Sacramento Register).

This evaluation concludes that as a system, the railroad-related infrastructure along the R Street corridor does not possess sufficient integrity to convey any potential significance under the criteria of the NRHP, CRHR, or Sacramento Register. While previous studies have found selected portions of rail-related resources eligible under the aforementioned criteria, as a whole the railroad related infrastructural system of the R Street corridor appears ineligible for listing because of a lack of integrity of location, design, setting, materials, workmanship, feeling, and association. See Continuation Sheet for full evaluation and contextual information, as well as information on all previous documentation undertaken in relation to the resource.

B11. Additional Resource Attributes: (List attributes and codes) \_\_\_\_\_

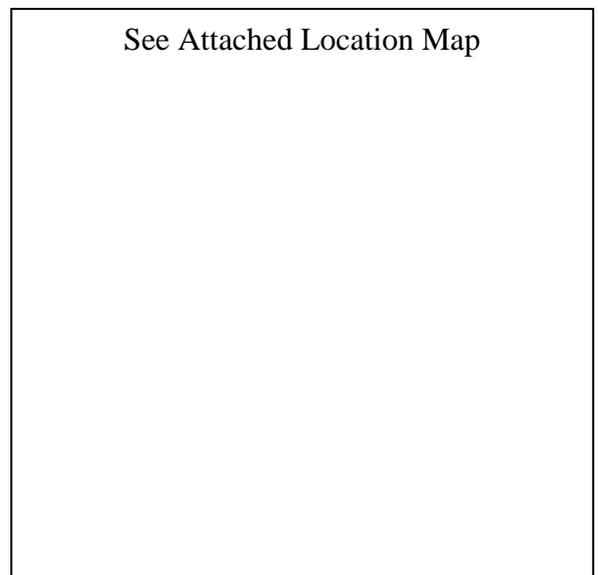
\*B12. References: *Sanborn Fire Insurance Maps of Sacramento*; Sacramento City Directories 1915-1981; City of Sacramento Community Development Department Building Permits; Center for Sacramento History Archives; Sacramento County Assessor's Office; Historic Environmental Consultants, *Non-Residential Building Survey Project Report*, 1981; Christy Anderson, *Historic Land-Uses on the R Street Corridor between 7<sup>th</sup> and 19<sup>th</sup> Street*, 2002; Sacramento Register of Historic and Cultural Resources. Sacramento Public Library, Photo Archives; see footnotes for additional citations.

B13. Remarks: See Location Map for Area Overview

\*B14. Evaluator: Polly Allen

\*Date of Evaluation: July 12, 2013

(This space reserved for official comments.)



## **B10. Significance (continued):**

### Documentation Background

Several previous studies and findings have addressed portions of the former R Street freight corridor. City of Sacramento Ordinance # 85-076, passed in July of 1985, established the R Street Historic District, which generally runs between 10<sup>th</sup> and 12<sup>th</sup> streets along R Street. Although the nomination of the district did not include a formal historic context statement, the description given of the district stated that, "Inasmuch as Sacramento's early development was so closely tied to the evolution of the railroads, those structures still remaining along the R Street tracks are of particular importance in reflecting this connection." Within this general context, it is clear that the rail alignment itself is considered to be a character defining feature of the local district, as the R Street alignment that is extant in the corridor is indicative of the significant railroad associations.

In addition to the findings related to the Sacramento Register, portions of the rail-alignments were addressed in 2006, in association with the Draft Environmental Impact Report (DEIR) prepared for the *R Street Area Implementation Plan* (RSAIMP). Under this, Roland Nawi Associates prepared a Historic Resource Evaluation Report (HRER) that addressed R Street historic resources between 10<sup>th</sup> and 13<sup>th</sup> Streets. In this study, Roland Nawi Associates found nine properties, including extant railroad-related features of the Southern Pacific, to be contributors to a National Register-eligible district. Although the finding received consensus under the Section 106 process, an NRHP nomination was not prepared as part of the project. An NRHP nomination for the district is currently under preparation as part of the *R Street Survey Report*, which is being undertaken by Page and Turnbull Inc. in support of the *2035 Sacramento General Plan Update*. In this nomination, the portions of the Southern Pacific and Western Pacific railroads that are within the boundaries of the NRHP district are considered contributing elements to the district.

Lastly, in 2009 Mary L. Maniery of PAR Environmental Services, Inc documented and evaluated Southern Pacific R Street railroad track and siding from 16<sup>th</sup> to 18<sup>th</sup> streets as part of the Historical Resources Inventory and Evaluation Report (HRER) for the R Street Market Plaza Improvement Project from 16<sup>th</sup> to 18<sup>th</sup> Streets. The evaluation found that as a discontinuous segment of line, the Southern Pacific track did not appear eligible for listing in the NRHP. The evaluator did find, however, that portions of the track and siding contributed to the historic significance of the adjacent Crystal Ice and Cold Storage Facility, which was found to appear eligible under NRHP Criterion A and C. Please see attached DPR 523 for the full evaluation.

The purpose of this DPR 523 form is to synthesize this previous information regarding the survey and status of rail-related resources and fully evaluate the resources as a collective system under NRHP, CRHR, and Sacramento Register criteria. In addition, the form provides an overview historic context for the system as a whole.

### Historic Context

The following historic context is summarized from Page and Turnbull's *Draft R Street Corridor Survey* (June 2013), which developed a thorough historic context for the R Street Corridor, including all related rail features. For the complete context please refer to that study, which accompanies this DPR 523.

R Street developed as a railroad right-of-way in the mid-nineteenth century, with the establishment of a Sacramento Valley Railroad alignment on R Street. With the increasing demand for overland transportation systems, a number of railroad concerns had developed in Sacramento and San Francisco during the period, with each competing for right-of-ways and financial support. In Sacramento, the Sacramento Railroad and Sacramento Valley Railroad vied to establish rail lines through the city. The Sacramento City Council granted the Sacramento Railroad the preferred route along A, B, or C streets at the city's northern boundary, which led to the city center. R Street, which was less developed and served as the city's

## **B10. Significance (continued):**

informal southern boundary at the time, was granted as Sacramento Valley Railroad's right-of-way. The line, California's first, was completed in 1856 to great fanfare, with the twenty-two mile route running from Sacramento to Folsom.

Sacramento's rapidly developing overland transportation system contributed greatly to its bid for Capital in the mid-1850s. Its position at the juncture of the Sacramento River and the new railroad was economically advantageous and its business district offered amenities for State legislators who would relocate to the area. The city earmarked multiple city blocks for the construction of a new Capitol and had recently completed a new brick courthouse and state printing facility. In light of the fires that had ravaged the city in recent years, Sacramento also offered to construct a fire-proof warehouse in which to archive state documents.

To supplement the city's early levee-building efforts, the City Council required railroad companies to construct and maintain levees on the right-of-ways granted through Sacramento; however, this program was met with varying success. The city granted railroad right-of-ways at the boundary of the original 1848 street grid, where the city was most vulnerable to flooding from the American and Sacramento Rivers. Thus, when the Sacramento and the Sacramento Valley Railroads—the first railroad companies in Sacramento—were granted routes, these routes corresponded with the northern and southern boundaries of Sacramento's business district. In accordance with this ordinance, the Sacramento Valley Railroad constructed a levee on R Street prior to the establishment of its tracks. However, the Sacramento Railroad proposed for the northern boundary of the city was never constructed. In 1861, December storms caused the American River to breach the city's levee at the northern boundary of Sacramento and the R Street levee trapped the floodwater within the downtown. The railroad company was forced to remove a portion of the levee to allow the floodwater to escape.

The 1859 discovery of the Comstock Lode in Nevada led to a rapid increase in business for the Sacramento Valley Railroad. Hard rock mining equipment shipped from foundries in San Francisco via steam boat to the Sacramento River was transferred to the Sacramento Valley Railroad line at the freight depot at R and Front Streets. Once the mining supplies reached the end of the line in Folsom, teamsters with wagons moved the equipment over the Sierra Mountains to the Comstock mines. Despite the increase in business, the Sacramento Valley Railroad was financially stressed by the floods that repeatedly plagued the area. The Railroad also continued to experience a contentious relationship with the City Council. However, it was competition from the Central Pacific Railroad that ultimately led to the demise of the company. Local businessmen Leland Stanford, Collis Huntington, Charles Crocker, and Mark Hopkins, known as "The Big Four," organized to create the rival Central Pacific Railroad in 1861. The Big Four hired Sacramento Valley Railroad's Chief Engineer, Theodore Judah, to find a route across the Sierra Nevada Mountains that would link the Central Pacific Railroad to the existing railroad network in the Eastern United States. In 1862, the Pacific Railway Act authorized the Central Pacific and Union Pacific Railroads to build a transcontinental railroad, and in 1865, the Central Pacific Railroad absorbed the Sacramento Valley tracks along R Street. When laborers from the Central Pacific Railroad and the Union Pacific Railroad met at Promontory Summit, Utah in 1869, Sacramento became the western terminus of the Transcontinental Railroad.

### *The Southern Pacific Railroad*

In 1868, the "Big Four" purchased the Southern Pacific Railroad, and in 1885 the Central Pacific was absorbed into the Southern Pacific. During this period, a few businesses had developed adjacent to the Southern Pacific Railroad tracks on the levee. Carlaw Marble and Granite works, a company that supplied masonry building materials and headstones, owned the entire south side of R Street between 10th and 11th Streets, along the freight line. The company established offices at the corner of 10th and R Streets in 1879. Granite from quarries in Folsom was transported via the Southern Pacific Railroad to Carlaw and to the Sacramento waterfront where it was shipped to San Francisco and other destinations in northern California. A siding allowed freight cars to unload directly into Carlaw's stone yard. The J. McCaw Wood and Coal Yard

## **B10. Significance (continued):**

was located north of the levee, opposite of Carlaw. On the northeast corner of 11th and R Streets, businessman J.W. Keating owned a grocery store and residence. Keating owned several parcels of land along and adjacent to R Street and played an important role in the development of the area.

During the latter half of the nineteenth century, numerous advancements were made in the railroad and agriculture industries, including the development of refrigerated railroad cars. The first express train shipment of Sacramento Valley-grown fruit was delivered to the East Coast via refrigerated rail car in 1886. Refrigerated rail transport improved rapidly, and by the mid-1890s, approximately seventy-five percent of all fruit that was transported from California to the East Coast originated in the Sacramento Valley. In 1901, the City of Sacramento was publicized as “the center and metropolis of the richest portion of the State, the heart of a vast railroad system, the point from which steamers pass to the north and to the south, and with unlimited water and electrical power at her very doors, [presenting] advantages in manufactures equaled by no other city on the coast.” In the 1880s, State Engineer William Hammond Hall created the first integrated, comprehensive flood control plan for the Sacramento Valley, which consisted of a system of levees, weirs, and bypass channels to protect urban centers. Construction of new levees proceeded steadily, although the system would not gain federal support until 1917 when Congress authorized the Sacramento Flood Control System. As a result of flood control improvements, the Southern Pacific was in 1903 able to remove the R Street levee and construct a new central track at grade. The street itself was left unpaved and without sidewalks or curbing. The grade-level track was primarily used for local, rather than regional, transport.

As a result of these improvements, businesses in Sacramento jostled to take full advantage of the city’s production and shipping capabilities. Along R Street, manufacturing and industrial businesses sought a position on the railroad that would allow their goods to be transported to shipping facilities located at the west end of R Street on the Sacramento River. New railroad companies also emerged, which would challenge the Southern Pacific’s monopoly within Sacramento.

### *The Second Transcontinental Railroad*

The Western Pacific Railway Company formed in 1903 to create a second transcontinental railroad that would compete with the Southern Pacific Company, which had established a monopoly in Sacramento. The Western Pacific, which identified a southern route at a lower elevation across the Sierras which experienced less severe weather conditions than those on the Southern Pacific transcontinental line, began in 1906 to negotiate with Sacramento for a right-of-way through town. The Western Pacific Railway was granted an 80’-wide right-of-way between 19th and 20th streets, a north-south route through the city, just east of the downtown. By 1907, the Western Pacific Railway track, a portion of which paralleled R Street, was complete. The new line ran from Front Street east along the northern edge of R Street until 7th Street, where the track curved to parallel R Street along the Q/R (Quill) Alley. Between 18th and 19th Streets, the Western Pacific Railway track turned north to follow the 19th and 20th Street right-of-way.

Meanwhile, the city continued to encourage industrial growth along R Street. In 1907 it supported the Southern Pacific in its efforts to prohibit an electric car line on the route and permitted the railroad to construct multiple sidings and switching lines. Discussing the 1907 decision to preclude electric cars, the Sacramento Union noted that R Street “...has been for years, is now and will be for years to come probably the busiest shipping and freight hauling street in the city...” The Rochdale Building, a center for wholesale grocery distribution, was constructed at the southeast corner of 11th and R in 1907. Competition between the Southern and Western Pacific transcontinental railroad companies was exacerbated by the proximity of their local freight lines. The new Western Pacific Railway track, roughly located along the Q/R (Quill) Alley directly challenged the Southern Pacific’s freight line on R Street. As the agriculture industry continued to thrive during the first decades of the twentieth century, the railroads constructed spur lines to service many of the new canneries, packing plants, and factories that were being constructed in and around Sacramento. Businesses constructed on

## **B10. Significance (continued):**

the south side of R Street were served by Southern Pacific sidings; those on the north side of R Street used Western Pacific spurs.

In 1912, the Chicago-based meat canning company Libby, McNeill & Libby opened what would become the largest fruit and vegetable cannery on the West Coast at the intersection of 31st Street, R Street, and Stockton Boulevard. By 1918, nine large brick buildings designed by architects A.C. Rhoades and Washington Miller had been constructed at the nine-acre complex. The cannery was described as having “excellent rail connections, having two spur tracks connected with the Southern Pacific railroad and the Northern Electric railway.” Fresh produce from nearby farms was typically delivered to the cannery on trucks and wagons, and crates of canned goods were loaded into freight cars and shipped via railroad. The *Sacramento Bee* acknowledged in 1914 that it was a city policy that R Street “...would be developed along definite lines as an industrial district.” But it was the street’s location between the Southern and Western Pacific freight lines that prompted its industrial development more than any other factor. By 1915, the Western Pacific Railway had constructed sidings to the Capital Box Factory on Front Street, the Sperry Flour Company at 7th and Q Streets, and a construction company material yard located on R Street between 12th and 13th Streets. The Southern Pacific line included sidings to the Shasta Water Company at the intersection of 7th and R Streets, the Palm Bridge and Iron Works on the southeast corner of 15th and R Streets, and the Buffalo Brewing Company located between 21st and 22nd Streets.

The 1910s and 1920s coincided with a boom in development within the R Street Corridor. In June 1915, the California State Warehouse Company completed a reinforced concrete, six-story warehouse building on the south side of R Street, east of the Rochdale Building. The building, designed to be fireproof, was constructed to be used by the State of California for archival storage of state records. The Southern Pacific extended its railroad siding from Carlaw Marble and Granite Works across 11<sup>th</sup> Street to serve the new state archives building. Five years later, the W.P. Fuller Paint Company began operating out of a large brick warehouse at the corner of 10th and R directly across from Carlaw. The W.P. Fuller warehouse included freight openings onto Western Pacific sidings at the north side of the property. During the 1920s, Western Pacific sidings were also constructed to the National Biscuit warehouse between 11th and 12th Streets. On the south side of R Street, the U.S. Rubber Company warehouse was completed in 1920 on the corner of 11th and R Street with openings to the Southern Pacific sidings. In 1923, the Western Pacific entered into a shipping contract with the Pacific Fruit Exchange, which had been working with the Southern and Union Pacific Railroads since 1906. An agreement with the Western Pacific Railroad was particularly appealing to the company because the Western Pacific was able to provide its own refrigerator service. Initially, refrigerated goods were packed with ice in Roseville, where the world’s largest ice plant (or icing station) was located. However, in response to the increased demand for natural and manufactured ice, the Crystal Ice Company opened at 17th and R Streets in 1920.

### *The Decline of Rail Transport*

In 1940 the Southern Pacific consolidated its multiple sidings on R Street into one continuous line of single track to better serve local businesses. R Street remained the central hub of the city’s freight traffic through World War II. By the end of the war, however, freight transportation was steadily shifting from rail to truck transport. By 1947, California already counted more than half a dozen state highways that would become sections of the interstate highway systems. These included sections of Interstates 5, 8, 10, 15, 80, 505, and 580. 1947 also marked the completion of the Sacramento Yolo Port District, a deep water port located on the west side of the Sacramento River in West Sacramento. Shipping facilities previously located at the foot of Front and R Streets in Sacramento relocated to the new Port and the businesses on R Street became more dependent on trucks for overland transportation. Between 1937 and 1948, the California Warehouse Company and the W.P. Fuller Warehouse added truck loading docks to their R Street facades. Proximity to highways became increasingly important and many manufacturers and warehouses began to relocate along the highway arterials west and east of the city.

## **B10. Significance (continued):**

By the late 1960s many of the businesses that had operated along R Street for decades were gone. Carlaw, the oldest continuously operating business on R Street, closed its doors in the mid-1960s. Passenger rail service also dropped precipitously during this period. Nationally, the railroads recorded an 84 percent drop in non-commuter ridership between 1945 and 1964. Passenger service on the Western and Southern Pacific lines was discontinued in 1970, transferring to Amtrak in 1971. In 1974, the Southern Pacific initiated actions to retire the track on the corridor from 5th to 21st Street, and in 1982 the Union Pacific assumed control of the former main Western Pacific freight line that ran north-south between 19th and 20th Streets. In 1987, the Sacramento Light Rail converted the former Western Pacific local freight line along the Q/R (Quill) Alley to light rail tracks. Since that time the corridor has continued to evolve, with adjacent demolition and redevelopment altering the once-uniform industrial character of the corridor.

### Evaluation

As discussed in the Documentation Background, portions of the R Street Corridor rail alignments within the boundaries of the R Street Historic District (both Local and NRHP) have previously been determined to be contributing elements to the district. Additionally, a remnant of the Southern Pacific line at the Crystal Ice and Cold Storage Facility at R and 16<sup>th</sup> streets has been documented as a contributing element of the ice plant, which was found eligible for the NRHP under criteria A and C. This evaluation affirms these previous determinations, finding that the rail remnants in these areas do appear to contribute to the significance of the related resources.

In its entirety as a freight transportation corridor, however, the R Street rail alignments surveyed as part of this documentation effort do not appear to have sufficient integrity to convey significance as a transportation system, and do not appear to be individually eligible for listing in the NRHP, CRHR, or Sacramento Register. While the Southern Pacific and Western Pacific freight lines do appear to possess potential significance under NRHP Criterion A (CRHR Criterion 1, Sacramento Register Criterion i) for their integral association with the industrial development of the R Street corridor between the early 1900s and late 1930s, this potential significance has been undermined by a lack of integrity. Throughout its development history, portions of the alignments were continuously altered and replaced, including the replacement of rails, ties, and utility features. In addition, with the late twentieth century decommissioning of the railroad lines, large portions of the original line were removed and/or covered with pavement or fill. Equally important, both the Western Pacific and Southern Pacific alignments have been adapted for use by a light rail system, which has introduced a comprehensive range of new built environment features along the corridor, including modern stops and infrastructural features. Lastly, with the decline of industrial operations along the corridor, large swaths of the adjacent block-fronts have been demolished or redeveloped, undermining any associations between remnant rail pieces and the surrounding streetscape. With several important exceptions, most notably the area that includes the R Street Historic District, the industrial streetscape of the corridor has been effaced by the ongoing redevelopment and reuse of R Street.

These widespread alterations critically diminish the seven aspects of integrity of the former rail corridor: location, design, setting, materials, workmanship, feeling, and association. Without possessing essential integrity, the former railroad alignments cannot convey potential historical associations within the period of significance. While small remnants of the original alignments remain, the majority of both lines have been removed, and as integrity of location, materials, workmanship, design, and setting has been greatly diminished. Further, the utilitarian design of the tracks has been largely compromised, with ongoing replacement of original features and materials. Extant portions of the alignments likely date from the early twentieth century to the 1970s. This widespread replacement and dismantling diminishes the integrity of workmanship, setting, feeling, and association of the railroads. Setting, feeling and association have also been compromised by demolition of the surrounding industrial buildings along much of the corridor and the insertion of large new infill projects such as that of the Calpers Building or the R Street Market at 19<sup>th</sup> Street.

## **B10. Significance (continued):**

As discussed above, this evaluation finds that while the freight railroad system of R Street does have potentially historically significant associations under NRHP Criterion A (CRHR 1, Sacramento Register i) for its association with the industrial development of Sacramento, a widespread and comprehensive diminishment of integrity precludes consideration under this Criterion. In addition, this evaluation finds that the railroad system is not potentially eligible under any other criteria, both because of the previously stated lack of integrity and an overall lack of significance under any of the remaining criteria for listing. Research undertaken for this project did not reveal that the alignments have direct or important associations with prominent or important individuals significant in local, state, or national history (NRHP Criterion B, CRHR 2, Sacramento Register ii). While the alignments were generally associated with the operators of the Southern Pacific and Western Pacific, they were only a portion of a vast and far-flung enterprise and therefore do not convey direct or important associations in this regard. Similarly, while the tracks enabled a wide-range of entrepreneurs and business owners to develop along the corridor, this generalized connection lack significance in relation to any specific individual. The freight rail does not embody distinctive characteristics of railroad construction (NRHP Criterion C, CRHR 3, Sacramento Register iii, iv, v). The corridor was of a standard freight construction and did not illustrate any novel, innovative, or ground-breaking construction techniques or engineering strategies. In rare instances rail corridors themselves can serve as sources of important information about historic construction materials or technologies, but this type of freight construction is common and otherwise well-documented and does not appear to be a principal source of information in this regard (NRHP Criterion D, CRHR 4, Sacramento Register vi). Additionally, widespread removal and replacement of the corridor has undermined any potential eligibility in this regard.

In conclusion, this evaluation finds that as a freight system, the former R Street rail alignments of the Western Pacific and Southern Pacific do not appear to be eligible for individual listing under any of the criteria of the NRHP, CRHR, or Sacramento Register. Although several previous studies, referenced in the Background Documentation section of this DPR 523, have found that elements of these former rail lines are contributing components to related historic resources and as such are considered historical resources, as a whole the system does not appear to be an individual historic resource under the NRHP, CRHR, or Sacramento Register.



Location Map with R Street Survey Corridor Depicted in Red Boundary

<b>State of California - The Resources Agency</b>		Primary #	_____
<b>DEPARTMENT OF PARKS AND RECREATION</b>		HRI#	_____
<b>PRIMARY RECORD</b>		Trinomial	_____
		<b>NRHP Status Code</b>	<u>3S</u>
Other Listings	_____	Reviewer	_____
Review Code	_____	Date	_____

Page 1 of 14 \*Resource Name or #: (Assigned by recorder) Crystal Ice and Cold Storage (Map Reference #1)

P1. Other Identifier: Carstensen's Crystal Ice and Cold Storage

\*P2. Location:  Not for Publication  Unrestricted \*a. County Sacramento

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Sacramento East Date 1992 T 8N R; 4E of Sec. 20; MDM

c. Address R Street, 16<sup>th</sup> to 17<sup>th</sup> streets City Sacramento Zip 95814

d. UTM: (Give more than one for large and/or linear resources) Zone 10; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN # 009-0093-008. Crystal Ice and Cold Storage plant stretches over the north half of a block bound by 16<sup>th</sup> and 17<sup>th</sup> streets to the west and east, and the alley and R Street to the south and north.

\*P3a. Description: (Describe resource and its major elements. Include design, materials condition, alterations, size, setting and boundaries)

The Crystal Ice and Cold Storage plant is a large rectangular building stretching over a one-half block area (eight city lots) on the south side of R Street bound by 16<sup>th</sup> and 17<sup>th</sup> streets and the alley between R and S streets.. It is situated in an industrial corridor centered on the Southern Pacific Railroad. The warehouse was built in five phases. The central core of the building is of brick masonry construction and represents the original 1920 initial construction. The west side of the building fronting on 16<sup>th</sup> Street was added to the main structure in 1944 and the east 1/3 by 1949. A one-story garage centered on the rear of the building was constructed to house the trucks in 1925. The numbered sections are described from east to west. (continued). Integrity and condition of each section is included in the section descriptions.

\*P3b. Resource Attributes: (List attributes and codes) HP6: 1-3 story commercial; HP8: Industrial

\*P4. Resources Present:  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, date, accession #) 4-05-09

View southwest of Crystal Ice north and east, façades from 17/R intersection.

Acc. 08-8007-DIG-2-020

\*P6. Date Constructed/Age and Sources:  Historic  Prehistoric  Both

1920, 1945, 1947

\*P7. Owner and Address:

Mark Friedman

1530 J Street Suite 200

Sacramento, CA 95814

\*P8. Recorded by: (Name, affiliation and address)

Mary L. Maniery

PAR Environmental Service

1906 21<sup>st</sup> Street

Sacramento CA, 95816

\*P9. Date Recorded: 02-24-09

\*P10. Survey Type: (Describe)

Cultural resources inventory and Evaluation

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

Historical Resources Evaluation Report for the R Street Market Plaza Improvement Project: 16<sup>th</sup>-18<sup>th</sup> Streets, City of Sacramento.  
PAR Environmental Services, Inc. 2009.

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List)

## SECTION 1

The easternmost section, No. 1, is about 40 feet wide and 160 feet long. The 1951 Sanborn map labels this area as "crate storage." It was built in two sections by 1949 and has not been altered. The north 2/3 of the structure fronts on R Street, is 1.5 stories high and is built of reinforced concrete. The north façade is characterized by four concrete pilasters, a near flat roofline that slants slightly east and a concrete cornice. There is a double metal sliding door, suspended on a track, on the right (west) side of the façade. A metal canopy structure protects refrigeration control panels on the east end of the façade. The entry door is accessed by a concrete ramp and a concrete loading dock extends along the length of this section of the building.



View south of north façade, section 1 (note siding track)  
(Accession 08-8007-Dig 2-027, April 5, 2009)



View northwest of Section 1 north and east façade with office at far left (note siding track)  
(Accession 08-8007-Dig 2-.023, April 5, 2009)

The east façade of Section 1 is windowless and is defined by five concrete pilasters and a concrete cornice. The letters "CRYSTAL ICE AND COLD STORAGE" are incised in the concrete along the upper 1/3 of the façade near the north end. The south 1/3 of Section 1 is

one story in height with a flat, asphalt roof. It served as the office for the facility. It has a single wood pedestrian entry on 17<sup>th</sup> street flanked by two eight-lite multi-pane, metal sash casement windows to the south, two larger 16-lite (8-lites in each vertical window side) windows to the north and another small pedestrian door to the north of the large windows. Fenestration is symmetrical and all windows have concrete sills and lintels. A flat metal canopy hangs by cables along the front of this façade. The south-facing façade of the office has a double wooden bay door on the west, a three-pane, metal sash casement window protected by an iron grille in the center, and a metal sash multi-pane casement window, identical to the east façade, on the east.



View southwest of one-story office addition fronting on 17th Street.

Accession 08-8007-DIG 2-025, 04/05/09

## SECTION 2

Section 2 is immediately to the west of Section 1 and consists of a 1.5-story-high brick addition constructed in 1925. The north façade is recessed three feet from Section 3 and has a concrete loading dock along the façade that continues along Sections 1 and 3. Character-defining elements of the Section 2 façade includes three partial brick pilasters symmetrically placed along the north face and a double swing-open entry door, made of horizontal boards with iron hinges, at the west end. There are no windows. A north/south trending brick parapet wall separated Section 2 from Section 1 and extends about 2 feet above the roof line. The 1951 Sanborn Map labeled this section as “Cold Storage” and noted that it had a wood truss roof supported by wood posts with four cork-lined, insulated rooms.

The south façade of Section 2 fronts on the alley and appears to be an extension to the brick building that was added in 1944. This section is listed as “Truck Storage” on the 1951 Sanborn and is also 1.5 stories in height. The structure is of reinforced board-form concrete. Five concrete pilasters are symmetrically placed along the south façade.

Page 4 of 14  
P1. Other Identifier:

\*Resource Name or #: (Assigned by recorder)  
Carstensen's Crystal Ice and Cold Storage

Crystal Ice and Cold Storage, 1600 Block R St., Sacramento



View south of Section 2's north façade  
(Accession 08-8007-DIG-2-031, April 5, 2009)



View east of Section 5 (foreground) and the south façade of Section 2  
(2-story building in background)  
(Accession 08-8007-DIG-1-034, Feb. 24, 2009)

### SECTION 3

Section 3 represents the central and original core of the building. Originally one story, the core area was expanded to two stories in 1920-21. It is constructed of brick. The front detailing includes four large windows with arched brick pediments, three to the east of a central door and one to the west. A historic photograph of this same section depicts three of the four arched windows with lites in the pediment and one bricked in. Today the windows have been removed or boarded over. Original windows were metal sash, large multi pane lites; they are now boarded over, but remain in place (Friedmann 2008). Fenestration is symmetrical and includes the four arched windows, a central recessed entry (original), and two additional doors west of the westernmost arched window (all original). A metal canopy, supported by cables, runs the length of the façade and was added after 1928. A double-hung window, original to the 1921 building, is present on the second floor level. The elevated concrete loading dock along the front of Section 3 is original, although it has been extended to the east. Newer additions to this façade include a pedestrian door with landing and fire steps on the upper floor and wood frame structures on the roof to house condensing and cooling equipment. These do not detract from the overall mass and design apparent in this section.

Originally metal letters were mounted across the upper face of the structure and stated "CRYSTAL ICE & COLD STORAGE CO." These have been removed.



View southwest of Section 3. Note brick pediments above metal canopy (Accession 08-8007-DIG-2-xx, April 5, 2009)



View southwest of Section 3, 1920s (www.sacramentohistory.org)

The south façade of Section 3 characterizes the industrial nature of the business. It includes board-form concrete loading dock accessed by five-riser concrete stairs on the west and east ends, four symmetrically placed pedestrian or bay doors, some with heavy wood coverings and one bricked in. A small, one-story, 16-foot-square brick building is present on the west end of this Section, just west of the west set of stairs. It has five ice dispenser openings, four retaining the original catch baskets, with coin slots to serve customers buying blocks of ice.



View northwest of Section 3 south façade  
(Accession 08-8007-DIG-1-31, Feb. 24, 2009)



View northeast of south façade of ice dispensing facility  
(Accession 08-8007-DIG-1-21, Feb. 24, 2009)

#### SECTION 4

Section 4 includes all of one city block and is bounded by 16<sup>th</sup> Street on the west, R Street on the north and the alley on the south. The 1951 Sanborn Map labeled this area as "Cold Storage" and noted that it was built in 1944. The structure is of board-form concrete on the lower half with board-form concrete placed to give the appearance of bricks on the upper half. A concrete cornice with a slight overhang extends around the top. Concrete pilasters are present on the north and west facades. The north façade fronts on R Street and has three pilasters, a roll-up metal bay entry on the east and a decorative concrete band with incised grooves dividing the front façade. A metal shed roof canopy, suspended on cables, protects the loading dock and entry bay. Newer additions include a horizontal board small room supported by knee braces on the upper story at the east end. This room has a metal-clad shed roof, a pedestrian door and a metal sash casement window. The stairs that accessed the door are missing. The west end of the platform has a small enclosed area under the canopy with board and batten plywood siding, few metal sash windows and an access door; all are now boarded over. Its function and date of construction are unknown.



View southwest of north façade, Section 4 (note railroad siding in front of dock)  
Accession 08-8007-DIG-2-034, April 5, 2009

The west façade is about 150 feet long and fronts on the sidewalk of 16<sup>th</sup> Street. This façade has nine symmetrically placed pilasters that taper from 21 inches wide on the lower story to 15 inches wide on the upper. A deeply incised groove is present on the belly band and the façade is topped with a concrete cornice. There are seven square recessed panels along the entire west façade on the lower story between each pilaster.



View southeast of north and west façades, Section 4 (Accession 08-8007-DIG-1-003, Feb. 24, 2009)

The south (rear) façade of this section has a recessed carport on the lower floor protected by the overhanging upper story. The upper story is supported by round tapered columns. Concrete blocks have been used to in-fill a portion of the open space between the columns. Five square concrete pilasters with decorative tapered square capitals provide relief to the exterior concrete wall.



View west of overhang and carport, Section 4, south façade (Accession 08-8007-DIG-1-20, Feb 24, 2009)



Detail of capitals, Section 2 carport (Accession 08-8007-DIG-1-11, Feb. 24, 2009)

## SECTION 5

Section 5 is attached to the rear of the main 1920s plant and was built in 1925 as truck storage/auto repair. It is a frame building and has two corrugated metal-door bays on the south façade. A parapet present on the east wall separates it from the south end of Section 2.



View east of Section 5, with Section 3 loading dock to left  
(Accession 08-8007-DIG-1-29, Feb. 24, 2009)

## INTERIOR

The interior of the plant, especially Section 3 (the manufacturing area) reflects the layout and design of the original ice plant. Insulated cold storage lockers, thick walls, pipes and tubing necessary to transport water to the manufacturing areas, and equipment are still in place. As a whole, the plant reflects the peak of the ice-producing industry in the late 1940s and has been altered very little since that time.

## RAILROAD CONTRIBUTING ELEMENTS

The Southern Pacific Railroad mainline track extends from the east side of the intersection at R and 16<sup>th</sup> streets to the east side of the intersection at R and 17<sup>th</sup> streets. These tracks are part of a larger system of tracks that ran down the center of R Street from the Sacramento waterfront on Front Street to Alhambra Boulevard. Segments of this line have been removed (between 14<sup>th</sup> and 15<sup>th</sup> streets), some segments have been paved, and others remain visible. A siding track is located approximately 20 feet south of the mainline. The siding abuts the Crystal Ice and Cold Storage facility loading dock.

Between 16<sup>th</sup> and 17<sup>th</sup> streets, almost the entire rail section is visible and devoid of asphalt covering. Siding track in front of the Crystal Ice and Cold Storage Facility parallels the mainline track, beginning at the east side of the intersection of R and 16<sup>th</sup> streets. The west end of siding track near Crystal Ice is capped by a metal bumper, used to prevent railroad cars from sliding off the tracks. The siding track extends approximately 400 feet eastward along the north side of the Crystal Ice and Cold Storage facility. The siding track joins with the mainline approximately 60 feet east of the R and 17<sup>th</sup> streets intersection.

Granite cobbles about the mainline and siding rails on both the inside and outside at the R and 17<sup>th</sup> streets intersection. Historically these cobbles were used to support and protect the rail from cross traffic at the intersections.

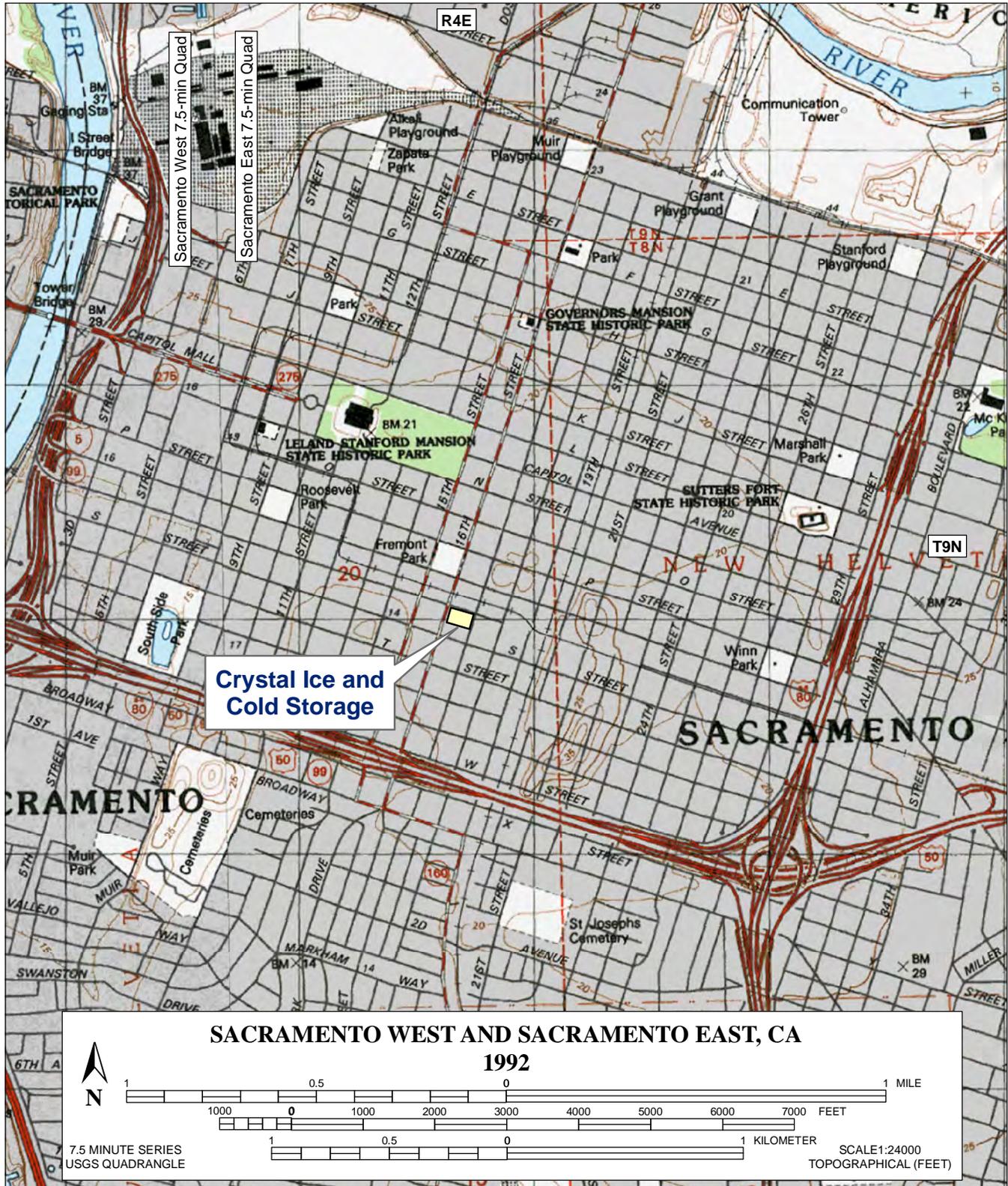
A switching box is located on R Street between 16<sup>th</sup> and 17<sup>th</sup> streets in front of Crystal Ice. The box is 70 feet east of the start of the mainline track at the R and 16<sup>th</sup> street intersection. The switching box is approximately 3.5 feet long and 2 feet wide, and is located on the south side of the mainline rails.



View of mainline track on R Street between 16<sup>th</sup> and 17<sup>th</sup> street,  
view facing west, with Crystal Ice to the left.

April 5, 2009.

# LOCATION MAP



\*NRHP Status Code 3S

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\*Resource Name or #: (Assigned by recorder)

Crystal Ice and Cold Storage Plant, 1600  
 Block R St., Sacramento

B1. Historic Name: Carstensens' Crystal Ice and Cold Storage

B2. Common Name: Crystal Ice

B3. Original Use: Ice Manufacturing Factory B4. Present Use: Abandoned and vacant

\*B5. Architectural Style: Industrial

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

The 1915 Sanborn Fire Insurance map depicts a few dwellings on this half-block, but no industrial buildings. The original one-story brick building built around late 1919-early 1920. A second story was added beginning in the summer of 1920 (Sacramento Building Permits 1921). A west side addition expanded the original building in 1921-22. A brick addition was built to the east of the main plant in around 1926 and a garage was added to the rear of the main building in 1925. The garage was frame construction with sheet iron siding and measured 26 feet by 32 feet (Sacramento Building Permits 1925). In 1944-45 the company added to the west side of the building for a cold storage warehouse and to the rear (south) of the 1925 brick addition. The building's east side addition and office were built soon after. The plant has been changed little since 1949, when the east addition was complete.

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: same

\*B8. Related Features:

Southern Pacific Railroad main line and siding

B9a. Architect: Unknown b. Builder Rasmus Carstensen

\*B10. Significance: Theme Industrial Development of Sacramento/  
 Ice Plant architecture Area Sacramento City, local

Period of Significance 1920-1950 Property Type Ice Plant/Industrial Applicable Criteria A and C

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

The Crystal Ice Company was founded around 1911 by Rasmus Carstensen, a German emigrant and Sacramento businessman who, at the time of founding the ice company, owned the Golden Gate Saloon and Terminus Café in Sacramento. Carstensen's Crystal Ice was originally located on Park between 35<sup>th</sup> and 36<sup>th</sup> Streets (Sacramento City Directory 1912) and depended on the purchase of natural blocks of ice harvested in the Truckee region. In the 1910s the allotment of natural ice blocks was controlled by a regional "Ice Trust." As ice boxes gained in popularity in the early twentieth century, the demand for blocks far outnumbered the supply. This supply and demand issue reached crisis point during the summer of 1919. At that time the demand for ice in Sacramento had grown to the point that there was an insufficient supply to meet Sacramento's needs. Carstensen was accused of withholding ice from household consumers in favor of providing ice to saloons, breweries and restaurants. He responded to this accusation in the *Sacramento Bee* by noting that the Ice Trust, controlled by one of his competitors, Ike Trainor, did not provide him with natural ice in adequate numbers to serve the city's communities. He vowed to build a new ice plant that could produce ice in adequate quantities to supply all consumers and eliminate the dependency of natural ice (*Sacramento Bee* September 23, 1919). To this end he purchased three vacant lots centered on R Street between 16<sup>th</sup> and 17<sup>th</sup> streets.

Carstensen's Crystal Ice and Cold Storage Co. on R Street first appeared in the Sacramento City Directory in 1920 (Sacramento City Directory 1920:48). The building was located at 1622-28 R St. In his new building, instead of buying natural ice, Carstensen could make more of his own (*Sacramento Bee* August 6, 1921).

It appears that he quickly outgrew his space. A building permit was issued in May 1920 to Carstensen for a second floor addition to the "brick factory." The structure measured 127 feet by 120 feet with outside walls 12 feet high and 13 inches thick. The interior finish work was completed in March, 1921.

Carstensen continued to expand his business with his acquisition of John Menke's adjoining property (two city lots) to the west by August 1921. The 80- by 160-foot lot was purchased for \$16,500 with plans to erect a two or three-story ice making and storage house (*Sacramento Bee* August 6, 1921:21). The address for the business then changed to 1618-20 R St and the name simplified to Crystal Ice and Cold Storage Plant. A historic photograph taken soon after shows a brick warehouse with arched pediment windows on the lower, original façade and a smooth face on the upper story.

\*NRHP Status Code 3S

Page 13 of 14

\*Resource Name or #: (Assigned by recorder)

Crystal Ice and Cold Storage Plant, 1600  
Block R St., Sacramento

In 1923, he remodeled the building for the brick, two-story ice plant, including installed a 120-gallon gas tank. In 1925, he added a 26-foot by 32-foot metal garage for his delivery trucks and a brick addition to the east side of the cold storage plant. In 1930, he added a 550-gallon gas tank and pump at the garage. During this period, the plant made up to 500 tons of ice daily during the summer to cool the citizens of Sacramento (*Sacramento Bee* July 16, 1927).

During the Depression years, Carstensen maintained the building by keeping the roof in good condition, but otherwise made no additions. In 1933, he died on a visit to Los Angeles, leaving his son, August R. Carstensen, as the new owner and manager of the company. Tax assessment records indicate that Carstensen's son continued to expand between 1935 and 1940 with the purchase of the parcel on the east of his building from W .S. Kendall. With this acquisition, Carstensen then owned the entire half block between 16<sup>th</sup> and 17<sup>th</sup> Street, south of R Street. In 1944, he constructed a concrete addition to the east side of the cold storage building at a cost of \$37,000. In 1949 Crystal Ice and Cold Storage Company had changed its physical address to 1812 17<sup>th</sup> Street, likely because of an office space at a new (and last) addition facing 17<sup>th</sup> Street at the eastern end of the building. Crystal Ice and Cold Storage remained in business into the 1980s. Today the plant retains its circa 1950s appearance with a few modest additions (metal canopy, fire escape). Many of the interior design elements and industrial features that define an ice manufacturing plant (cold storage lockers, water pipe works, etc.) remain intact and add to the overall significance.

The Crystal Ice and Cold Storage facility stretches between 16<sup>th</sup> and 17<sup>th</sup> streets on the south side of R Street. As the primary manufacturer of ice in the City, this company played an important role in the Sacramento area between 1920, when the facility was completed, to 1950, when the use of electric refrigerators replaced the ice box; as such, it is eligible for listing in the NRHP at a local level of significance under Criterion A. The factory embodies distinctive characteristics of an early twentieth century industrial ice plant and meets Criterion C. The property is eligible at a local level with a period of significance from 1920, when initial construction was complete, to 1950, when the last addition was finished.

The integrity of the building's design has been somewhat compromised by alterations in fenestration and the addition of canopies over the entrances of the center and western sections. The transoms above the window openings appear to be painted over, but remain in place. The ice plant retains its character defining features, such as loading docks, ice block dispensers, cold storage lockers, and has integrity of location, setting, design, workmanship, feeling and association. The association with the railroad mainline and siding contributes to the overall sense of time and place. The property also was evaluated in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resource Code, and is considered an historical resource for the purposes of CEQA.

The SPRR track, siding, switch box and cobbles contribute to setting of the Crystal Ice and Cold Storage facility. The route is associated with the early twentieth century industrial development of the ice plant facility in the City of Sacramento and played an important role in its location, setting and design. The relationship between the ice plant and the rails is clearly evident, resulting in a strong sense of time and place. The rail features extend from the east side of 16<sup>th</sup>/R intersection to 60 feet east of the east side of the 17<sup>th</sup>/R intersection, where the ice plant siding reconnects with the mainline. The remaining track and sidings between 17<sup>th</sup> and 18<sup>th</sup> are not contributing elements.

B11. Additional Resource Attributes: (List attributes and codes)

N/A

**\*B12. References:**

Sacramento, City of

1920-1944 City of Sacramento Building Permits file, 1920-1944. On file, Sacramento Archives and Museum Collection Center, Sacramento, CA.

Sacramento Directory Co.

1920-1950 City Directories. On file, Sacramento Room, Sacramento Central Library, CA.

Sanborn Fire Insurance Company

1915 Fire Insurance Maps. On file, California History Room, California State Library. Sacramento, CA.

\*NRHP Status Code 3S

Page 14 of 14

\*Resource Name or #: (Assigned by recorder) Crystal Ice and Cold Storage Plant, 1600 Block R St., Sacramento

1951 Fire Insurance Maps. On file, California History Room, California State Library. Sacramento, CA.

1965 Fire Insurance Maps. On file, California History Room, California State Library. Sacramento, CA.

B13. Remarks: N/A

\*B14. Evaluator: Mary L. Maniery, M.A.

PAR Environmental Services, Inc.

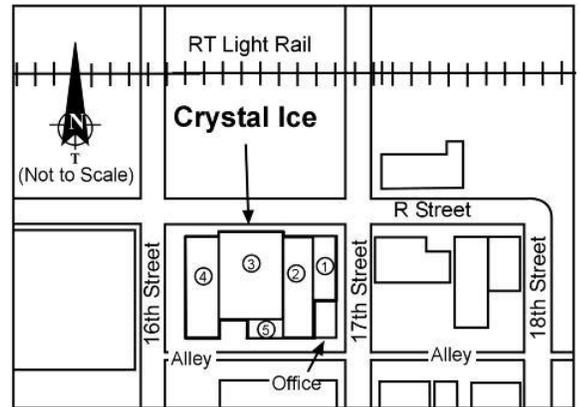
1906 21<sup>st</sup> Street

Sacramento, CA 95816

Date of Evaluation: April 5, 2009

(Sketch Map with north arrow required.)

(This space reserved for official comments.)



<b>State of California - The Resources Agency</b> <b>DEPARTMENT OF PARKS AND RECREATION</b> <b>PRIMARY RECORD</b>	Primary #	_____
	HRI#	_____
	Trinomial	_____
	<b>NRHP Status Code</b>	<u>6Z</u>
Other Listings	_____	Reviewer _____
Review Code	_____	Date _____

Page 1 of 10 \*Resource Name or #: (Assigned by recorder) Southern Pacific R Street Railroad Track and Siding 16<sup>th</sup> to 18<sup>th</sup> streets, Sacramento (Map Reference #2)

**P1. Other Identifier:** None

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

\*b. USGS 7.5' Quad Sacramento East Date \_\_\_\_\_ T 8N R; 4E of Sec. 20; MDM

c. Address R Street, 16<sup>th</sup> to 18<sup>th</sup> streets City Sacramento Zip 95814

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)

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials condition, alterations, size, setting and boundaries)  
 The mainline segment between 16<sup>th</sup> and 17<sup>th</sup> streets consists of 400 feet of track. The siding track in front of the Crystal Ice and Cold Storage facility is approximately 400 feet long and merges back into the mainline just east of the intersection of R and 17<sup>th</sup> streets. From 17<sup>th</sup> to 18<sup>th</sup> streets, the mainline track extends 300 feet, but the majority of the track has been obscured by gravel and is only visible in two 20-foot segments. The siding tracks from 17<sup>th</sup> to 18<sup>th</sup> streets begins east of the 17<sup>th</sup> Street intersection with R Street and extends eastward 300 feet along the south side of R Street. Other railroad features include a switching boxes and granite cobbles in the R and 17<sup>th</sup> street intersection. See DPR 523E Linear Feature form for addition detail on features.

**\*P3b. Resource Attributes:** (List attributes and codes) AH 7: railroad

**\*P4. Resources Present:**  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, date, accession #) 4/5/09

Overview of main line and siding tracks between 16<sup>th</sup> and 17<sup>th</sup> streets, facing west.

Accession #: 08-8001-DIG2-4

**\*P6. Date Constructed/Age and Sources:**  Historic

Prehistoric  Both

1903 Main Track c. 1920

Siding

**\*P7. Owner and Address:**

City of Sacramento

915 I Street

Sacramento, CA 95814

**\*P8. Recorded by:** (Name, affiliation and address)

Mary L. Manieri

PAR Environmental Services, Inc.

1906 21<sup>st</sup> Street

Sacramento CA, 95816

**\*P9. Date Recorded:** 2/24/09

**\*P10. Survey Type:** (Describe)

Section 106 compliance

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

Historical Resources Evaluation Report for the R Street Market Plaza Improvement Project: 16<sup>th</sup>-18<sup>th</sup> Streets, City of Sacramento.  
PAR Environmental Services, Inc. 2009.

**\*Attachments:**  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List)

DPR 523A (1/95)

\*Required Information

P5b. Description of Photo (continued):



Overview of Crystal Ice Storage Facility siding track, facing west (note cobbles). April 5, 2009. Accession #: 08-8007-DIG 2-3



Overview of cobbles along mainline track at the 17<sup>th</sup> and R street intersection, view facing west.  
April 5, 2009. Accession #: 08-8007-DIG2-11



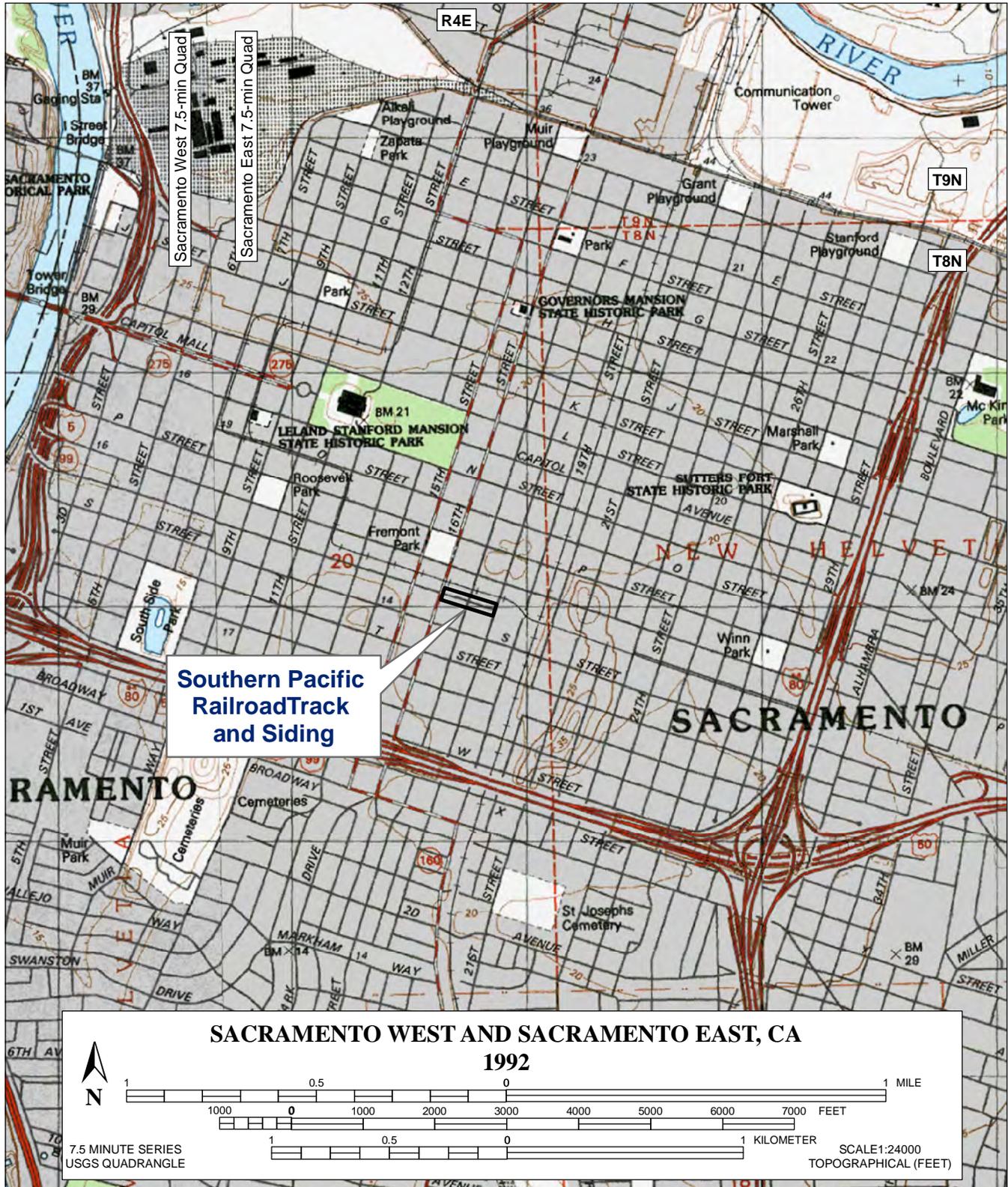
Overview of mainline track and siding tract trending toward Orchard Supply Company Warehouse, view facing southwest.  
April 5, 2009. Accession #: 08-8007-DIG2-27



Overview of siding track (foreground) and mainline tract (obscured by gravel) along R Street from 17<sup>th</sup> Street to 18<sup>th</sup> Street, view facing northeast.

April 5, 2009. Accession #: 08-8007-DIG1-124

# LOCATION MAP



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

Primary # \_\_\_\_\_  
HRI# \_\_\_\_\_

**\*NRHP Status Code**

6Z

Page 6 of 10

**\*Resource Name or #:** (Assigned by recorder)

Southern Pacific R Street Railroad  
16<sup>th</sup> to 18<sup>th</sup> streets, Sacramento

B1. Historic Name: Southern Pacific Railroad

B2. Common Name: \_\_\_\_\_

B3. Original Use: Railroad line and siding

B4. Present Use:

Abandoned

**\*B5. Architectural Style:** N/A

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

Existing center track was laid in its current alignment circa 1903-1904. The siding in front of the Crystal Ice and Cold Storage and Cold facility was built around 1920. The siding leading to the Orchard Supply Company warehouse was built around 1947.

**\*B7. Moved?**  No  Yes  Unknown **Date:** \_\_\_\_\_ **Original Location:** same

**\*B8. Related Features:**

Dressed granite blocks at intersections, girder rails, switching plate.

B9a. Architect: Southern Pacific Railroad

b. Builder same

**\*B10. Significance: Theme** Industrial Development of Sacramento; Transportation **Area** \_\_\_\_\_

**Period of Significance** N/A **Property Type** Railroad track **Applicable Criteria** N/A

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

The SPRR mainline track extends down the center of R Street. A siding parallels the mainline about 15 feet to the south. The mainline was constructed at street level in 1903, replacing an earlier, elevated line. Its construction led to the development of an industrial district centered on the railroad and comprised of a series of warehouses along R Street. The current siding between 16<sup>th</sup> and 17<sup>th</sup> streets retains the same alignment that it achieved around 1920.

The track and siding within the APE retain integrity of location. They are on the same alignment and route as originally constructed and reflect a standard rail design. The use of granite curbstones at 17<sup>th</sup> and R streets for drainage, metal plates and girder rails add to the integrity of design and materials. The setting remains industrial in feel and is consistent with historic photographs taken during the period of significance. The route also retains the feel and association of a transportation and freight route. The siding on the south side of R Street between 17<sup>th</sup> and 18<sup>th</sup> was also constructed around 1920. The north siding was installed in 1947 to serve Orchard Supply.

The rail track along R Street from 14<sup>th</sup> to 16<sup>th</sup> street and beyond 18<sup>th</sup> Street has been removed as part of development along R Street. The track from 10<sup>th</sup> to 13<sup>th</sup> Streets was evaluated in 2007 by PAR Environmental Services, and was found to not be individually eligible for the National Register of Historic Places, but is a contributing element to the R Street Historic District. The remaining track in the project area from 16<sup>th</sup> to 18<sup>th</sup> streets is a discontinuous segment, does not contribute to a historic district, and is not individually eligible for inclusion in the National Register of Historic Places (NRHP).

The track and siding contribute to setting of the Crystal Ice and Cold Storage facility, which appears eligible for individual listing in the NRHP under Criterion A and C. The route is associated with the early twentieth century industrial development of the storage facility in the City of Sacramento and played an important role in its location, setting and design. The relationship between the ice plant and the rails is clearly evident, resulting in a strong sense of time and place. The rail features extend from the east side of 16<sup>th</sup>/R intersection to 60 feet east of the east side of the 17<sup>th</sup>/R intersection, where the ice plant siding reconnects with the mainline. The remaining track and sidings between 17<sup>th</sup> and 18<sup>th</sup> are not contributing elements.

In addition, the property was evaluated in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resource Code, and is not a historical resource for the purposes of CEQA.

B11. Additional Resource Attributes: (List attributes and codes) N/A

**\*B12. References:**

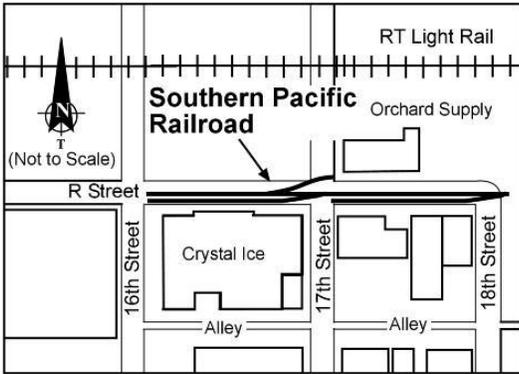
Page 7 of 10      \*NRHP Status Code 6Z  
 \*Resource Name or #: (Assigned by recorder) Southern Pacific R Street Railroad

B13. Remarks: N/A

(Sketch Map with north arrow required.)

\*B14. Evaluator: Mary L. Maniery, M.A.  
PAR Environmental Services, Inc.  
1906 21<sup>st</sup> Street  
Sacramento, CA 95816  
 Date of Evaluation: \_\_\_\_\_

(This space reserved for official comments.)



# SITE SKETCH MAP

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

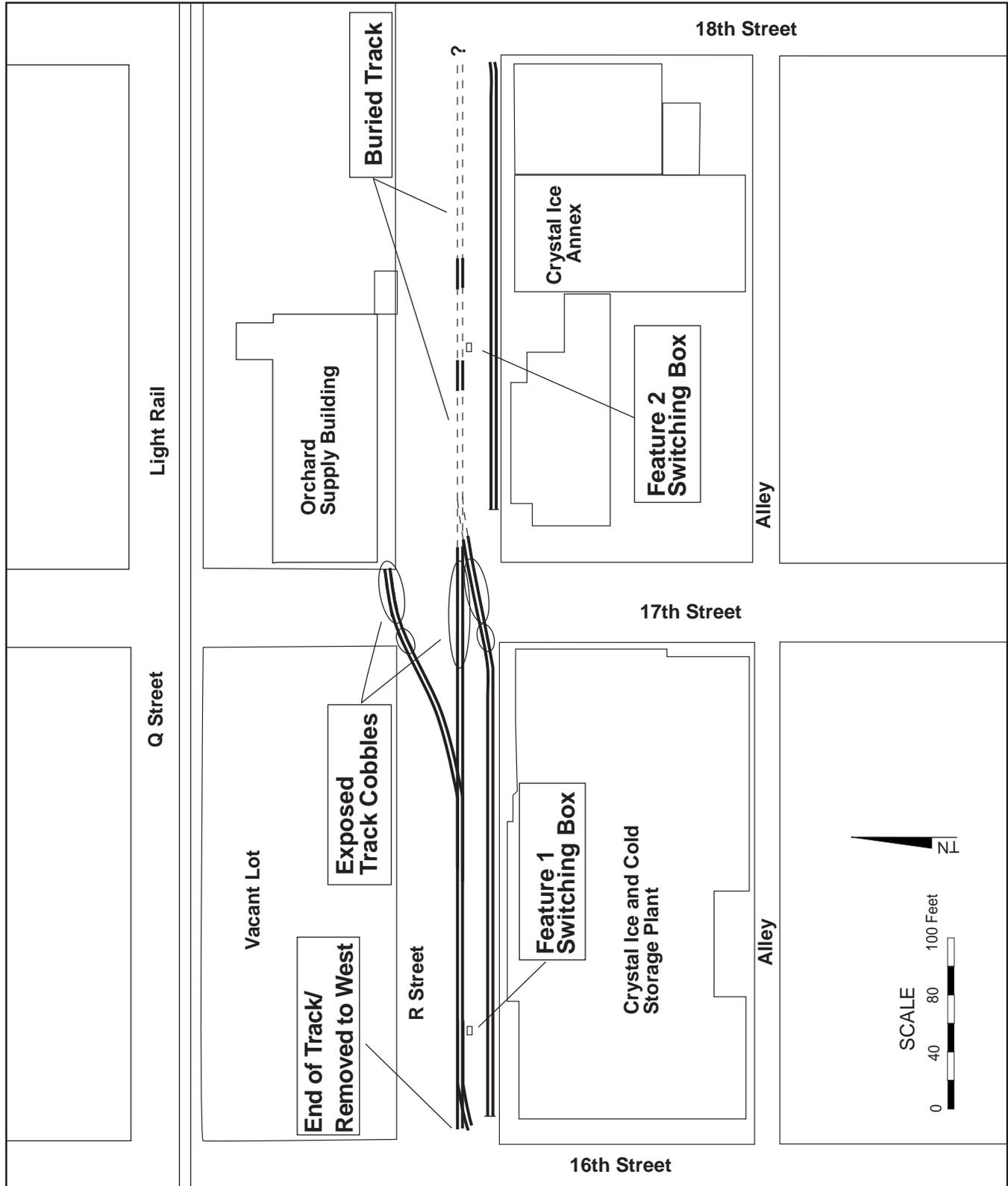
Trinomial # \_\_\_\_\_

Page 8 of 10

\* Resource Name or # (Assigned by recorder) Southern Pacific R Street Railroad Track and Siding

Drawn by: M. Millett

\* Date of map: April 6, 2009



L1. Historic and/or Common Name: Track and Siding

L2a. Portion Described:  Entire Resource  Segment  Point Observation Designation: \_\_\_\_\_

b. Location of point or segment (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map)

R Street between 16<sup>th</sup> and 18<sup>th</sup> streets, Sacramento, Sacramento County, California 95814.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate)

The resource consists of two parallel sets of standard gauge railroad tracks constructed by the Southern Pacific Railroad circa 1903-1904 and retired from service circa 1980s. The mainline track extends from the east side of the intersection at R and 16<sup>th</sup> streets to the east side of the intersection at R and 17<sup>th</sup> streets. These tracks are part of a larger system of tracks that ran down the center of R Street from the Sacramento waterfront on Front Street to Alhambra Boulevard. Segments of this line have been removed (between 14<sup>th</sup> and 15<sup>th</sup> streets), some segments have been paved, and others remain visible. A siding track is located approximately 20 feet south of the mainline. The siding abuts the Crystal Ice and Cold Storage facility loading dock.

Between 16<sup>th</sup> and 17<sup>th</sup> streets, almost the entire rail section is visible and devoid of asphalt covering. At the intersection of R and 16<sup>th</sup> streets, an area of 40 feet consists of the merging of siding track that once serviced Palm Iron Works into the mainline track. The mainline track then extends down the center of R Street approximately 240 feet from the merge of the Palm Iron Works siding track. At the west side of the intersection of R and 17<sup>th</sup> streets, the mainline splits. One arm continues in the middle of the street through the intersection. The other arm extends northward approximately 120 feet. The north trending arm is the siding track that was used to serve the Orchard Supply Company warehouse. The majority of the rail on R Street between 17<sup>th</sup> Street and 18<sup>th</sup> Street has been removed or covered with gravel.

Siding track in front of the Crystal Ice and Cold Storage Facility parallels the mainline track, beginning at the east side of the intersection of R and 16<sup>th</sup> streets. The west end of siding track is capped by a metal bumper, used to prevent railroad cars from sliding off the tracks. The siding track extends approximately 400 feet eastward along the north side of the Crystal Ice and Cold Storage facility. The siding track joins with the mainline approximately 60 feet east of the R and 17<sup>th</sup> streets intersection.

Granite cobbles abut the mainline and siding rails on both the inside and outside at the R and 17<sup>th</sup> streets intersection. Historically these cobbles were used to support and protect the rail from cross traffic at the intersections.

Other rail features that exist on R Street between 16<sup>th</sup> and 18<sup>th</sup> streets are switching boxes. The first box (Feature 1) is located on R Street between 16<sup>th</sup> and 17<sup>th</sup> streets. The box is 70 feet east of the start of the mainline track at the R and 16<sup>th</sup> street intersection. The switching box is approximately 3.5 feet long and 2 feet wide, and is located on the south side of the mainline rails. The second box (Feature 2) is located on R Street between 17<sup>th</sup> and 18<sup>th</sup> streets.

L4a. Dimensions: (In feet for historic features and  
Meters for prehistoric features)

L4e. Sketch of Cross-Section (Include scale)

Facing:

Track

See attached sketch map

a. Top Width: 5' 2 1/4" outside measure,  
5' inside measure

b. Bottom Width: 9"

c. Height or Depth: 5' 2 1/4" outside measure  
5' inside measure

d. Length of Segment: 400 linear feet

Siding:

a. Top Width: 5' 2 1/4" outside measure  
5' inside measure

b. Bottom Width: 5' 2 1/4" outside measure  
5' inside measure

c. Height or Depth: 9"

d. Length of Segment: 400 linear feet

**Rail:**

- a. Top Width Rail: 3"
- b. Bottom Width: 5"
- c. Height or Depth: 9"
- d. Length of Segment: N/A

**L5. Associated Resources:**

The track and siding on R Street between 16<sup>th</sup> and 18<sup>th</sup> streets are associated with industrial warehouse facilities, including the Crystal Ice and Cold Storage facility, Orchard Supply Company warehouse and Crystal Ice Annex.

**L6. Setting:** (Describe natural features, landscape characteristics, slope, etc., as appropriate)

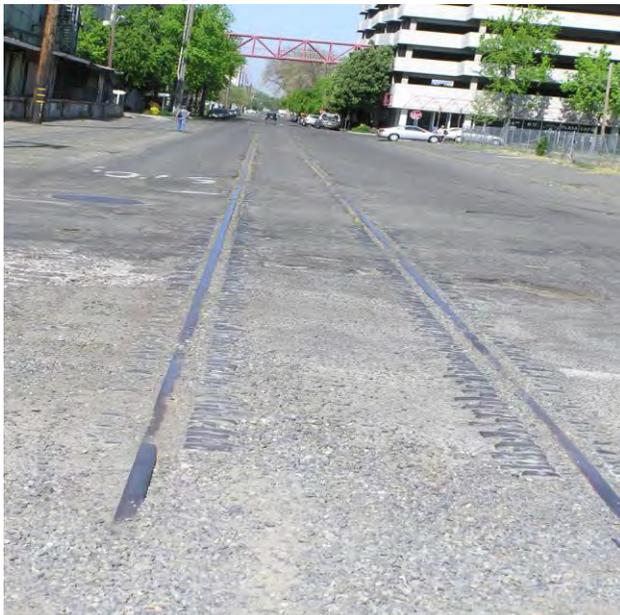
The R Street corridor is a heavily developed industrial area that includes a number of industrial warehouse buildings, loading docks, and freight entrances that reflect the important role that the corridor played in the freight and wholesale supply business of the city from the turn-of-the-20<sup>th</sup> century to the 1950s. R Street lacks the formal street demarcation, curbing, and uniform sidewalks that characterize much of the rest of downtown Sacramento's commercial and urban residential area. Setbacks are varied with informal parking areas directly abutting the building facades. Street surfacing is a mix of asphalt, dirt, and concrete pads.

**L7. Integrity Considerations:**

The remaining track and siding within the APE retain integrity of location. They are on the same alignment and route as originally constructed and reflect a standard rail design. The use of granite curbstones at intersections for drainage, metal plates and girder rails add to the integrity of design and materials. The setting remains industrial in feel and is consistent with historic photographs taken during the period of significance. The route also retains the feel and association of a transportation and freight route.

Although not individually eligible for listing in the National Register of Historic Places, the track and siding contribute to the Crystal Ice and Cold Storage facility, which appears eligible for individual listing under Criterion A and C. The route is associated with the early twentieth century industrial development of the storage facility in the City of Sacramento.

**L8a. Photograph, Map or Drawing**



**L8b. Description of Photo, Map or Drawing** (View, scale, etc.)

April, 5 2009

View of mainline track on R Street between 16<sup>th</sup> and 17<sup>th</sup> street, view facing west

Accession #: 08-8007-DIG2-2

**L9. Remarks:** None

**L10. Form Prepared by:** (Name, affiliation, and address)

Mary L. Maniery  
PAR Environmental Services, Inc.  
1906 21<sup>st</sup> Street  
Sacramento, CA 95816

**L11. Date** 2-24-09

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

Primary # \_\_\_\_\_  
 HRI# \_\_\_\_\_  
 Trinomial \_\_\_\_\_  
 NRHP Status Code 6Z  
 Other Listings \_\_\_\_\_  
 Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 5 \*Resource Name or #: (Assigned by recorder) Crystal Ice Storage Annex (Map Reference #5)

P1. Other Identifier: Arata Bros. Grocer, Ink Bro. Groc., Cardinal Gros. Stores

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

\*b. USGS 7.5' Quad Sacramento East Date 1992 T 8N R; 4E of Sec. 20; MDM

c. Address 1716 R Street City Sacramento Zip 95814

d. UTM: (Give more than one for large and/or linear resources) Zone 10 ; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)  
 APN #009-0095-010. The Crystal Ice Storage facility is located in the center of the south side of R Street between 17<sup>th</sup> and 18<sup>th</sup> streets in the City of Sacramento.

\*P3a. Description: (Describe resource and its major elements. Include design, materials condition, alterations, size, setting and boundaries)  
 The Crystal Ice Storage warehouse consists of a board-formed reinforced concrete rectangular warehouse built in 1935 on the site of the former brewery. The warehouse fronts on R Street and occupies two city lots (continued).

\*P3b. Resource Attributes: (List attributes and codes) HP6: 1-3 story commercial; HP8: Industrial

\*P4. Resources Present:  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, View of north façade, facing south. 04-04-09)

Accession #: 08-8007-DIG2-44

\*P6. Date Constructed/Age and Sources:  Historic  Prehistoric  Both  
1935, significantly altered in 1961

\*P7. Owner and Address:  
Mark Friedman  
1530 J Street Suite 200  
Sacramento, CA 95814

\*P8. Recorded by: (Name, affiliation and address)  
Mary L. Manieri  
PAR Environmental Service  
1906 21<sup>st</sup> Street  
Sacramento CA, 95811

\*P9. Date Recorded: 02-24-09

\*P10. Survey Type: (Describe)  
Cultural Resources Inventory and Evaluation

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

*Historical Resources Evaluation Report for the R Street Market Plaza Improvement Project: 16<sup>th</sup>-18<sup>th</sup> Streets, City of Sacramento.*  
 PAR Environmental Services, Inc. 2009.

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List)

**P3a: Description:**

The warehouse is rectangular in mass with a stepped parapet on the north side. The truss roof is vaulted with hipped ends and is higher than the parapet wall. The roof appears to be a post-1960 addition.

The north façade faces R Street and is characterized by openings for six bays. Two have steel roll-up doors and the others are boarded over. The painted words "Crystal Ice" are centered on the upper façade under the highest point of the parapet wall. At one time there was a concrete loading dock across the face of the building. It has been removed. The west-facing façade has a concrete ramp leading to a steel roll-up door on the north end. An exterior ladder is mounted on the façade at the center point to access the roof. The outline of a gable-roofed building is on the south end of the west façade and suggests that a building once was attached perpendicular to the building. No such addition is depicted on Sanborn Fire Insurance maps dated 1951 or 1952. The 1965 update of the 1952 Sanborn depicts a small auto repair structure at this location.

The south façade has four bay openings with roll-up steel, wood and metal doors. The east façade abuts the concrete warehouse located at 1800 R Street and has no defining characteristics, other than a parapet wall on the south end that divides the two lots.

**P5b. Description of Photo (continued):**



View northeast of south façade.  
Accession 08-8014-DIG-1-158 (Feb. 24, 2009)

Page 3 of 5

\*Resource Name or #: (Assigned by recorder)

Crystal Ice Storage Annex, 1716 R Street,  
Sacramento

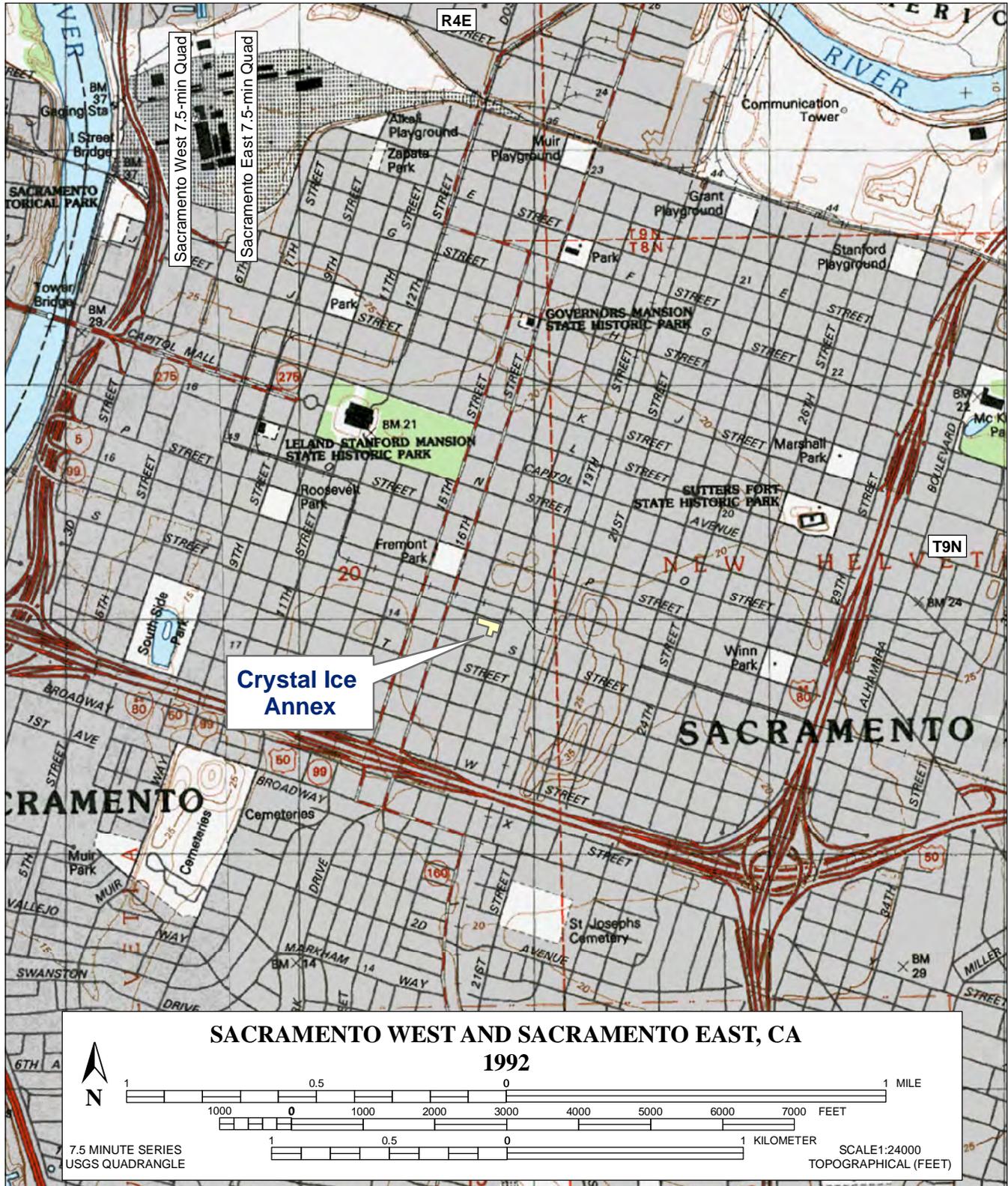
P1. Other Identifier:

None



View north and east of west façade (note gable roof outline at right),  
Accession 08-8014-DIG-1-159 (Feb. 24, 2009)

# LOCATION MAP



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

Primary # \_\_\_\_\_  
 HRI# \_\_\_\_\_

\*NRHP Status Code 6Z

Page 5 of 5

\*Resource Name or #: (Assigned by recorder)

Crystal Ice Storage Annex  
1716 R Street, Sacramento

B1. Historic Name: Wholesale Grocer Warehouse

B2. Common Name: Same

B3. Original Use: Warehouse B4. Present Use: Vacant

\*B5. Architectural Style: Industrial

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

According to building permits on file at SAMCC, this warehouse was completed on June 15, 1935. The silhouette of the parapet front appears in a photograph of the Fredricksberg Brewery Company (located next door to the east) taken in 1939. It is likely that the two buildings were connected. The brewery structure was devastated by a fire in 1961. It appears that during the reconstruction/rebuilding effort the east building was dismantled and rebuilt and the shell of this structure was retained. The roof and front façade appear to have been remodeled and the original design changed during the early 1960s construction effort.

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: same

\*B8. Related Features: Southern Pacific Railroad siding.

B9a. Architect: Unknown b. Builder Unknown

\*B10. Significance: Theme Industrial Development of Sacramento Area Sacramento

Period of Significance N/A Property Type N.A Applicable Criteria N/A

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

According to the building permit, this reinforced concrete structure was built in 1934-35 for use as the settling works of the Fredricksberg Brewery. The structure was completed on June 15, 1935 and subsequently became the Tacoma Brewing Company and, by 1940, the Pacific Brewing and Malting Company. The building has no known associations with persons or events that warrant consideration for listing in the National Register of Historic Places under criteria A or B. Further, the building is a common example of a type and does not appear eligible under criterion C. Additionally, a fire in 1961 gutted this building, destroying another adjacent on the east. Reconstruction of this building left only its shell and also led to alterations in roof and window designs. In addition, the property was evaluated in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resource Code, and is not considered an historical resource for the purposes of CEQA.

B11. Additional Resource Attributes: (List attributes and codes) N/A

\*B12. References: Sacramento, City of

1920-1944 City of Sacramento Building Permits file, 1920-1944. On file, Sacramento Archives and Museum Collection Center, Sacramento, CA.

B13. Remarks: N/A

(Sketch Map with north arrow required.)

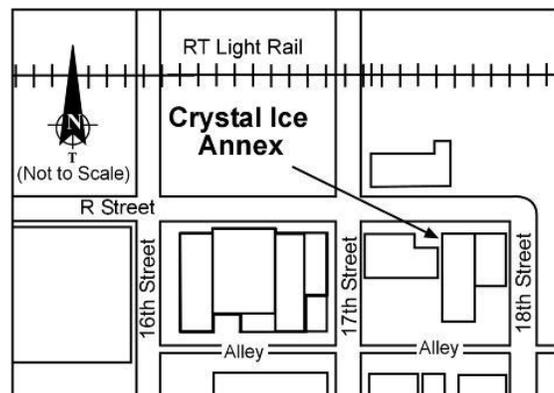
\*B14. Evaluator: Mary L. Maniery, M.A., R.P.A

PAR Environmental Services, Inc.

1906 21<sup>st</sup> Street

Sacramento, CA 95816

Date of Evaluation: \_\_\_\_\_



(This space reserved for official comments.)

<b>State of California - The Resources Agency</b> <b>DEPARTMENT OF PARKS AND RECREATION</b> <b>PRIMARY RECORD</b>	Primary #	_____
	HRI#	_____
	Trinomial	_____
	<b>NRHP Status Code</b>	<u>6Z</u>
	Other Listings Review Code	_____
	Reviewer	_____ Date _____

Page 1 of 7 \*Resource Name or #: (Assigned by recorder) Orchard Supply Co. Warehouse (Map Reference #3)

P1. Other Identifier: None

\*P2. Location:  Not for Publication  Unrestricted \*a. County Sacramento

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Sacramento East Date \_\_\_\_\_ T 8N R; 4E of Sec. 20; MDM

c. Address 1731 17<sup>th</sup> Street City Sacramento Zip 95814

d. UTM: (Give more than one for large and/or linear resources) Zone 10 ; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN #006-0296-015. The warehouse is located on the northeast corner of the 17<sup>th</sup> Street/R Street intersection in the City of Sacramento.

\*P3a. Description: (Describe resource and its major elements. Include design, materials condition, alterations, size, setting and boundaries)

The Orchard Supply warehouse is a brick (90%) and concrete (10%) rectangular warehouse built in 1947 on the site of a former junkyard. The warehouse fronts on R Street with office access facing 17<sup>th</sup> Street. It occupies four city lots (continued).

\*P3b. Resource Attributes: (List attributes and codes) HP6: 1-3 story commercial; HP8: Industrial

\*P4. Resources Present:  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, View of west façade, facing east.**

Accession #: 08-8007-DIG1-1010102

\*P6. Date Constructed/Age and Sources:  Historic  Prehistoric  Both

1947, significantly altered in 1990s

\*P7. Owner and Address:

Trong Nguyen

P.O. Box 956

Sacramento, CA 95812

\*P8. Recorded by: (Name, affiliation and address)

Mary L. Manieri

PAR Environmental Services, Inc.

1906 21<sup>st</sup> Street

Sacramento CA, 95811

\*P9. Date Recorded: 02-24-09

\*P10. Survey Type: (Describe)  
Cultural Resources Inventory and Evaluation



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

*Historical Resources Evaluation Report for the R Street Market Plaza Improvement Project: 16<sup>th</sup>-18<sup>th</sup> Streets, City of Sacramento.*

PAR Environmental Services, Inc. 2009.

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure and Object Record  Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  Other (List)

**P3a: Description:**

The structure is rectangular in plan and is of brick masonry construction. It is currently one-story in height. The roof is a low-pitched gable with hipped ends. There are five sky lights on the north side and two sky lights on the south side of the roof ridgeline. The top 2 feet of the building and the front (west) elevation are of board-form concrete. The concrete caps the brick walls. "ORCHARD SUPPLY CO." is painted in large black letters on the concrete caps on the south elevation.

The south elevation faces R Street. Sanborn maps indicate that this wall once had pilasters, likely similar to what is now present on the north façade. All pilasters have been removed from this side, although evenly spaced metal attachment plates still remain. Fenestration is asymmetrical and includes five windows on the upper part of the wall and five on the lower. The upper window openings appear original, with brick sills and slightly arched pediment. The lights are modern aluminum sash. The two openings on the east half of the façade have been in-filled with brick. The lower wall once had large windows. The openings have been partially in-filled with brick and now contain small, aluminum sash windows placed inside the original openings. A roll-up metal door flanked by a window to the west and two metal slat louvers to the east are centered in the façade. A large bay door with a small concrete dock is on the east end of this façade. A rectangular metal frame for a sign extends vertically from the west corner of the south façade.

The north façade has no fenestration. The brick face is embellished with 10 evenly-spaced pilasters. A brick room protrudes north from the northeast corner and may have served as an office. It is original to the building. This room has brick walls, a shed roof and is clad with corrugated metal. One window is on the west façade and one on the east. The east side of the room has a vertical board sliding double door.

The east face of the structure has a replacement bay with a roll-up metal door centered on the façade and two modern sliding windows to the right (north) of the bay. The bay extends to ground level; the original dock has been removed.

The west façade provided public access to the warehouse on 17<sup>th</sup> Street. The original façade design is unknown. Today there is a central recessed entry (boarded-over) protected by a flat portico supported by braces. The façade walls are enforced concrete, incised with lines to form a square pattern. Corrugated frosted windows appeared to extend nearly to the length of the building; these have been covered. The entry doors are wood. A clear glass transom is over the door and one-third of the recessed entry sidewalls are glass panes. The entry is flanked by vertical rows of single pane fixed windows.



View west of south and east façade, Accession#: 08-8007-DIG-1-41, April 5, 2009

Page 3 of 7  
P1. Other Identifier: \_\_\_\_\_

\*Resource Name or #: (Assigned by recorder)  
None

Orchard Supply Co. Warehouse , 1731 17<sup>th</sup> Street,  
Sacramento

**P5b. Description of Photo (continued):**



West half of south façade, depicting fenestration. View north. February 24, 2009  
Accession #: 08-8007-DIG-1-123



East half of south façade, note loading dock at far right. View north east. February 24, 2009  
Accession #: 08-8007-DIG-1-124

Page 4 of 7  
P1. Other Identifier:

\*Resource Name or #: (Assigned by recorder)  
None

Orchard Supply Co. Warehouse , 1731 17<sup>th</sup> Street,  
Sacramento



Detail of north façade with room extension. View east.  
February 24, 2009. Accession #: 08-8007-DIG-1-099

# LOCATION MAP

Page 5 of 7 \*Resource Name or # (Assigned By Recorder) Orchard Supply Co. Warehouse

Map Name Sacramento West and East 7.5-Min Quad \*Scale 1:24000 \*Date of Map 1992



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

Primary # \_\_\_\_\_  
 HRI# \_\_\_\_\_

Page 6 of 7 \*NRHP Status Code 6Z  
 \*Resource Name or #: (Assigned by recorder) Orchard Supply Co. Warehouse  
1731 17<sup>th</sup> Street, Sacramento

B1. Historic Name: Orchard Supply Co. Pest Control Supply House  
 B2. Common Name: Same  
 B3. Original Use: Warehouse B4. Present Use: Vacant

\*B5. Architectural Style: \_\_\_\_\_

\*B6. Construction History: (Construction date, alterations, and date of alterations)  
 The warehouse was built in 1947 on the site of a former junkyard. According to the current owner, it was originally a four-story masonry structure. The structure caught on fire in the 1990s, resulting in the near destruction of the facility. The rebuilding effort retained the first story original masonry walls but capped the walls with concrete at that level, reducing the height from four stories to one story. The roof and west façade were added during the remodeling and the original window openings were bricked over. Pilasters were also removed. The Sanborn map for 1951 depicts a large concrete platform extending east from the east side of the structure and a one-story wood-framed addition next to the brick room on the north façade.

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: same

\*B8. Related Features: Southern Pacific Railroad siding.

B9a. Architect: Unknown b. Builder Moore Brothers

\*B10. Significance: Theme Industrial Development of Sacramento Area \_\_\_\_\_  
 Period of Significance N/A Property Type \_\_\_\_\_ Applicable Criteria N/A

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

The Rosenberg and Sons Junkyard was established on this north side of R Street between 17<sup>th</sup> and 18<sup>th</sup> streets around 1920, at a time when the R Street Corridor was developing as Sacramento's primary industrial corridor. The junkyard moved to this location from 14<sup>th</sup> and J street. Rosenberg sold the property to Oliver Goldblat by 1923, but the business continued to operate under Rosenberg's ownership into the 1940s. Around 1946 the Moores bought the property for their Orchard Supply Company.

This structure was constructed in 1947 by the Orchard Supply Company for its warehouse and office. The Orchard Supply Company was started in 1931 by 30 farmers from San Jose. As farms failed during the Depression these farmers formed a cooperative to purchase farm supplies, with each farmer contributing \$30.00. The first warehouse, stocked with fertilizers, pesticide sprays, orchard ladders, picking pails and similar items, opened in San Jose on March 1, 1931. By 1946 there were several stores in San Jose, the cooperative had over 2,000 members, and the inventory had expanded to include hardware, gardening supplies and housewares. Orchard Supply began expanding outside of San Jose, establishing their Sacramento Warehouse in 1947 (Orchard Supply Hardware). Since 1947, Orchard Supply Company has operated an agricultural chemical retail and wholesale outlet. The 1949 company advertisement published in the Sacramento City Directory listed company services as "Spray and Dust Machines and Materials, Fertilizers, Specialists on Termite and Pest Control, Most Completely Stocked Supply House on the Pacific Coast" (Sacramento City Directory 1949:624).

In the 1950s, as more and more of the farmers retired, the company ceased operation as a cooperative, but remained in business as a retail supplier. At this time the name was changed to Orchard Supply Hardware (OSH), a name the company still retains. From at least 1949 through 1960, Robert L. "Spray" Moore was the general manager of the Sacramento OSH Warehouse. An advertisement in 1960 listed Bob Moore, Dave Moore, and Dick Moore as contacts for the business. It remained at this location into the 1990s. Throughout that time, there were no building permits pulled for work at the building, although the parcel formerly included four underground storage tanks and a fertilizer tank farm. The fertilizer tank farm was located at the southeast corner of the property and has been removed (California, State of 2009).

While associated with OSH, the warehouse was not their first, or most important facility. The building has no known associations with persons or events that warrant consideration for listing in the National Register of Historic Places under criteria A or B. Further, the building is a common example of a type and does not appear eligible under criterion C.

Page 7 of 7      \*NRHP Status Code 6Z  
 \*Resource Name or #: (Assigned by recorder) Orchard Supply Co. Warehouse  
1731 17<sup>th</sup> Street, Sacramento

**B10. Significance (continued)**

A fire in the building resulted in its near-destruction in the 1990s. Following the fire, the upper three stories of the warehouse were removed. The bottom story was repaired with concrete, the front façade redesigned and replaced, fenestration reorganized and remolded, and a new roof with sky lights installed at the one-story level. These changes have resulted in a significant loss of integrity of original design, materials and workmanship. As such, this structure does not qualify for inclusion on the National Register. In addition, the property was evaluated in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resource Code, and is not considered an historical resource for the purposes of CEQA.

**\*B12. References:**

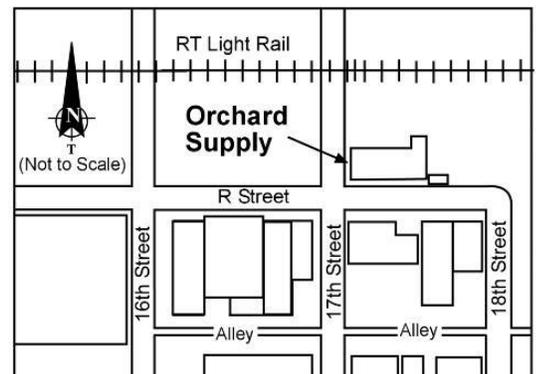
- California, State of
  - 2009 Department of Toxic Substances Control website. Accessed electronically at [http://www.envirostor.dtsc.ca.gov/public/profile\\_report.asp?global\\_id=34280048](http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=34280048).
- Orchard Supply Hardware (OSH)
  - 2009 *Serving California Since 1931!* Article Accessed on 09/02/09 at <http://www.osh.com/cultures/en-us/aboutus>
- Sacramento
  - 1949 City Directory. On file, Sacramento Room, Sacramento Central Library, CA.
- Sanborn Fire Insurance Company
  - 1925 Fire Insurance Maps. On file, California History Room, California State Library. Sacramento, CA.
  - 1951 Fire Insurance Maps. On file, California History Room, California State Library. Sacramento, CA.
  - 1965 Fire Insurance Maps. On file, California History Room, California State Library. Sacramento, CA.

B13. Remarks: N/A

**\*B14. Evaluator:** Mary L. Maniery, M.A.  
 \_\_\_\_\_  
 PAR Environmental Services, Inc.  
 \_\_\_\_\_  
 1906 21<sup>st</sup> Street  
 \_\_\_\_\_  
 Sacramento, CA 95816  
 \_\_\_\_\_  
**Date of Evaluation:** April 1, 2009

(This space reserved for official comments.)

(Sketch Map with north arrow required.)





# Appendix B

## DPR 523 Forms



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

Primary #  
 HRI #  
 Trinomial  
 NRHP Status Code

Other Listings  
 Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: ESA-03

**P1. Other Identifier:**

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: Sacramento

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad: Date: T ; R ; ¼ of ¼ of Sec ; M.D. B.M.

c. Address: 1208-1214 Q Street

City: Sacramento

Zip: 95811

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

APN#006-0282-005, -006, and -007

\*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The subject property includes a 5,400 sf building on a 13,500 sf lot consisting of three separate parcels in the middle of the south block of Q Street between 12<sup>th</sup> and 13<sup>th</sup> Streets. It is a single story warehouse with a rectangular footprint and a hipped roof with a flat top behind a short, stepped parapet facing south toward the light rail on Whitney Avenue. The building sits on a concrete slab foundation and the walls are fired brick in the common English pattern, except the north-facing wall is poured concrete. Two garage doors on the north and south facades allow automobile passage through the building.

The south (primary) facade includes the only windows on the building: two large fixed steel sash windows on each side of the garage entrance. Over the garage door and at the top of the stepped parapet is a sign painted on the brick that says "Auto Body Shop." At the east elevation are three protruding brick columns that begin at the base and taper off about three-quarters of the way up the building. The rest of the lot houses a large concrete parking lot on the north end of the building facing Q Street.

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

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

P5a. Photo or Drawing



**P5b. Description of Photo:** Primary façade looking northeast, ESA 2017

\*P6. **Date Constructed/Age and Sources:**  
 Historic  Prehistoric  Both  
 1931/ Assessor

\*P7. **Owner and Address:**  
 Porter Sacramento Real Estate Holdings II LLC  
 33 Bishop Hollow Road  
 Newtown Square, PA 19073

\*P8. **Recorded by:** (Name, affiliation, and address)  
 Amber Grady and Shelby Kendrick  
 ESA  
 2600 Capitol Ave, Ste 200  
 Sacramento, CA 95816

\*P9. **Date Recorded:** 1/17/2017

\*P10. **Survey Type:** Intensive

\*P11. **Report Citation:** R Street Corridor Historic District Survey Report, ESA, 2017.

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List):

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # ESA-03

B1. Historic Name: None

B2. Common Name: 1208-1214 Q Street

B3. Original Use: Garage

B4. Present Use: Appears vacant

\*B5. Architectural Style: Industrial

\*B6. Construction History: A building permit was issued in 1931 to construct a one-story brick garage for the cost of \$6,000. The owner was Senf Draying Co. and the engineer was listed as Sahlberg (permit #7720, 4 March 1931). The building had a concrete floor, a roof with timber trusses and four wire glass skylights, and plastered walls (1951 Sanborn map). The building was reroofed in 1973, at which time the skylights were likely removed (permit #A-4689, 7 June 1973).

\*B7. Moved? No Yes Unknown Date: n/a

Original Location: n/a

\*B8. Related Features: None

B9a. Architect: Mr. Sahlberg (engineer)

b. Builder: Unknown

\*B10. Significance: Theme: Commercial

Area: Sacramento – R Street Corridor

Period of Significance: 1931

Property Type: Commercial

Applicable Criteria: n/a

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

Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19th and early 20th centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located near Front and L Streets, and the track ran south along the river, and then eastward along R Street for 22 miles to the terminus in what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19th century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor.

In 1915, the subject property was occupied by three wood-frame dwellings, and a large two-story building (possibly a shed or warehouse) was located behind the dwellings on Whitney Avenue. Historic aerial photographs and wrecking permits reveal that two of the houses were demolished between 1957 and 1964, the third was demolished between 2003 and 2005, and all were ultimately converted into a paved parking lot. The subject building was constructed in 1931, and the 1951 Sanborn map indicates that it was a private garage with the address 1207-1213 Whitney Avenue.

(Continued on page 3)

B11. Additional Resource Attributes: none

\*B12. References: City Directories (miscellaneous 1913-1962), 1915 and 1951 Sanborn Maps, Building permits

B13. Remarks: none

\*B14. Evaluator: Amber Grady, ESA  
2600 Capitol Ave, Ste 200  
Sacramento, CA 95816

(This space reserved for official comments.)



Source: Sacramento County Assessor, edited by author.

\*Recorded by Amber Grady

\*Date

Continuation

Update

**\*B10. Significance: (continued from page 2)**

Evaluation

The following evaluates the subject property only for its potential to be a contributor to the R Street Historic District, which is listed on the City of Sacramento's Sacramento Register of Historic & Cultural Resources (Sacramento Register) per City Code Section 17.604.210 (C). Contributors to the R Street Historic District were built within the 1910-1930 period of significance and have significant ties to the agricultural and/or railroad history. The Technical Background report of the Sacramento General Plan established Agricultural and Railroad Context Statements by which these buildings are evaluated. This does not evaluate its potential for listing individually on the National Register, California Register or for local listing on the Sacramento Register.

A nominated resource shall be listed in the Sacramento Register as a contributing resource if the City Council finds, after holding the hearing(s) required that all of the following requirements are satisfied:

- A. The nominated resource is within a historic district;
- B. The nominated resource either embodies the significant features and characteristics of the historic district or adds to the historical associations, historical architectural qualities or archaeological values identified for the historic district;
- C. The nominated resource was present during the period of historical significance of the historic district and relates to the documented historical significance of the historic district;
- D. The nominated resource either possesses historic integrity or is capable of yielding important information about the period of historical significance of the historic district; and
- E. The nominated resource has important historic or architectural worth, and its designation as a contributing resource is reasonable, appropriate and necessary to promote, protect and further the goals and purposes of the City Code.

While the subject property is within a historic district, was present during the period of historical significant and possess sufficient integrity it does not fit within the Agricultural or Railroad contexts by which the historic district is significant. Therefore, ESA recommends that the property is ineligible for the Sacramento Register as a contributor to the R Street Historic District.

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

Primary #  
 HRI #  
 Trinomial  
 NRHP Status Code

Other Listings  
 Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: ESA-06

**P1. Other Identifier:** 800 R Street

\***P2. Location:**  Not for Publication  Unrestricted

\***a. County:** Sacramento

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\***b. USGS 7.5' Quad:**

**Date:**

**T ; R ; ¼ of ¼ of Sec ; M.D. B.M.**

c. Address: 800 R Street

City: Sacramento

Zip: 95811

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

APN#009-0065-003

\***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property includes a 6,400 sf building bound by its parcel on the southeast corner of R Street and 8<sup>th</sup> Street. It is a large, single story warehouse with a square footprint and a flat roof. The building sits on a concrete slab foundation and the walls are fired brick in the common English pattern with a decorative concrete frieze. The western (primary) elevation contains seven protruding brick columns with a keystone between each column on the concrete frieze. The west elevation also contains seven sets of windows, including a large glass block window above the main entry door, a small, fixed single pane window directly to the right of the modern glass entry door, two dual-paned modern windows, another fixed single pane window, and two sets of original multi-paned casement windows to the right of a garage door that has been converted to a pedestrian entrance.

The north façade contains an operational garage door, two sets of original, multi-paned casement windows, a large glass block window, and two modern dual-paned windows. The south elevation contains no windows, doorways, or ornamentation.

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

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

P5a. Photo or Drawing



\***P5b. Description of Photo:** West (8<sup>th</sup> Street) façade looking southeast, ESA 2016

\***P6. Date Constructed/Age and Sources:**

Historic  Prehistoric  Both  
 1925/Original building permit

\***P7. Owner and Address:**

Elliott Yaffee Revocable Trust  
 1817 8<sup>th</sup> Street  
 Sacramento, CA 95811

\***P8. Recorded by:** (Name, affiliation, and address)

Amber Grady and Shelby Kendrick  
 ESA  
 2600 Capitol Ave, Ste 200  
 Sacramento, CA 95816

\***P9. Date Recorded:** 8/5/2016

\***P10. Survey Type:** Intensive

\***P11. Report Citation:** R Street Corridor Historic District Survey Report, ESA, 2017.

\***Attachments:**  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List):

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # ESA-06

B1. Historic Name: Campbell Construction Co.

B2. Common Name: 800 R Street

B3. Original Use: Warehouse

B4. Present Use: Appears vacant

\*B5. **Architectural Style:** Commercial

\*B6. **Construction History:** A building permit was issued to Walter W. Campbell for the construction of a one-story brick warehouse on this site in 1925 (permit number unknown, 17 February 1925). Two permits were issued in 1938: one for alterations and repairs to the office (permit #7773, 31 January 1938), and the other for alterations and an addition (permit #B-179, 23 March 1938). Interior alterations to the office were made in 1957 (permit C-7104, 9 August 1957). The contractor on record for all of these permits was Campbell Construction Co. Interior alterations to build an accessible bathroom took place in 2004 (permit #0402238, 2 March 2004), and the building was reroofed in 2005 (permit #0516006, 10 October 2005).

\*B7. **Moved?** No Yes Unknown **Date:** n/a

**Original Location:** n/a

\*B8. **Related Features:** none

B9a. Architect: unknown

b. Builder: Campbell Construction Co.

\*B10. **Significance: Theme:** Commercial

**Area:** Sacramento – R Street Corridor

**Period of Significance:** 1925

**Property Type:** Commercial Development

**Applicable Criteria:** n/a

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

Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19th and early 20th centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located near Front and L Streets, and the track ran south along the river, and then eastward along R Street for 22 miles to the terminus in what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19th century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor.

(Continued on page 3)

B11. Additional Resource Attributes: none

\*B12. **References:** City Directories (miscellaneous 1913-1962), *Sacramento Bee*, 1915 and 1951 Sanborn Maps, Building permits

B13. Remarks: none

\*B14. **Evaluator:** Amber Grady, ESA  
2600 Capitol Ave, Ste 200  
Sacramento, CA 95816

(This space reserved for official comments.)



**\*B10. Significance: (continued from page 2)**

The subject property was developed at least as early as 1895 with a frame dwelling, and railroad tracks are also visible on R Street on the Sanborn Map from that year. The extant building was constructed in 1925. City directories for 1930 through 1935 list Campbell Construction Co. as the occupant.

Evaluation

The following evaluates the subject property only for its potential to be a contributor to the R Street Historic District, which is listed on the City of Sacramento's Sacramento Register of Historic & Cultural Resources (Sacramento Register) per City Code Section 17.604.210 (C). Contributors to the R Street Historic District were built within the 1910-1930 period of significance and have significant ties to the agricultural and/or railroad history. The Technical Background report of the Sacramento General Plan established Agricultural and Railroad Context Statements by which these buildings are evaluated. This does not evaluate its potential for listing individually on the National Register, California Register or for local listing on the Sacramento Register.

A nominated resource shall be listed in the Sacramento Register as a contributing resource if the City Council finds, after holding the hearing(s) required that all of the following requirements are satisfied:

- A. The nominated resource is within a historic district;
- B. The nominated resource either embodies the significant features and characteristics of the historic district or adds to the historical associations, historical architectural qualities or archaeological values identified for the historic district;
- C. The nominated resource was present during the period of historical significance of the historic district and relates to the documented historical significance of the historic district;
- D. The nominated resource either possesses historic integrity or is capable of yielding important information about the period of historical significance of the of the historic district; and
- E. The nominated resource has important historic or architectural worth, and its designation as a contributing resource is reasonable, appropriate and necessary to promote, protect and further the goals and purposes of the City Code.

While the subject property is not within the current boundaries of the R Street Historic District the boundaries could be expanded to include this property if warranted. Additionally, it was present during the period of historical significant and retains sufficient integrity. However, it does not fit within the Agricultural or Railroad contexts by which the historic district is significant. Therefore, ESA recommends that the property does not appear to be eligible for the Sacramento Register as a contributor to the R Street Historic District..

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

Primary #  
 HRI #  
 Trinomial  
 NRHP Status Code

Other Listings  
 Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: ESA-07

**P1. Other Identifier:** 808 R Street

\***P2. Location:**  Not for Publication  Unrestricted

\***a. County:** Sacramento

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\***b. USGS 7.5' Quad:** \_\_\_\_\_ **Date:** T ; R ; ¼ of ¼ of Sec ; M.D. **B.M.**

c. Address: 808 R Street

City: Sacramento

Zip: 95811

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

APN#009-0065-004

\***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
 The subject property includes a 17,600-sf building bound by its parcel in the middle of the block between 8<sup>th</sup> and 9<sup>th</sup> Streets facing R Street. It is a large, two-story warehouse with a rectangular footprint and a flat roof behind a parapet on the north (primary) elevation. The south half of the building is one story addition also with a flat roof. The building sits on a concrete slab foundation and the walls are fired brick in the common English pattern with rowlock and soldier course deviations at the top of the first story on the primary facade and along the roofline.

The primary façade also has four shallow decorative cutouts in the brick. At the bottom level of the middle two cutouts are modern fixed glass windows and glass shop entry doors. The outer cutouts at the first level contain casement multi-pane windows that appear to be replacements of the original warehouse windows. On the second story in three of the cutouts is a three-paned sliding window.

(Continued on page 3)

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

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

P5a. Photo or Drawing



**P5b. Description of Photo:**

Primary façade looking southwest, ESA 2016

\***P6. Date Constructed/Age and Sources:**

Historic  Prehistoric  Both  
 Ca. 1936 (city directory listings)

\***P7. Owner and Address:**

Elliott Yaffee Revocable Trust  
 1817 8<sup>th</sup> Street  
 Sacramento, CA 95811

\***P8. Recorded by:** (Name, affiliation, and address)

Amber Grady & Shelby Kendrick  
 ESA  
 2600 Capitol Ave, Ste 200  
 Sacramento, CA 95816

\***P9. Date Recorded:** 9/13/2016

\***P10. Survey Type:** Intensive

\***P11. Report Citation:** R Street Corridor Historic District Survey Report, ESA, 2017.

\***Attachments:**  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List):

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # ESA-07

- B1. Historic Name: Government Storage Building
- B2. Common Name: 808 R Street, Team Solutions Group, Denecochea's 95814 Digital, All Good
- B3. Original Use: Storage and garage
- B4. Present Use: Commercial

\*B5. **Architectural Style:** Commercial

\*B6. **Construction History:** The building located at 808 R Street was likely constructed ca. 1936 as a two-story commercial building fronting R Street and a one-story garage in the rear. The building suffered fire damage, and unspecified repairs were made in 1976 (permit #D-4833, 26 June 1976). In 2006, a wall in an unspecified location was removed (permit #0611814, 2 August 2006) and bathrooms were added to the first and second floors (permit #0608596, 16 June 2006).

\*B7. **Moved?** No Yes Unknown **Date:** n/a **Original Location:** n/a

\*B8. **Related Features:** none

B9a. Architect: unknown

b. Builder: unknown

\*B10. **Significance: Theme:** Commercial

**Area:** Sacramento – R Street Corridor

**Period of Significance:** 1937

**Property Type:** Commercial Development

**Applicable Criteria:** n/a

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

Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19th and early 20th centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located near Front and L Streets, and the track ran south along the river, and then eastward along R Street for 22 miles to the terminus in what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19th century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor.

In 1915, the subject property was occupied by a two-story, wood-frame dwelling with numerous one- and two-story additions. The extant building located at 808 R Street was likely constructed ca. 1936. The earliest city directory listing for a commercial building located at the address was in 1937, when the Capital City Casket Company was listed as the occupant.

(Continued on page 3)

B11. Additional Resource Attributes: none

\*B12. **References:** City Directories (miscellaneous 1913-1962), *Sacramento Bee*, 1915 and 1951 Sanborn Maps, Building permits

B13. Remarks: none

\*B14. **Evaluator:** Amber Grady, ESA  
2600 Capitol Ave, Ste 200  
Sacramento, CA 95816

(This space reserved for official comments.)



**\*P3a. Description (continued from page 1)**

The south elevation once contained four garage entrances. Two are still in operation and the remaining two have been converted to pedestrian entrances with vertical wood cladding. The east and west elevations have no ornamentation except for three sets of two single over four pane casement windows on the northern half of the east elevation.

**\*B10. Significance (continued from page 2)**

Between 1947 and 1952, the building was occupied by the U.S. Department of the Interior, and a 1947 *Sacramento Bee* article specified that it was used by the Bureau of Reclamation. *Sacramento Bee* articles indicate a number of private businesses operated out of the warehouse: Bingham Supply Company (1953), Raley's Supermarket (1954), Cowan Products Inc. (1957), Aqua-Sports Products (1958), General Fiberglass Door Company (1971), Viking Enterprises (1973), Pamela Skinner Gallery (2003), and Crossfit (2014).

Evaluation

The following evaluates the subject property only for its potential to be a contributor to the R Street Historic District, which is listed on the City of Sacramento's Sacramento Register of Historic & Cultural Resources (Sacramento Register) per City Code Section 17.604.210 (C). Contributors to the R Street Historic District were built within the 1910-1930 period of significance and have significant ties to the agricultural and/or railroad history. The Technical Background report of the Sacramento General Plan established Agricultural and Railroad Context Statements by which these buildings are evaluated. This does not evaluate its potential for listing individually on the National Register, California Register or for local listing on the Sacramento Register.

A nominated resource shall be listed in the Sacramento Register as a contributing resource if the City Council finds, after holding the hearing(s) required that all of the following requirements are satisfied:

- A. The nominated resource is within a historic district;
- B. The nominated resource either embodies the significant features and characteristics of the historic district or adds to the historical associations, historical architectural qualities or archaeological values identified for the historic district;
- C. The nominated resource was present during the period of historical significance of the historic district and relates to the documented historical significance of the historic district;
- D. The nominated resource either possesses historic integrity or is capable of yielding important information about the period of historical significance of the of the historic district; and
- E. The nominated resource has important historic or architectural worth, and its designation as a contributing resource is reasonable, appropriate and necessary to promote, protect and further the goals and purposes of the City Code.

While the subject property is within a historic district, was present during the period of historical significant and retains sufficient integrity it does not fit within the Agricultural or Railroad contexts by which the historic district is significant. Therefore, ESA recommends that the property is ineligible for the Sacramento Register as a contributor to the R Street Historic District.

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: ESA-08

**P1. Other Identifier:** 1817 8th Street

\***P2. Location:**  Not for Publication  Unrestricted

\*a. **County:** Sacramento

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. **USGS 7.5' Quad:**

**Date:**

T ; R ; ¼ of ¼ of Sec ; M.D. B.M.

c. Address: 1817 8<sup>th</sup> Street

City: Sacramento

Zip: 95811

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

APN#009-0065-020

\***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
The subject property includes a 6,400 sf building bound by its parcel on the southeast corner of 8<sup>th</sup> Street and Rice Alley. It is a single story warehouse with rectangular footprint and a flat roof. The building sits on a concrete slab foundation and the walls are fired brick in the common English pattern, except for a soldier and rowlock course at the roofline. The west (primary) facade has six shallow decorative cutouts in the brick with a stretcher course at the top of each cut out.

The left three cutouts each contain a single multi-pane square casement window. The cutout furthest to the left has a patch of newer brick below that window that does not match the rest of the building in color or pattern. The third cutout from the right contains a single glass pane door with a fabric dome canopy. The right two cutouts each contain two of the same 5x3 pane casement windows as the left side. The north façade has no ornamentation, but has a simple wooden door, another 5x3 casement window and smaller 4x2 pane casement window. The other elevations are adjacent to other buildings.

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

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

P5a. Photo or Drawing



**P5b. Description of Photo:**  
Primary façade looking southeast,  
ESA 2016

\***P6. Date Constructed/Age and Sources:**  
 Historic  Prehistoric  Both  
1927 / Assessor

\***P7. Owner and Address:**  
Yaffee Family Partnership  
1817 8<sup>th</sup> Street  
Sacramento, CA 95811

\***P8. Recorded by:** (Name, affiliation, and address)  
Amber Grady & Shelby Kendrick  
ESA  
2600 Capitol Ave, Ste 200  
Sacramento, CA 95816

\***P9. Date Recorded:** 8/5/2016

\***P10. Survey Type:** Intensive

\***P11. Report Citation:** R Street Corridor Historic District Survey Report, ESA, 2017.

\***Attachments:**  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List):

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # ESA-08

B1. Historic Name: none

B2. Common Name: Yaffee Restaurant Hotel Supply Company

B3. Original Use: Wholesale electrical supplier      B4. Present Use: Warehouse/Commercial

\*B5. **Architectural Style:** Commercial

\*B6. **Construction History:** According to assessor data, the subject building was constructed in 1927. Few known alterations have occurred. The building was reroofed in 1976 (permit #D-7497, 22 September 1976).

\*B7. **Moved?** No    Yes    Unknown    **Date:** n/a      **Original Location:** n/a

\*B8. **Related Features:** none

B9a. Architect: unknown

b. Builder: unknown

\*B10. **Significance: Theme:** Commercial

**Area:** Sacramento

**Period of Significance:** 1927

**Property Type:** Commercial Development

**Applicable Criteria:** n/a

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

Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19th and early 20th centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located near Front and L Streets, and the track ran south along the river, and then eastward along R Street for 22 miles to the terminus in what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19th century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor.

In 1915, the subject property was occupied by a one-story, wood-frame dwelling and a small wood-frame outbuilding. The extant building on the subject property was constructed in 1927. C.H. Carter Co., an electric supplies wholesaler, is listed as the occupant in 1929-1935 city directories.

(Continued on page 3)

B11. Additional Resource Attributes: none

\*B12. **References:** City Directories (miscellaneous 1913-1962), *Sacramento Bee*, 1915 and 1951 Sanborn Maps, Building permits

B13. Remarks: none

\*B14. **Evaluator:** Amber Grady, ESA  
2600 Capitol Ave, Ste 200  
Sacramento, CA 95816



Source: Sacramento County Assessor, edited by author.

(This space reserved for official comments.)

**\*B10. Significance (continued from page 2)**

Evaluation

The following evaluates the subject property only for its potential to be a contributor to the R Street Historic District, which is listed on the City of Sacramento's Sacramento Register of Historic & Cultural Resources (Sacramento Register) per City Code Section 17.604.210 (C). Contributors to the R Street Historic District were built within the 1910-1930 period of significance and have significant ties to the agricultural and/or railroad history. The Technical Background report of the Sacramento General Plan established Agricultural and Railroad Context Statements by which these buildings are evaluated. This does not evaluate its potential for listing individually on the National Register, California Register or for local listing on the Sacramento Register.

A nominated resource shall be listed in the Sacramento Register as a contributing resource if the City Council finds, after holding the hearing(s) required that all of the following requirements are satisfied:

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- B. The nominated resource either embodies the significant features and characteristics of the historic district or adds to the historical associations, historical architectural qualities or archaeological values identified for the historic district;
- C. The nominated resource was present during the period of historical significance of the historic district and relates to the documented historical significance of the historic district;
- D. The nominated resource either possesses historic integrity or is capable of yielding important information about the period of historical significance of the historic district; and
- E. The nominated resource has important historic or architectural worth, and its designation as a contributing resource is reasonable, appropriate and necessary to promote, protect and further the goals and purposes of the City Code.

While the subject property could be included in the historic district if they City expanded the boundary and was present during the period of historical significant it retains only a low to moderate level of integrity and it does not fit within the Agricultural or Railroad contexts by which the historic district is significant. It does not appear that the building ever related to the railroad with the north wall consisting mostly of a blank brick wall and historic aerials showing no sign of a railroad siding. Therefore, ESA recommends that the property is ineligible for the Sacramento Register as a contributor to the R Street Historic District.

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

Primary #  
 HRI #  
 Trinomial  
 NRHP Status Code

Other Listings  
 Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: ESA-11

**P1. Other Identifier:** B&G Building, Rochdale Building

**\*P2. Location:**  Not for Publication  Unrestricted

**\*a. County:** Sacramento

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

**\*b. USGS 7.5' Quad:**

**Date:**

**T ; R ; ¼ of ¼ of Sec ; M.D. B.M.**

c. Address: 1100 R Street (1801 11<sup>th</sup> Street)

City: Sacramento

Zip: 95811

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

APN#009-0075-011

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property contains a three-story 4761 sq ft building. The north section of the parcel contains the original building, and the south section contains a 2016 addition that is one and three stories in height. The main building has a flat roof with a decorative cornice, painted brick walls, and a row of diamond-shaped decorative elements on the walls to separate each floor. All windows and doors on the main building are unoriginal. Above each set of windows on the north (primary) elevation is a decorative lintel. The top two floors on the north elevation have a single horizontal sliding window on the left and a set of two double-hung windows in the middle. The right side of the north elevation has a set of 5 ribbon double-hung windows on each floor. The north elevation also has a glass double door main entrance, a single glass pane secondary entrance, and a series of unoriginal decorative canopies with hanger rods. (Continued on page 3)

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

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

P5a. Photo or Drawing



**P5b. Description of Photo:**

R Street façade looking southeast, ESA 2016

**\*P6. Date Constructed/Age and Sources:**

Historic  Prehistoric  Both  
 1907-08/ Assessor

**\*P7. Owner and Address:**

B/G Bldg Invs LLC  
 106 10<sup>th</sup> Street #120  
 Sacramento, CA 95811

**\*P8. Recorded by:** (Name, affiliation, and address)

Amber Grady and Shelby Kendrick  
 ESA  
 2600 Capitol Ave, Ste 200  
 Sacramento, CA 95816

**\*P9. Date Recorded:** 7/5/17

**\*P10. Survey Type:** Intensive

**\*P11. Report Citation:** R Street Corridor Historic District Survey Report, ESA, 2017.

**\*Attachments:**  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List):

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # ESA-11

B1. Historic Name: B&G Building/Rochdale Building

B2. Common Name: none

B3. Original Use: warehouse

B4. Present Use: commercial/residential

\*B5. **Architectural Style:** Utilitarian

\*B6. **Construction History:** Constructed in 1907. The building was reroofed in 1938 and in 1943 according to a building permits issued by the city.

\*B7. **Moved?** No Yes Unknown **Date:** n/a

**Original Location:** n/a

\*B8. **Related Features:** none

B9a. Architect: unknown

b. Builder: unknown

\*B10. **Significance: Theme:** Industrial

**Area:** Sacramento

**Period of Significance:** 1907 **Property Type:** Warehouse

**Applicable Criteria:** n/a

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

Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19th and early 20th centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located near Front and L Streets, and the track ran south along the river, and then eastward along R Street for 22 miles to the terminus in what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19th century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor.

The subject property, also known as the Rochdale Building, was constructed in 1907 and is listed in the California and Sacramento Registers. The 1915 Sanborn Map shows the extant building as a three-story warehouse owned by the State of California. City directories for 1921 and 1930 have no listing. The 1931, 1932, and 1933 City Directories list "Burr A L bldg mtl's" at 1801 11<sup>th</sup> Street. The Department of Finance's Buildings and Grounds division occupied the building in 1959 according to a later city directory.

(Continued on page 3)

B11. Additional Resource Attributes: none

\*B12. **References:** City Directories (1921, 1930, 1931, 1932, 1933, 1959), 1915 Sanborn Map

B13. Remarks: none

\*B14. **Evaluator:** Amber Grady, ESA  
2600 Capitol Ave, Ste 200  
Sacramento, CA 95816



Source: Sacramento County Assessor, edited by author.

(This space reserved for official comments.)

**\*P3a. Description: (continued from page 1)**

The west elevation has three 1/1 double-hung windows with a decorative arch over each. The bottom floor has a series of floor-to-ceiling metal windows with transoms. This floor also has a glass door entrance with an accessibility ramp, as well as another decorative canopy.

The south addition on the parcel is three stories in height on the west elevation, with the rest being single-story. The entire addition is made of corrugated metal. The entrance is a single glass-pane door with a set of four square fixed windows above the door. The south elevation contains two simple wooden doors.

**\*B10. Significance: (continued from page 2)**

Uses associate with the building over its 90+ year history include primarily warehouse uses, much of that time for the State of California, until very recently when it has been converted to mixed use. It was used in conjunction with the Lawrence/CADA Warehouse to the east for many years and had internal connections to that building for that purpose.

Evaluation

The following evaluates the subject property only for its potential to be a contributor to the R Street Historic District, which is listed on the City of Sacramento's Sacramento Register of Historic & Cultural Resources (Sacramento Register) per City Code Section 17.604.210 (C). Contributors to the R Street Historic District were built within the 1910-1930 period of significance and have significant ties to the agricultural and/or railroad history. The Technical Background report of the Sacramento General Plan established Agricultural and Railroad Context Statements by which these buildings are evaluated. This does not evaluate its potential for listing individually on the National Register, California Register or for local listing on the Sacramento Register.

A nominated resource shall be listed in the Sacramento Register as a contributing resource if the City Council finds, after holding the hearing(s) required that all of the following requirements are satisfied:

- A. The nominated resource is within a historic district;
- B. The nominated resource either embodies the significant features and characteristics of the historic district or adds to the historical associations, historical architectural qualities or archaeological values identified for the historic district;
- C. The nominated resource was present during the period of historical significance of the historic district and relates to the documented historical significance of the historic district;
- D. The nominated resource either possesses historic integrity or is capable of yielding important information about the period of historical significance of the historic district; and
- E. The nominated resource has important historic or architectural worth, and its designation as a contributing resource is reasonable, appropriate and necessary to promote, protect and further the goals and purposes of the City Code.

While the subject property is within a historic district (A.), was present during the period of historical significant (C) and retains sufficient integrity (D) it does not fit within the Agricultural or Railroad contexts by which the historic district is significant. Therefore, ESA recommends that the property does not appear to be eligible for the Sacramento Register as a contributor to the R Street Historic District.

**Description:** The subject property includes a two-story brick building with a flat roof on the northeast corner of 10<sup>th</sup> and R streets. The building is rectangular in plan with two primary (south and west) facades. The R Street (south) façade includes five large window openings and a pedestrian door on the first floor. Cloth awnings cover each of the six window and door openings on the 1<sup>st</sup> floor. There are twelve (12) window openings on the 2<sup>nd</sup> floor, ten of which have been filled in with brick, grouped in pairs over each of the six window/door openings at the 1<sup>st</sup> floor. The building sits on a raised concrete slab foundation. The 10<sup>th</sup> Street façade includes a pedimented parapet centered on the façade. The property's boundary is its 32,000 sq. ft. parcel.

**Significance:** Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19th and early 20th centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located near Front and L Streets, and the track ran south along the river, and then eastward along R Street for 22 miles to the terminus in what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19th century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor.

The subject property, known as the W. P. Fuller Building, was built in 1920 for Andrew Carlo and Mrs. F. E. Carlo and used as a storage warehouse according to a 1996 historic resources inventory. Several articles and advertisements in the Sacramento Bee indicate W. P. Fuller and Co. occupied the building from 1950 through at least 1962. It property served as a Fuller's Home Decorating Center that sold Fuller paints, wallpapers, and mirrors. In 1972, according to the Sacramento Bee, a building permit was issued to David Candy Co. for commercial operations to 1015 R Street valued at \$3,000. Fred David, owner of David Cando Co. and once an owner of the Sacramento Solons baseball team, died in 2009 and held an estate sale for the subject property in 2010. Other businesses that have utilized the building since then include ARTHAUS from 2014, Mary Highstreet Studios, Art Foundry Gallery, Fox & Goose Public House, and A-RARE-ity jewelers.

The subject building located at 1015-1021 R Street is a contributor to the R Street Historic District, which is listed on the City of Sacramento's Sacramento Register of Historic & Cultural Resources (Sacramento Register) per City Code Section 17.604.210 (C).

**Report Citation:** R Street Corridor Historic District Survey Report, ESA, 2017.

**Owner and Address:**

R11 Props LLC  
1725 10th Street, #102  
Sacramento, CA 95811

**References:**

Napoli, Donald S. et. al. "1021 R Street, Sacramento Central City Historic Resources Inventory." February 26, 1996.  
"Estate Sale: Fans score Solons keepsakes." *Sacramento Bee*. February 5, 2010.  
"City Building Permits." *Sacramento Bee*. November 19, 1972. Pg. E8.



Primary facade looking northeast, 8/5/16.

**Description:** The subject property includes three conjoined buildings on three parcels totaling 20,440 sf lot centered on R Street between 11<sup>th</sup> and 12<sup>th</sup> Streets. The three concrete block buildings are connected and intended for a single use. All three are single story with a parapeted flat roof. The façade of the eastern building has two large garage doors and a stepped parapet above decorative brick coursing. The middle building is most distinguished by its arched stepped parapet, transom windows above the entry door, and fixed original windows on either side of the door, although many of the windows have been replaced with aluminum sash. Between the door and windows and along the edges of this middle building are a series of decorative brick columns that break up the rest of the brick pattern on the building. The western building also has a stepped parapet that is more shallow and horizontal than the other two. A projecting course of brick outlines the parapet and a horizontal panel below.

**Significance:** Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19th and early 20th centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located near Front and L Streets, and the track ran south along the river, and then eastward along R Street for 22 miles to the terminus in what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19th century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor.

The subject property at 1119 R Street was built in 1910 with an addition constructed in 1930 located at 1113 R Street. According to a 1981 historic resources inventory, William C. Keating first owned the building. According to the same source, the Piggly Wiggly Company occupied it in 1926 and the U. S. Gypsum Company from 1929 – 1932. Sacramento city directories state: "Hayden WH" occupied 1115 R Street in 1921, Smith LE Trucking occupied 1115-1117 R Street from 1930 to 1933, 1115-1117 was vacant in 1933, and Rambaud Trucking co and Weeks & Hynes fruit brokers were both at 1115 R street in 1934. With its long history of use as a distribution center, proximity to the railroad, and similar construction dates to nearby properties on R Street, the property appears to have been generated by proximity to the railroad.

The subject building located at 1113-1119 R Street is located within the R Street Historic District, which is listed on the City of Sacramento's Sacramento Register of Historic & Cultural Resources (Sacramento Register) per City Code Section 17.604.210 (C).

**Report Citation:** R Street Corridor Historic District Survey Report, ESA, 2017.

**Owner and Address:**

Hi-Line Electric Company  
1119 R Street  
Sacramento, CA 95811

**References:**

City directories (various).  
*Hi-Line Electric Co.*, accessed July 21, 2017 at [www.hilineelectric.com](http://www.hilineelectric.com).  
Napoli/Todd Consultants et. al. "1119 R Street, Sacramento Central City Historic Resources Inventory." 1994-1996.  
Sacramento County Planning Department. "Historic Resources Inventory for 1119 R Street." 1981.



Primary facade looking northeast, 8/5/16.

\*Recorded by Amber Grady & Johanna Kahn/ESA

\*Date July 2017

Continuation

Update

**Description:** Since being documented in 2002, the subject property located at 1720 15<sup>th</sup> Street has undergone the following changes. The truck door on the south (R Street) elevation of the small building located on the northwest corner of R and 15<sup>th</sup> streets has been converted to a large entry door as the building now serves as a restaurant space. The small parking lot that was once to the north of the corner building and in the northeast corner of the parcel is now a series of small modern extensions to the building that are one or two stories in height, all of which have flat roofs and poured concrete walls.

The south elevation of the two-story building with frontage on R Street, once containing delivery truck bays, has been converted to shop and restaurant space with glazed doors flanked by large, floor-to-ceiling windows. Decorative canopies with metal hanger rods have been added above all windows on the south façade, and the canopies on the first floor are corrugated metal.

**Significance:** Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located near Front and L Streets, and the track ran south along the river, and then eastward along R Street for 22 miles to the terminus in what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19<sup>th</sup> century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor.

According to the 1895 Sanborn map, the subject property was occupied by two one-story dwellings and several wood-frame outbuildings on two adjacent lots. The 1915 Sanborn map reveals that all buildings on the southern corner lot had been razed and the lot was vacant. City directories do not list any occupants in the years spanning from 1913 and 1935. A note on the 1952 Sanborn map indicates that a one-story auto repair shop was constructed at the northwest corner of R and 15<sup>th</sup> streets in 1924. By 1952, a two-story flour storage building (which likely used by the adjacent Wonder Bread Bakery located at the northeast corner of R and 14<sup>th</sup> streets) had been constructed along R Street next to the auto repair shop, and a series of sheds and storage buildings existed along the west property line.

**Evaluation:** The subject building located at 1720 15<sup>th</sup> Street is individually listed as a landmark in the City of Sacramento's Sacramento Register of Historic & Cultural Resources (Sacramento Register). The following evaluates the subject property only for its potential to be a contributor to the R Street Historic District, which is listed on the City of Sacramento's Sacramento Register of Historic & Cultural Resources (Sacramento Register) per City Code Section 17.604.210 (C). Contributors to the R Street Historic District were built within the 1910-1930 period of significance and have significant ties to the agricultural and/or railroad history. The Technical Background report of the Sacramento General Plan established Agricultural and Railroad Context Statements by which these buildings are evaluated. This does not evaluate its potential for listing individually on the National Register, California Register or for local listing on the Sacramento Register.

(continued on page 2)



South (R Street) façade looking northwest, 8/4/16.

(continued from page 1)

A nominated resource shall be listed in the Sacramento Register as a contributing resource if the City Council finds, after holding the hearing(s) required that all of the following requirements are satisfied:

- A. The nominated resource is within a historic district;
- B. The nominated resource either embodies the significant features and characteristics of the historic district or adds to the historical associations, historical architectural qualities or archaeological values identified for the historic district;
- C. The nominated resource was present during the period of historical significance of the historic district and relates to the documented historical significance of the historic district;
- D. The nominated resource either possesses historic integrity or is capable of yielding important information about the period of historical significance of the of the historic district; and
- E. The nominated resource has important historic or architectural worth, and its designation as a contributing resource is reasonable, appropriate and necessary to promote, protect and further the goals and purposes of the City Code.

The subject building located at 1720 15<sup>th</sup> Street is individually listed as a landmark in the City of Sacramento's Sacramento Register of Historic & Cultural Resources (Sacramento Register). While the subject property is not within the current boundaries of the R Street Historic District the boundaries could be expanded to include this property if warranted. Additionally, it was present during the period of historical significant and retains sufficient integrity it does not fit within the Agricultural or Railroad contexts by which the historic district is significant. Therefore, ESA recommends that the property is ineligible for the Sacramento Register as a contributor to the R Street Historic District.

**Report Citation:** R Street Corridor Historic District Survey Report, ESA, 2017.

**Owner and Address:**

Paragary Family Trust  
1401 28<sup>th</sup> Street  
Sacramento, CA 95816

**References:**

Historic Environment Consultants. "Wonder Bread Bakery, 1720 15<sup>th</sup> Street." California Department of Parks and Recreation Forms, 2002.

City Directories (miscellaneous 1913-1962).

1915 and 1951 Sanborn Maps.

**Description:** The subject property includes a series of related, adjacent two-story buildings on the west half of the northeast corner of R Street and 14th Street. It is a large warehouse that includes two separate additions that take up the eastern two-thirds of the parcel. The building sits on a concrete slab foundation and the walls are fired brick in the common English pattern. Once a bakery and its shipping center, the property has been repurposed for restaurant and retail space.

Windows on the second floor of the south elevation are unoriginal, but appear to mimic the originals. They are sets of two or three arched casement windows with eight panes each. In the center of the second story of the western section is a small balcony with a set of double multi-paned doors. The bottom floor of the south elevation contains single or double glass-pane shop doors with decorative corrugated metal canopies and several expanses of large multi-pane fixed windows. The west elevation has four sets of two double-hung, arched multi-pane windows on the second story. On the first floor of the original building are two sets of two-pane arched windows, as well as a set of double glass doors and a single glass door, each with rectangular transom and sidelights and decorative canopies. The left section of the west façade appears to be an altered addition that now contains a single glass door with several rows of transom and sidelights. The north elevation faces a gated parking lot with minimal decoration and is not visible from the street.

**Significance:** Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19th and early 20th centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located near Front and L Streets, and the track ran south along the river, and then eastward along R Street for 22 miles to the terminus in what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19th century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor.

The subject property was constructed in 1905 and was occupied by the Perfection Bread Company until 1932. 1409 R Street housed the bakery's storefront and 1407 R Street was used as its shipping and warehouse according to the 1915 Sanborn map. According to a 1995 DPR-523 form, the Perfection Bread Company remained until 1932, at which time the building housed Continental Baking Company. A Sanborn map shows Wonder Bakery occupying the facility in 1952, as well as 1411 R Street.

**Evaluation:** The subject building located at 1409 R Street is individually listed as a landmark in the City of Sacramento's Sacramento Register of Historic & Cultural Resources (Sacramento Register). The following evaluates the subject property only for its potential to be a contributor to the R Street Historic District, which is listed on the City of Sacramento's Sacramento Register of Historic & Cultural Resources (Sacramento Register) per City Code Section 17.604.210 (C). Contributors to the R Street Historic District were built within the 1910-1930 period of significance and have significant ties to the agricultural and/or railroad history. The Technical Background report of the Sacramento General Plan established Agricultural and Railroad Context Statements by which these buildings are evaluated. This does not evaluate its potential for listing individually on the National Register, California Register or for local listing on the Sacramento Register.



Primary façade looking northeast, 8/4/16.

(continued on page 2)

(continued from page 1)

A nominated resource shall be listed in the Sacramento Register as a contributing resource if the City Council finds, after holding the hearing(s) required that all of the following requirements are satisfied:

- A. The nominated resource is within a historic district;
- B. The nominated resource either embodies the significant features and characteristics of the historic district or adds to the historical associations, historical architectural qualities or archaeological values identified for the historic district;
- C. The nominated resource was present during the period of historical significance of the historic district and relates to the documented historical significance of the historic district;
- D. The nominated resource either possesses historic integrity or is capable of yielding important information about the period of historical significance of the of the historic district; and
- E. The nominated resource has important historic or architectural worth, and its designation as a contributing resource is reasonable, appropriate and necessary to promote, protect and further the goals and purposes of the City Code.

While the subject property is not within the current boundaries of the R Street Historic District the boundaries could be expanded to include this property if warranted, it was present during the period of historical significant, and retains sufficient integrity. According to the 1995 DPR-523 form, "The former Wonder Bread building is a good example of simple, utilitarian light-industrial construction of 1920s era. It is representative of a substantial group of functional industrial buildings. Sited along the R Street railway, it was one of a number of industrial or warehouse structures located along the rail track in order to facilitate the distribution of their products." Clear ties between the functionality of the building and the railroad have been demonstrated in the 1995 DPR and ESA recommends that the property is eligible for the Sacramento Register as a contributor to the R Street Historic District should the City decides to alter the boundary to include this property.

**Report Citation:** R Street Corridor Historic District Survey Report, ESA, 2017.

**Owner and Address:**

D/S Development Inc.  
1725 Capitol Avenue  
Sacramento, CA 95811

**References:**

Napoli/Todd Consultants et al. "1409 R Street, Sacramento Central City Historic Resources Inventory." 1994-1996.  
1915 and 1952 Sanborn maps.

**Description:** The subject property includes a set of buildings totaling 17,650 sq ft on a 25,600 sf lot on the southwest corner of 11<sup>th</sup> Street and R Street. The primary building is a large, single-story brick warehouse with a rectangular footprint and corner entrance. The entry is on the chamfered corner above which topped by a Mission Revival Style parapet. The building remains largely unchanged since it was described in the 1996 DPR 523 form. The main change not mentioned in the old evaluation is the construction of an additional single-story, 4,800 sq ft, corrugated metal warehouse in the southwest corner of the lot. It has a low-pitched front gable roof with two simple pedestrian and two metal garage doors on the west elevation. The south elevation only has two horizontal sliding windows. The east elevation is adjacent to the original brick building. The north elevation is mostly covered by the 1926 addition, and the portion that extends past the brick is unadorned. At the time of the survey it appeared that significant renovations were just beginning.

**Significance:** Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19th and early 20th centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located near Front and L Streets, and the track ran south along the river, and then eastward along R Street for 22 miles to the terminus in what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19th century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor.

The subject property was constructed in three segments. According to previous documentation, the original building to the east was constructed for Sacramento Granite and Marble Works between 1919 and 1920, with the northwest and southwest structures constructed between 1926-1927. The original evaluation also states Sacramento Granite and Marble Works was owned by Andrew and Frank Carlow, who occupied the building until 1929, at which time the United States Rubber Company purchased the building.

The subject building located at 1026 R Street (aka 1800 11<sup>th</sup> Street) is listed in the City of Sacramento's Sacramento Register of Historic & Cultural Resources as a landmark and is in the R Street Historic District boundary.

**Report Citation:** R Street Corridor Historic District Survey Report, ESA, 2017.

**Owner and Address:**

11/R DEVCO LLC  
1112 11<sup>th</sup> Street  
Sacramento, CA 95814

**References:**

Napoli/Todd Consultants et al. "800 11<sup>th</sup> Street (1026 R Street), Sacramento Central City Historic Resources Inventory," 1994-1996.  
Building permits.



Primary façade looking southwest, 8/5/16.

**Description:** The subject property is occupied by a six-story building located mid-block on the south side of R Street between 11<sup>th</sup> and 12<sup>th</sup> streets. The building is rectangular in plan and is capped by a flat roof. It is constructed of reinforced concrete. The primary (north) façade is clad in brick. The first floor is elevated several feet above the street level on a concrete platform and features four entrances with glazed metal doors. The second through sixth floors each feature five multi-light, steel-sash windows, and the façade terminates in a stepped parapet. The side (west) façade is clad in stucco, and the original windows have been replaced with multi-light casement windows. The rear (south) façade is clad in the exposed concrete of the building's structural frame. The first floor features four roll-up metal doors and a paneled wood door. The second through sixth floors feature multi-light, steel-sash windows and a metal fire escape.

**Significance:** Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19th and early 20th centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located near Front and L Streets, and the track ran south along the river, and then eastward along R Street for 22 miles to the terminus in what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19th century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor.

Construction of the subject building, which was designed by architect Clarence Cuff, was completed in 1915. It was used as a commercial distribution warehouse by a number of companies until 1940, at which time it became occupied by the California State Department of Finance. The State of California purchased the building in 1946 and used it as storage of state records for over 50 years.

The subject building located at 1108 R Street is listed in the City of Sacramento's Sacramento Register of Historic & Cultural Resources as a landmark and is in the R Street Historic District boundary.

**Report Citation:** R Street Corridor Historic District Survey Report, ESA, 2017.

**Owner and Address:**

1108 R Street Investors LP  
1106 4<sup>th</sup> Street #701  
Sacramento, CA 95814

**References:**

Boghossian, Paula and Don Cox. "Draft National Register of Historic Places Registration Form for 1108 R Street." June 2013.  
Napoli/Todd Consultants et. al. "1108 R Street, Sacramento Central City Historic Resources Inventory." 1994-1996.  
1915 and 1951 Sanborn maps.



Primary façade looking southwest, 8/5/16.

