

HISTORIC PROPERTY SURVEY REPORT**1. UNDERTAKING DESCRIPTION AND LOCATION**

District	County	Route (Local Agency)	Local Assistance Project Prefix	Post Miles (Project No.)	Charge Unit (Agreement)	Expenditure Authorization (Location)
03	Sac	City of Sacramento		N/A		03-965100 3ENVNR

(For Local Assistance projects off the highway system, use headers in italics)

Project Description:

The Federal Highway Administration (FHWA) and California Department of Transportation (Caltrans), in conjunction with the City of Sacramento (City), propose to expand the existing Sacramento Valley Station (Station) to meet current needs and to establish a state-of-the-art regional transportation center to meet future needs of rail and bus transit passengers and service operators in the Sacramento region through the year 2025 and beyond (Figures 1 and 2 of Attachment A). The proposed project requires federal funding from the Federal Highway Administration (FHWA) and other federal sources.

Developed in phases, the Sacramento Intermodal Transportation Facility Project (SITF Project) would encompass a realignment of existing mainline rail tracks (Phase 1), improvements to the existing Station (Phase 2), and eventual transformation of the Station into a multimodal transportation center (Phase 3). The proposed SITF Project requires funding from the FHWA and other federal sources. The project is, therefore, subject to compliance with the January 1, 2004, *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (Section 106 PA).

The proposed project site consists of approximately 33.0 acres (ac), including existing Station facilities that are owned by the City. The City is in the process of acquiring land for the project immediately north of the Station, which contains the approximately 3,300-foot-long Union Pacific Railroad (UPRR) rail corridor (current alignment and proposed realignment).

For passenger rail and freight rail service, Phase 1 includes relocating the existing UPRR tracks and constructing a passenger tunnel under the newly constructed track alignment. In Phase 2, the City would implement minor improvements to the existing Station. Phase 3 would encompass further facility expansion and new uses to meet projected service levels and passenger growth.

2. AREA OF POTENTIAL EFFECTS

The Area of Potential Effects (APE) for the SITF Project was established in consultation with Gail St. John, Principal Architectural Historian, and Steve Propst, District Local Assistance Engineer, on [redacted] [date]. The APE maps are shown in Figure 3 of Attachment A in this historic property survey report.

The direct APE follows the maximum possible area of construction-related effects resulting from the proposed project, including all new construction, easements, and staging areas. The western terminus of the direct APE is located near the eastern end of the I Street Bridge. From this point the northern boundary of the direct APE follows an easterly line, gradually trending northeast to skirt the southern edge of the Central Shops. The northern boundary continues northeast to the vicinity of 7th and D streets, marking the eastern extremity of the direct APE. The eastern boundary of the direct APE is formed by a southerly line from near 7th and D streets to 6th and G streets, at which point the direct APE swings westward to mark the southern boundary of the direct APE. The southern boundary line of the direct APE skirts the northern edge of the Amtrak depot to join the western end of the direct APE near the I Street Bridge.

For the federal undertaking described in Part 1: To minimize redundancy and paperwork for the California Department of Transportation and the State Historic Preservation Officer, and in the spirit intended under the federal Paperwork Reduction Act (U.S.C. 44 Chapter 35), this document also satisfies consideration under California Environmental Quality Act Guidelines Section §15064.5(a) and, as appropriate, Public Resources Code §5024 (a)(b) and (d).

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The APE for potential indirect effects (e.g., visual, auditory, and vibratory) includes parcels adjacent to the direct APE that contain buildings, structures, or objects of sufficient age to warrant evaluation for listing in the NRHP (see Figure 3 and Attachment C). Examination of Figure 3 shows that the indirect APE follows the direct APE line from the vicinity of the I Street Bridge to Sacramento Valley Station, where the indirect APE encompasses the entire station property and the Chinese Confucius School at 404 I Street. From Sacramento Valley Station, the eastern boundary of the indirect APE follows the direct APE line to the eastern extremity of the same. The northern boundary of the indirect APE follows the boundary of the Central Shops Historic District as delineated in *(Historic Property Inventory and Evaluation Report for the Central Pacific/Southern Pacific Railroad Railyards Project, Sacramento County, by Historic Environment Consultants, 1998)*, which is formed by a westerly arc from the eastern end of the APE to Interstate 5, at which point the indirect APE turns south to the western terminus of the direct APE.

3. CONSULTING PARTIES / PUBLIC PARTICIPATION

- Local Government (*Head of local government, Preservation Office / Planning Department*)
 - May 21, 2008, meeting among staff members from the City of Sacramento Planning Department, Caltrans, the FHWA, and the Office of Historic Preservation. Meeting topics included establishing the APE and the scope of cultural resource identification efforts. The meeting also included a field review of the project.
- Native American Tribes, Groups and Individuals
 - On August 27, 2008, ICF Jones & Stokes mailed letters, with project maps, describing the proposed undertaking and requesting direct communication about cultural resources information and project concerns. Follow-up telephone calls were placed on September 24, 2008. The letters and phone calls were placed to the following: Ms. Rose Enos (Maidu/Washoe), Mr. Kenneth Council (Miwok/Maidu), Mr. John Tayaba (Vice Chairperson, Shingle Springs Band of Miwok Indians), and the Tribal Preservation Committee of the United Auburn Indian Community of the Auburn Rancheria. No responses to the letters or phone calls have been received to date. See Appendix C of Attachment D.
- Native American Heritage Commission
 - On May 23, 2008, ICF Jones & Stokes requested (via electronic mail) a search of the Sacred Lands File and a list of local Native American contacts from the Native American Heritage Commission (NAHC). ICF Jones & Stokes followed up with a facsimile request on August 19, 2008, because no response had been received by that time. The NAHC responded by facsimile on August 20, 2008, indicating that the Sacred Lands File contained no record of Native American cultural resources in the APE. The NAHC also provided contact information for four individuals and one organization to correspond with concerning cultural resources. See Appendix C of Attachment D.
- Local Historical Society/Historic Preservation Group (*also if applicable, city archives, etc.*)
(*See Appendix C of Attachment C*)
 - California State Railroad Museum
 - Center for California Studies
 - Sacramento Old City Association
 - Sacramento Archives and Museum Collection Center
 - Sacramento County Historical Society

4. SUMMARY OF IDENTIFICATION EFFORTS

<input checked="" type="checkbox"/> National Register of Historic Places	Month and year: April 24, 2008
<input checked="" type="checkbox"/> California Register of Historical Resources	Year: 2008
<input checked="" type="checkbox"/> California Inventory of Historic Resources	Year: 1976
<input checked="" type="checkbox"/> California Historical Landmarks	Year: 1995 and supplemental information to date

For the federal undertaking described in Part 1: To minimize redundancy and paperwork for the California Department of Transportation and the State Historic Preservation Officer, and in the spirit intended under the federal Paperwork Reduction Act (U.S.C. 44 Chapter 35), this document also satisfies consideration under California Environmental Quality Act Guidelines Section §15064.5(a) and, as appropriate, Public Resources Code §5024 (a)(b) and (d).

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- California Points of Historical Interest Year: 1992 and supplemental information to date
- State Historic Resources Commission Year: 1980–present, minutes from quarterly meetings
- Caltrans Historic Highway Bridge Inventory Year: 2006 and supplemental information to date
- Archaeological Site Records
- Records search at the North Central Information Center of the California Historical Resources Information System on May 28, 2008.
- Other sources consulted [*e.g., historical societies, city archives, etc. List names and dates below*]
- Sanborn Insurance Company maps, online database, Los Angeles Public Library.
- Results: (*provide a brief summary of records search and research results, as well as inventory findings*)
- The records search indicated that 40 previous cultural resource studies had been conducted in and adjacent to the APE. The studies resulted in complete coverage of the APE. The records search also indicated that previously recorded cultural resources are located in the APE, including Transcontinental Railroad (CA-SAC-478-H), Southern Pacific Depot/Sacramento Valley Station and REA Building (P-34-1004), Jibboom Street Overhead (P-34-1374), I Street Viaduct (P-34-1375), 7th Street Historic-Era Refuse Deposit (P-34-1563/CA-SAC-942-H), 7th Street Railroad Trestle Bents (P-34-1562/CA-SAC-941-H), 6th Street Levee (P-34-1561/CA-SAC-940-H), West Sutter Lake-01 (archaeological resource), and Southern Pacific Railyards/Central Shops Historic District. See Attachments C and D for citations.
 - The 2008 cultural resources survey did not identify evidence for the presence of previously recorded cultural resources in the APE, including Transcontinental Railroad (CA-SAC-478-H), the 7th Street Historic-Era Refuse Deposit (P-34-1563/CA-SAC-942-H), and West Sutter Lake-01. Each of these resources has been destroyed, paved over, or replaced with modern materials. See Attachments C and D for detailed descriptions of these resources. Although not visible at the ground surface, the 2008 study found that 7th Street Railroad Trestle Bents (P-34-1562/CA-SAC-941-H) and 6th Street Levee (P-34-1561/CA-SAC-940-H) are located in the ADI under 1.5–2.0 ft of fill.
 - The 2008 cultural resources survey resulted in the identification of seven previously undocumented cultural resources: Ancillary Train Shed Curbs, Train Shed Curbs, Casting Shop Kilns, Pattern Storage Shop Slab Foundations, SPRR Foundry Loading Ramp, Redwood Railroad Ties, and Southern Car Shops Slab Foundations. See Attachments C and D for details.

5. PROPERTIES IDENTIFIED

- David Lemon, consultant, who meets the Professionally Qualified Staff Standards in Section 106 Programmatic Agreement (Section 106 PA) Attachment 1 as an architectural historian, has determined that the only other properties present within the APE meet the criteria for Section 106 PA Attachment 4 (**Properties Exempt from Evaluation**).
- Bridges listed as Category 5** in the Caltrans Historic Highway Bridge Inventory. Appropriate pages from the Caltrans Historic Bridge Inventory are attached.
- On behalf of the FHWA, **Caltrans** has **determined** the following properties are **not eligible**:
- Southern Pacific Tunnel/Pedestrian Subway (Map Reference #6)
 - Train Shed Curbs (Map Reference #13)
 - Ancillary Train Shed Curbs (Map Reference #14)
 - Pattern Storage Shop Slab Foundations (Map Reference #15)
 - SPRR Foundry Loading Ramp (Map Reference #16)
 - Redwood Railroad Ties (Map Reference #17)
 - Southern Car Shops Slab Foundations (Map Reference #18)
 - 7th Street Railroad Trestle Bents (P-34-1562/CA-SAC-941-H/Map Reference #19)
- Properties **previously listed or determined eligible** (*include date of listing or determination*):
- Sacramento Southern Pacific Railroad (SPRR) Station (Map Reference #2), listed in 1975

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- Central Shops Historic District (Map Reference #9), determined eligible in 2001
- American Railway Express (REA) Building (Map Reference #3), listed in 1975
- SPRR Platform Amenities (Map Reference #4), determined eligible as a contributor to the Sacramento SPRR Station District in 1999
- Water Tower (Map Reference #10), determined eligible as contributor to the Central Shops Historic District in 2000

Copies of concurrence letters for properties previously determined eligible are included in Attachment E.

On behalf of the FHWA, Caltrans has determined the following properties are **eligible**:

- Chinese Confucius School, 404 I Street, Sacramento (Map Reference #1)
- UPRR Tracks (Map Reference #5) as a contributing element of the Sacramento SPRR Station District
- Casting Shop Kilns (Map Reference #11) as a contributing element of the Central Shops Historic District
- 6th Street Levee (P-34-1561/CA-SAC-940-H/Map Reference #12)

6. LIST OF ATTACHED DOCUMENTATION

- Project Vicinity, Location, and APE Maps (Attachment A)
- California Historic Bridge Inventory Sheet (Attachment B)
- Historical Resources Evaluation Report (HRER)
 - ICF Jones & Stokes, September 2008, prepared by Mark Bowen; peer-reviewed by Gail St. John, Caltrans, September 2008 (Attachment C)
- Archaeological Survey Report (ASR)
 - ICF Jones & Stokes, September 2008, prepared by Gabriel Roark; peer-reviewed by Daryl Noble, Caltrans, September 2008 (Attachment D)
- Other (*Specify below*)
 - California Department of Parks and Recreation 523 forms (Appendix E of Attachment C, Appendix D of Attachment D)
 - Historical Resources Inventory forms (Appendix B of Attachment C)
 - SHPO Concurrence Letters (Attachment E)

7. HPSR to File

- Not applicable.

8. HPSR to SHPO

- Under the authority of the FHWA, Caltrans has determined that there are properties evaluated as a result of the project that are **not eligible** for inclusion in the National Register of Historic Places within the project's APE. Under Section 106 PA Stipulation VIII.C, Caltrans requests the SHPO's concurrence in this determination.
- Under the authority of the FHWA, Caltrans has determined that there are properties evaluated as a result of the project that are **eligible** for inclusion in the National Register of Historic Places within the project's APE. Under Section 106 PA Stipulation VIII.C, Caltrans requests the SHPO's concurrence in this determination.

9. Findings for State-Owned Properties

- Not applicable; project does not involve Caltrans right-of-way or Caltrans-owned property.

10. CEQA IMPACT FINDINGS

- Not applicable; Caltrans is not the lead agency under CEQA.

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11. HPSR PREPARATION AND DEPARTMENT APPROVAL

Prepared by *(sign on line)*: _____ Date _____
 District ___ Caltrans PQS: _____

Prepared by: *(sign on line)* _____ Date _____
 Consultant / discipline: Gabriel Roark, Archaeologist
 Affiliation ICF Jones & Stokes, Sacramento, CA

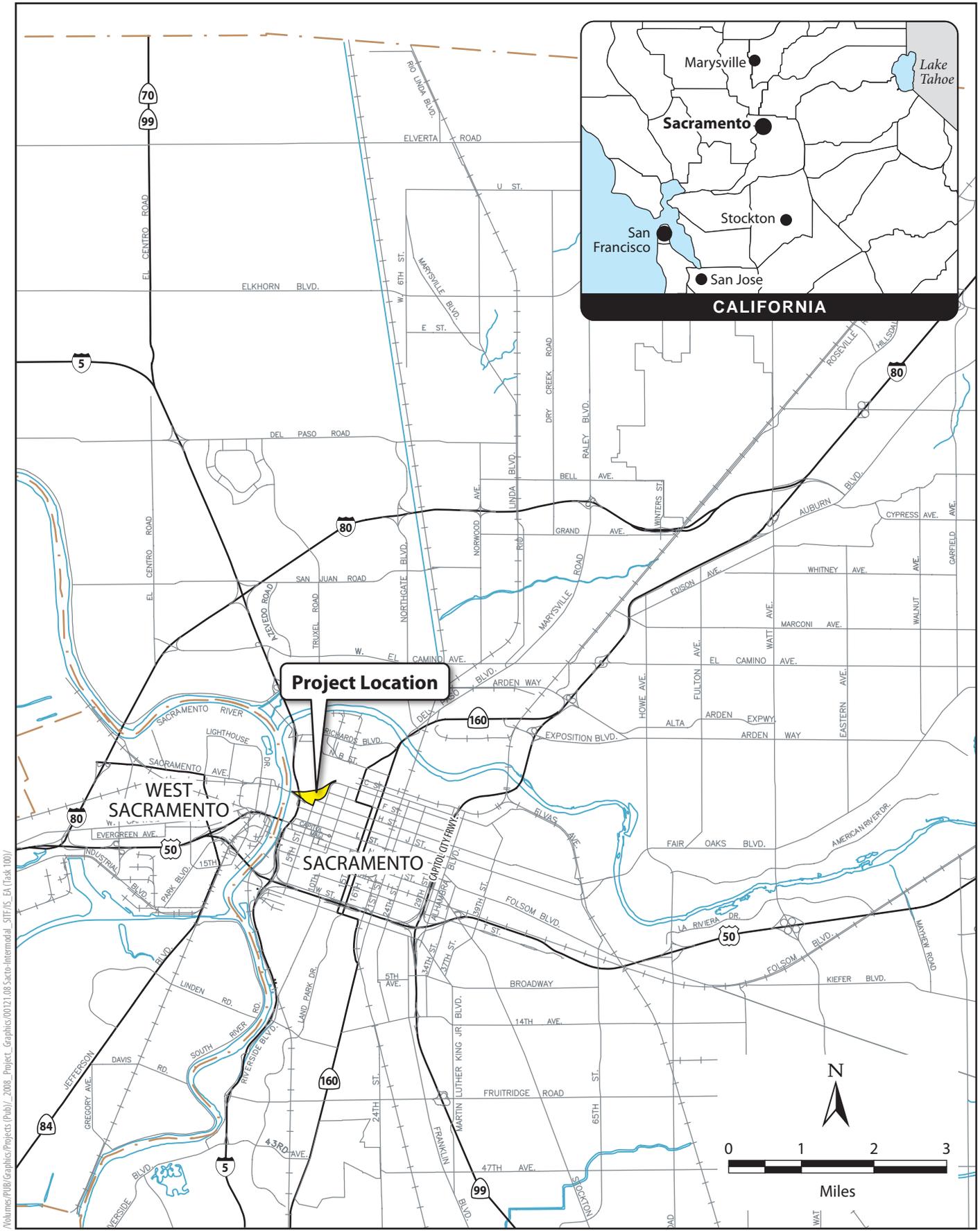
Reviewed for approval by: *(sign on line)*

District 3 Caltrans PQS _____ Date _____
 discipline/level: Daryl Noble
PQS: PI—Prehistoric Archaeology

Approved by: *(sign on line)*

District 3 EBC: _____ Date _____
Susan D. Bauer, Chief
Office of Environmental Management, M1

Attachment A. Project Vicinity, Location, and APE Maps



Volume/PUB/Graphics/Projects (Pub)/_2008_Project_Graphics/01021_08_Sacro-Intermodal_STE/IS_EA (Task 100)/

Figure 1
Project Vicinity

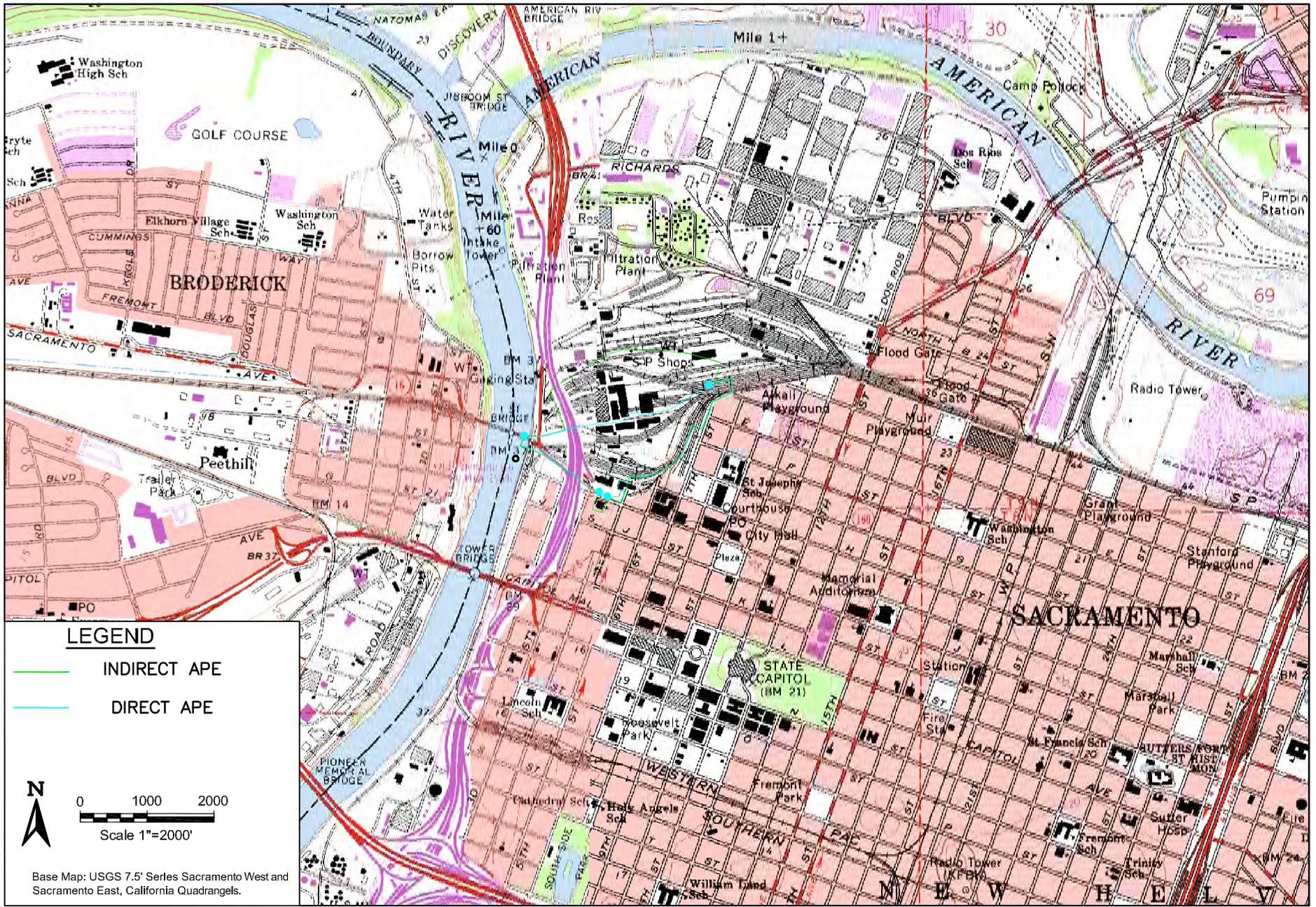
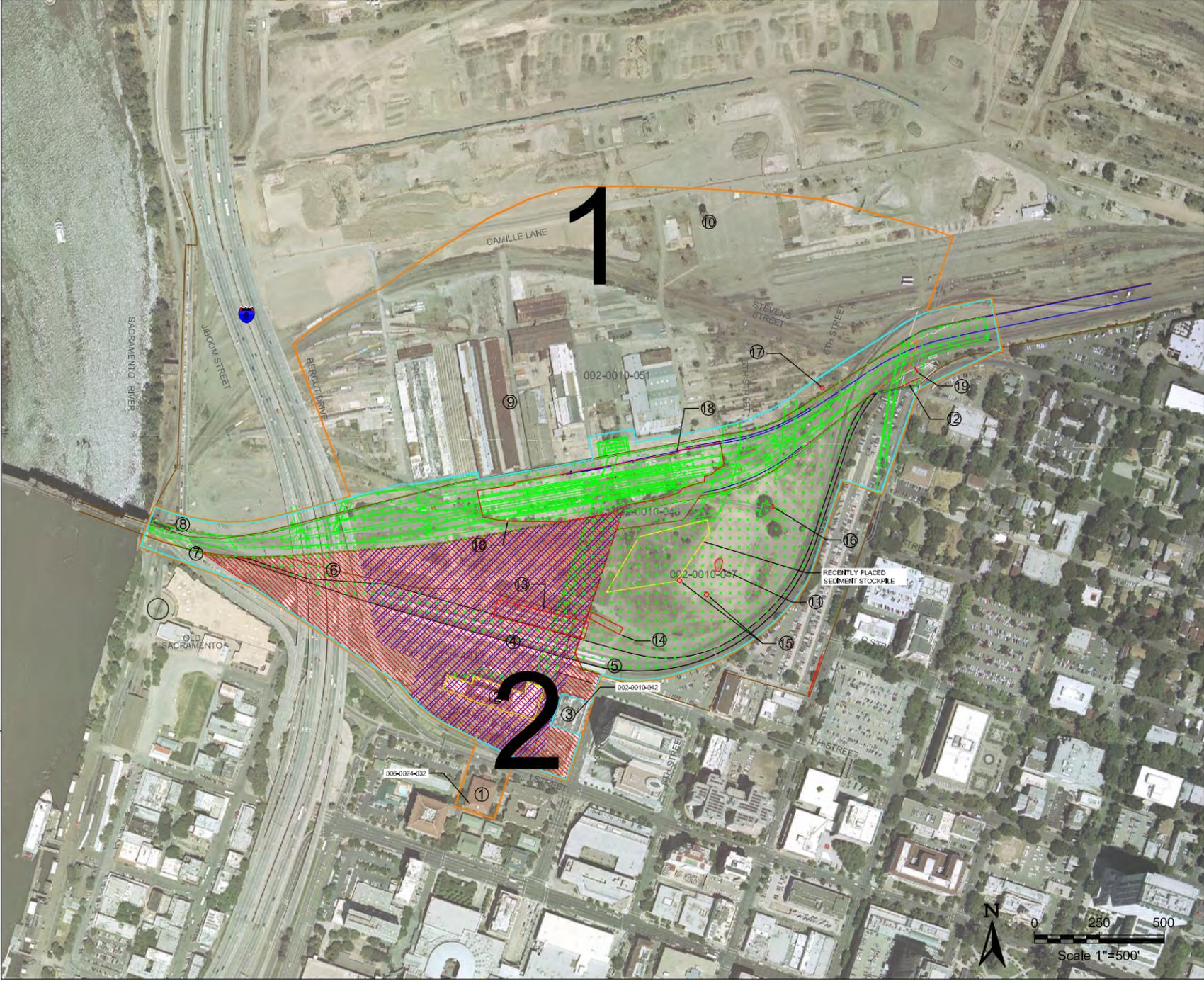


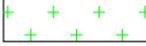
Figure 2
Project Location

00121.08 (7/08)

Area of Potential Effects Sacramento Intermodal Transit Facility and Track Relocation Project



LEGEND

-  PHASE 1
-  PHASE 2
-  PHASE 3
-  DIRECT APE
-  INDIRECT APE
-  PARCEL LINE
-  RESOURCE IDENTIFICATION NUMBERS

AREA OF POTENTIAL EFFECTS

Approved by: _____ Date _____

Gail St. John
PQS level: Principle Architectural Historian
Caltrans, District 3
North Region Office of Environmental Support

Steve Propst
District Local Assistance Engineer
Caltrans, District 3

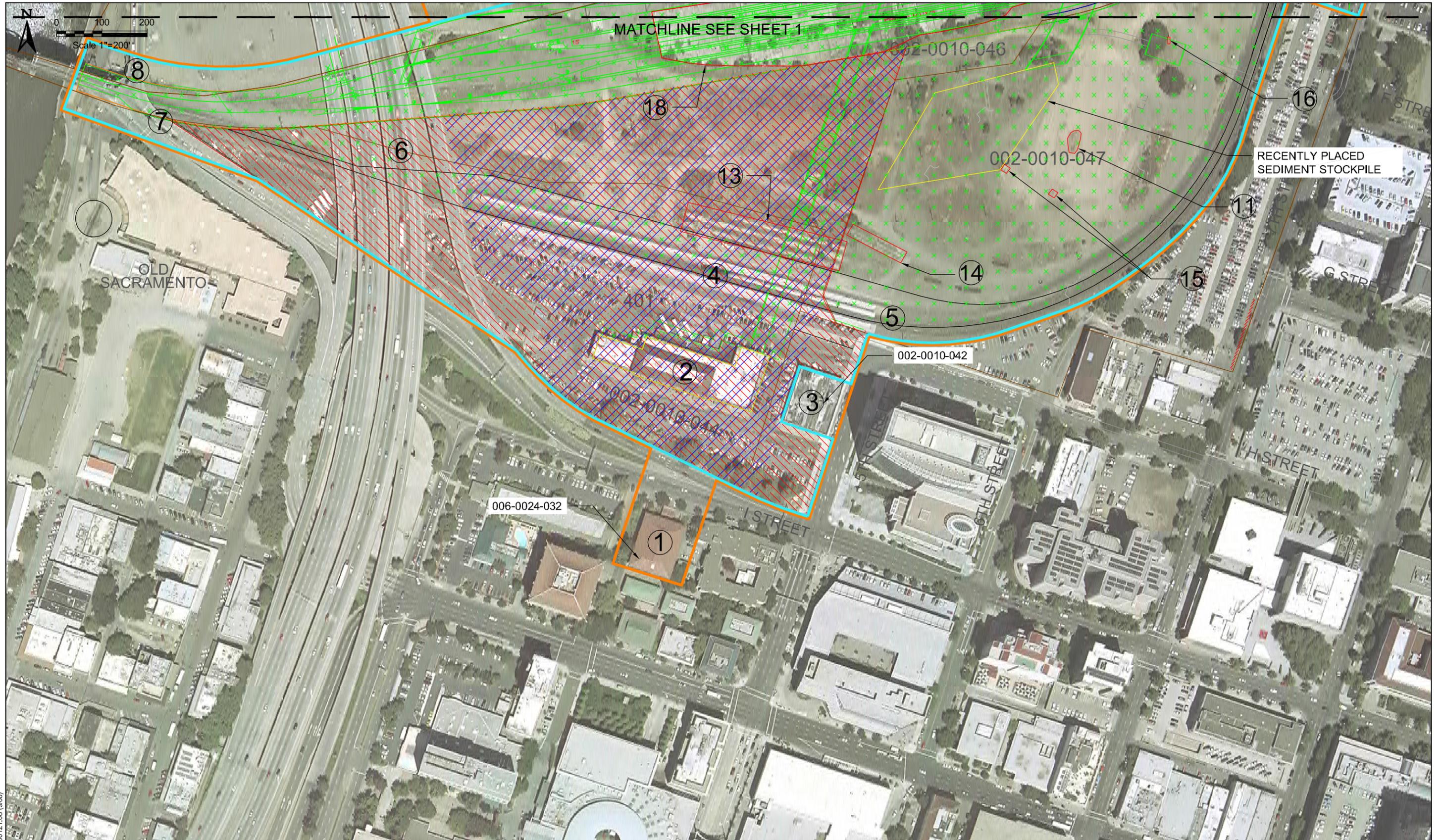
Date _____

00121.08 (9/08)

Figure 3
Area of Potential Effects
Sacramento Intermodal Transit Facility and Track Relocation Project



Figure 3
Area of Potential Effects
Sacramento Intermodal Transit Facility and Track Relocation Project



00121.08 (9/08)

Figure 3
Area of Potential Effects
Sacramento Intermodal Transit Facility and Track Relocation Project

Attachment B. California Historic Bridge Inventory Sheet

District 3 bridges, state

Bridge No.	County	Route	Postmile	Name	City	Year Bt.	NR Status
24 0038	Sacramento	104	9.94	CLAY CREEK		1968	5
24 0039	Sacramento	104	5.78	GRIFFITH CREEK		1918	5
24 0040	Sacramento	104	5.44	WINDMILL DRAW		1918	5
24 0041	Sacramento	104	5.18	ROLLING DRAW		1918	5
24 0042	Sacramento	104	4.3	SKUNK CREEK		1918	5
24 0045L	Sacramento	99	4.98	LAGOON CREEK		1928	5
24 0045R	Sacramento	99	4.98	LAGOON CREEK		1958	5
24 0046L	Sacramento	99	6.54	VALENSIN UC		1927	5
24 0046R	Sacramento	99	6.54	VALENSIN UC		1958	5
24 0048L	Sacramento	99	8.74	MCCONNELL UP		1934	4
24 0051	Sacramento	160	5.86	SACRAMENTO RIVER ISLETON		1923	2
24 0052	Sacramento	160	19.76	STEAMBOAT SLOUGH		1924	2
24 0053	Sacramento	160	20.87	SACRAMENTO RIV PAINTRSVL		1923	2
24 0060	Sacramento	99	1.61	GALT UNDERPASS	Galt	1958	4
24 0068L	Sacramento	5	24.82	AMERICAN RIVER	Sacramento	1968	5
24 0068R	Sacramento	5	24.82	AMERICAN RIVER	Sacramento	1968	5
<u>24 0069L</u>	<u>Sacramento</u>	<u>5</u>	<u>23.59</u>	<u>WEST END VIADUCT</u>	<u>Sacramento</u>	<u>1969</u>	<u>5</u>
<u>24 0069R</u>	<u>Sacramento</u>	<u>5</u>	<u>23.59</u>	<u>WEST END VIADUCT</u>	<u>Sacramento</u>	<u>1969</u>	<u>5</u>
24 0073R	Sacramento	99	8.81	MCCONNELL OH		1958	5
24 0075	Sacramento	16	6.64	MORRISON CREEK		1937	5
24 0076Z	Sacramento	16	11.52	LAGUNA CREEK BIKE BRIDGE		1917	5
24 0077	Sacramento	16	13.92	DEER CREEK OVERFLOW		1948	5
24 0078	Sacramento	16	14.14	DEER CREEK		1948	5
24 0079	Sacramento	16	14.37	DEER CREEK OVERFLOW		1948	5
24 0080	Sacramento	16	19.72	COSUMNES RIVER		1952	5
24 0081L	Sacramento	160	43.75	12TH STREET UP	Sacramento	1949	4
24 0093S	Sacramento	5	23.59	K STREET PUC	Sacramento	1968	5
24 0100L	Sacramento	160	44.65	NORTH SACRAMENTO VIADUCT	Sacramento	1942	4
24 0100R	Sacramento	160	44.71	NORTH SACRAMENTO VIADUCT	Sacramento	1968	5
24 0103	Sacramento	80	13.74	FOOTHILL FARMS POC		1972	5
24 0104	Sacramento	80	7.13	DRY CREEK ROAD OC	Sacramento	1970	5
24 0105	Sacramento	80	7.63	RALEY BLVD OC	Sacramento	1970	5
24 0106	Sacramento	80	8.07	NORTH AVE OC	Sacramento	1970	5
24 0108	Sacramento	80	6.12	NORWOOD AVE OC	Sacramento	1970	5
24 0111L	Sacramento	160	45.02	NORTH SACRAMENTO UC	Sacramento	1946	4
24 0112	Sacramento	160	45.6	CANTERBURY ROAD OC	Sacramento	1947	4
24 0113	Sacramento	160	46.16	DEADMAN'S SLOUGH OC	Sacramento	1946	4
24 0114	Sacramento	160	46.2	SWANSTON UP	Sacramento	1947	4
24 0115L	Sacramento	51	4.02	ARDEN WAY UC	Sacramento	1946	5

Bridge No.	County	Name	Facility	City	Year Blt.	NR Status
22C0151	Yolo	SLOUGH 7	COUNTY ROAD # 13		1979	5
22C0152	Yolo	SACRAMENTO BYPASS (WEIR)	OLD RIVER ROAD		1916	5
22C0153	Yolo	SACRAMENTO RIVER	I STREET	West Sacramento	1911	1
22C0154	Yolo	SACRAMENTO RIVER APPROAC	C STREET	West Sacramento	1958	5
22C0155	Yolo	WHALEY WASH	COUNTY ROAD 31		1983	5
22C0156	Yolo	DAVIS CREEK SPILLWAY	RAYHOUSE ROAD		1985	5
22C0157	Yolo	SOUTH FORK WILLOW SLOUGH	CR 86A		1923	5
22C0158	Yolo	PALAMIDESS BR & OH	INDUSTRIAL BLVD.	West Sacramento	2003	5
22C0159	Yolo	SOUTH FORK DUNNIGAN CRK	COUNTY ROAD 88		1985	5
22C0160	Yolo	NORTH FORK DUNNIGAN CRK	COUNTY ROAD 88		1985	5
22C0161	Yolo	BRETONA CREEK	COUNTY ROAD 90A		1900	5
22C0162	Yolo	LAKE WASHINGTON	ENTERPRISE BLVD.	West Sacramento	2003	5
22C0163	Yolo	WEST CHILES ROAD PUC	WEST CHILES ROAD	Davis	2000	5
22C0164	Yolo	TEHAMA-COLUSA CANAL	YOLO-COLUSA CO. RD		1978	5
22C0165	Yolo	TEHAMA-COLUSA CANAL	COUNTY ROAD 2		1978	5
22C0166	Yolo	TEHAMA-COLUSA CANAL	COUNTY ROAD 6		1978	5
22C0167	Yolo	GORDON SLOUGH	CACHE CK CONSER RD			5
24C0001	Sacramento	SACRAMENTO RIVER	FREEPORT		1929	2
24C0002	Sacramento	NATOMAS E MAIN DRN CANAL	EL CAMINO AVE	Sacramento	1945	5
24C0003	Sacramento	ARCADE CREEK	ROSEVILLE RD	Sacramento	1938	5
24C0004	Sacramento	COSUMNES RIVER	DILLARD RD		1964	5
24C0005	Sacramento	SACRAMENTO RIVER	WALNUT GROVE XING		1952	5
24C0006	<u>Sacramento</u>	<u>JIBBOOM ST OH</u>	<u>JIBBOOM ST</u>	<u>Sacramento</u>	<u>1937</u>	<u>5</u>
24C0007	Sacramento	WATT AVE UP	WATT AVE		1939	4
24C0008	Sacramento	NATOMAS E MAIN DRN CANAL	MAIN AVE	Sacramento	1938	5
24C0011	Sacramento	SUTTER SLOUGH	SUTTER SLU BR RD		1939	5
24C0012	Sacramento	MCCORMAC CREEK	TWIN CITIES ROAD		1988	5
24C0013	Sacramento	NORTH CHANNEL DRY CREEK	RIO LINDA BLVD		1939	5
24C0014	Sacramento	SOUTH CHANNEL DRY CREEK	RIO LINDA BLVD		1939	5
24C0015	Sacramento	GOAT CREEK	28TH ST		1939	5
24C0017	Sacramento	ELDER CREEK	GERBER ROAD		1939	5
24C0018	Sacramento	EAST BRANCH LAGUNA CREEK	GRANT LINE RD		1939	5
24C0021	Sacramento	RIVERSIDE BLVD	SUTTERVILLE RD	Sacramento	1974	5
24C0022	Sacramento	AMERICAN RIVER	JIBBOOM ST		1931	2
24C0023	Sacramento	FLORIN CREEK	POWER INN RD		1960	5
24C0025	Sacramento	MORRISON CREEK	POWER INN RD	Sacramento	1970	5
24C0037	Sacramento	COSUMNES RIVER	WILTON RD		1957	5
24C0039	Sacramento	GEORGIANA SLOUGH	ISLETON RD(WG)		1962	5

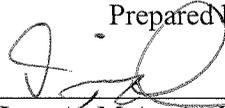
District 3 bridges, local

Bridge No.	County	Name	Facility	City	Year Blt.	NR Status
24C0358	Sacramento	STRONG RANCH SLOUGH	ARMSTRONG DR		1960	5
24C0359	Sacramento	EL CAMINO AVE OH	EL CAMINO AVE	Sacramento	1984	5
24C0360	Sacramento	BANNON SLOUGH	DISCOVERY PK RD		1970	5
24C0361	Sacramento	NORTH CHANNEL DRY CREEK	ELVERTA RD		1960	5
24C0362	Sacramento	SCRTD LRT	19TH ST	Sacramento	1987	5
<u>24C0364L</u>	<u>Sacramento</u>	<u>I STREET VIADUCT</u>	<u>ON I STREET</u>	<u>Sacramento</u>	<u>1936</u>	<u>5</u>
24C0364R	Sacramento	J STREET VIADUCT	ON J STREET	Sacramento	1969	5
24C0365	Sacramento	CRIPPLE CREEK	HOLLEY DRIVE	Citrus Heights	1982	5
24C0366	Sacramento	CRIPPLE CREEK	ANTELOPE ROAD	Citrus Heights	1965	5
24C0367	Sacramento	ARCADE CREEK	SYLVAN ROAD	Citrus Heights	1965	5
24C0370	Sacramento	MAIN CANAL	HAVENSIDE DR	Sacramento	1980	5
24C0371	Sacramento	SEYMOUR PARK POC	RIVERSIDE BLVD	Sacramento	1981	5
24C0372	Sacramento	SEYMOUR PARK POC	SEYMOUR PARK POC	Sacramento	1980	5
24C0373	Sacramento	SEYMOUR PARK POC	SEYMOUR PARK POC	Sacramento	1963	5
24C0374	Sacramento	MAIN CANAL	RUSH RIVER DR	Sacramento	1983	5
24C0375	Sacramento	RIO LINDA CREEK	20TH ST		1984	5
24C0376	Sacramento	RIO LINDA CREEK	22ND ST		1984	5
24C0377	Sacramento	MAGPIE CREEK	JESSIE AVE	Sacramento	1984	5
24C0378	Sacramento	K STREET	HOLIDAY GARAGE RD	Sacramento	1983	5
24C0380	Sacramento	LAGUNA CREEK	BOND ROAD		1972	5
24C0381	Sacramento	ELK GROVE CREEK	EMERALD VISTA DR		1977	5
24C0382L	Sacramento	EAST BR OF E DRAINAGE CN	N MARKET BLVD	Sacramento	1988	5
24C0382R	Sacramento	EAST BR E DRAINAGE CANAL	N MARKET BLVD	Sacramento	1986	5
24C0384	Sacramento	WILLOW CREEK	BLUE RAVINE ROAD	Folsom	1986	5
24C0386	Sacramento	WILLOW CREEK	OAK AVENUE PARKWAY	Folsom	1988	5
24C0387	Sacramento	HUMBUG CREEK	OAK AVENUE PARKWAY	Folsom	1988	5
24C0389	Sacramento	MORRISON CREEK	STEINER RD		1961	5
24C0390	Sacramento	FLORIN CREEK	PERSIMMON AVE		1973	5
24C0391	Sacramento	ARCADE CREEK	SAYONARA DRIVE	Citrus Heights	1960	5
24C0392	Sacramento	MARIPOSA CREEK	MARIPOSA AVENUE	Citrus Heights	1960	5
24C0393	Sacramento	MARIPOSA CREEK	PRATT AVENUE	Citrus Heights	1983	5
24C0394	Sacramento	CRIPPLE CREEK	FLAIR WAY	Citrus Heights	1983	5
24C0395	Sacramento	ARCADE CREEK	MATHENEY WAY		1976	5
24C0396	Sacramento	ARCADE CREEK	INDIAN RIVER DRIVE		1980	5
24C0397	Sacramento	CRIPPLE CREEK	BROKEN BOW DRIVE		1980	5
24C0398	Sacramento	ARCADE CREEK	CROSSWOODS CIRCLE	Citrus Heights	1970	5
24C0399	Sacramento	ARCADE CREEK	CROSSWOODS CIRCLE	Citrus Heights	1975	5
24C0400	Sacramento	CRIPPLE CREEK	CALVIN DRIVE	Citrus Heights	1970	5
24C0401	Sacramento	NATOMAS E TRIB NO1	RIO LINDA BLVD		1963	5

Attachment C. Historical Resources Evaluation Report

**Historical Resources Evaluation Report for the
Sacramento Intermodal Transportation Facility,
City of Sacramento, Sacramento County, California**

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October 2008

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Summary of Findings

The Federal Highway Administration (FHWA) and California Department of Transportation (Caltrans), in conjunction with the City of Sacramento (City), propose to expand the existing Sacramento Valley Station (Station) to meet current needs and to establish a state-of-the-art regional transportation center to meet future needs of rail and bus transit passengers and service operators in the Sacramento region through the year 2025 and beyond (Figures 1 and 2). The proposed Sacramento Intermodal Facility Project (SITF Project), which would be constructed in three phases, requires funding from the FHWA and other federal sources. The project is, therefore, subject to compliance with the January 1, 2004, *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (Section 106 PA).

The purpose of this Historical Resources Evaluation Report (HRER) is to evaluate the potential for the project to affect historic-era cultural resources eligible for listing in the National Register of Historic Places (NRHP) or any resources considered historic for the purposes of the California Environmental Quality Act (CEQA). To that end, ICF Jones & Stokes conducted field investigations for this study on May 21, 2008, June 27, 2008, and September 15, 2008. Studies for the current effort included an assessment of previously unevaluated resources identified within the APE for the SITF Project during pedestrian surveys, and a reexamination of the previously evaluated resources within the APE to identify additional contributing elements and document any changes that might have occurred to the resources since they were determined eligible.

The cultural resources located within the Area of Potential Effects (APE) for the proposed project include both built environment and historical archaeological resources associated primarily with industrial and municipal activities at the site, but also includes one privately owned commercial structure. The APE includes seven (7) historic-era resources: the Sacramento Southern Pacific Railroad (SPRR) Station District, the Central Shops Historic District, the Confucius Church School located at 404 I Street, the 6th Street levee (CA-SAC-940-H), the 7th Street railroad trestle bents (CA-SAC-941-H), and two bridges (numbers 24C0006 and 24C0364L).

The SPRR Depot and Railway Express Agency (REA) Building were both individually listed in the NRHP in 1975. The two buildings, however, as well as several surviving elements associated with the buildings, are considered in this study as elements of a Sacramento SPRR Station District. As defined in the current study, the Sacramento SPRR Station District contains five buildings and structures. The NRHP eligibility status of those features is as follows:

Feature Name	NRHP Status	Map Ref #
Depot	Individually Listed in 1975	2
Railway Express Agency Building	Individually Listed in 1975	3

Passenger platform amenities	determined eligible for listing as a contributing element of the Depot in 1999	4
UPRR Tracks adjacent to depot	determined eligible as a contributing element of the SPRR Station District as a result of the current study	5
SPRR tunnel/pedestrian subway	determined ineligible as a contributing element of the SPRR Station District as a result of the current study	6

A second historic district, the SPRR Central Shops Historic District (Map Reference 9), was determined eligible for listing in the NRHP under criteria A and C by consensus in 2001 as a result of the City of Sacramento’s 7th Street Extension Project (Ziesing 2001). The same study concluded that the water tower (Map Reference #10), located outside of the then-current district boundary, is eligible for listing in the NRHP as a contributing feature of the Central Shops Historic District. A copy of the SHPO letter of concurrence with the determinations for both the District and the water tower is included in Appendix A.

Previous studies of the SPRR Central Shops Historic District considered only standing structures. As a result of the current effort, ICF Jones & Stokes has evaluated seven (7) additional features (predominately structural ruins) as potential contributors to the District (Map Reference Numbers 11, 13–18). The NRHP eligibility status of those features is as follows:

Feature Name	NRHP Status	Map Ref #
Casting Shop Kilns	determined eligible as a result of the current study	11
Train Shed Curb	determined ineligible as a result of the current study	13
Ancillary Train Shed Curbs	determined ineligible as a result of the current study	14
Pattern Storage Shop Slab Foundations	determined ineligible as a result of the current study	15
SPRR Foundry Loading Ramp	determined ineligible as a result of the current study	16
Redwood Railroad Ties	determined ineligible as a result of the current study	17
Southern Car Shops Slab Foundations	determined ineligible as a result of the current study	18

In addition, ICF Jones & Stokes has determined that one (1) previously unevaluated pre-1972 building in the APE appears to meet the criteria for listing in the NRHP. The Confucius Church School located at 404 I Street (Map Reference 1) appears eligible under criterion B at the local level of significance for its association with Walter Fong, a prominent businessman and Chinese community leader in Sacramento. The APE also contains two (2) pre-1972 bridges (Bridge 24C0364L and Bridge 24C0006) that were previously determined not to be eligible for listing in the NRHP as part of the Caltrans Historic Bridge Inventory update

(California Department of Transportation 2004). A copy of the appropriate pages from the Inventory is included in Appendix B.

Two (2) previously recorded historical archaeological resources are located in the APE: the 6th Street Levee (P-34-1561/CA-SAC-940-H) and the 7th Street Trestle Bents (P-34-1562/CA-SAC-941-H). The 6th Street Levee (Map Reference 12) was previously recorded by Tremaine and Associates (Tremaine) in 2006 during archaeological testing and monitoring for construction of the 7th Street Extension project. Tremaine recommended the levee as eligible for NRHP listing; however, the study was not submitted to the SHPO for concurrence with the determination. ICF Jones & Stokes has reviewed the previous recordation and agrees that the levee appears eligible for listing in the NRHP at the local level of significance under Criteria A and C. Tremaine also concluded that the trestle bents (Map Reference Number 19) appeared eligible; however, the present study finds that the previous evaluation failed to give adequate consideration to the resource's integrity. Consequently, ICF Jones & Stokes has determined that the trestle bents do not appear to be eligible for NRHP listing.

Each of the properties in the APE were also 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. All of the listed or eligible properties have been determined to be historical resources for the purposes of CEQA.

Archival researched revealed that the Transcontinental Railroad segment documented as California State Historic Landmark 780 lies within the project area. Field investigations, however, resulted in a determination that no physical evidence of the railroad remains.

Any other resources within the APE met the criteria presented in Attachment 4 (Properties Exempt from Evaluation) of the Section 106 PA and did not require evaluation.

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Acronyms and Abbreviations

ADA	Americans with Disabilities Act
APE	area of potential effects
Caltrans	California Department of Transportation
CCPH	California Council for the Promotion of History
CHL	California Historical Landmarks
City	City of Sacramento
CPRR	Central Pacific Railroad
CRHR	California Register of Historical Resources
DNA	Downtown-Natomas-Airport
EIR	environmental impact report
FHWA	Federal Highway Administration
FOE	finding of effects
FRA	Federal Railroad Administration
HASRs	historic architectural survey reports
HPSRs	historic property survey reports
HRER	historic resources evaluation report
I-5	Interstate 5
LRT	Sacramento Light Rail Transit
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
PRC	Public Resources Code
REA	Railway Express Agency
RSP	Railyards Specific Plan
RSP	Sacramento Railyards Specific Plan
RT	Sacramento Regional Transit District
Section 106 PA	January 1, 2004, <i>Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California</i>
SITF	Sacramento Intermodal Transportation Facility (proposed project)
SPRR	Southern Pacific Railroad
Station	Sacramento Valley Station
SVRR	Sacramento Valley Railroad
UPRR	Union Pacific Railroad

Historical Resources Evaluation Report

INTRODUCTION

The Federal Highway Administration (FHWA) and California Department of Transportation (Caltrans), in conjunction with the City of Sacramento (City), propose to expand the existing Sacramento Valley Station (Station) to meet current needs and to establish a state-of-the-art regional transportation center to meet future needs of rail and bus transit passengers and service operators in the Sacramento region through the year 2025 and beyond (Figures 1 and 2). The project is, therefore, subject to compliance with the January 1, 2004, *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (Section 106 PA). Developed in phases, the Sacramento Intermodal Transportation Facility (SITF) (proposed project) would encompass a realignment of existing mainline rail tracks (Phase 1), electrical improvements to the existing Station (Phase 2), and eventual transformation of the Station into a multimodal transportation center (Phase 3).

The proposed project would continue to provide a centralized transfer point for regional passenger rail, light rail, and bus services (Figure 1). In the near term, the City proposes to implement Phase 1, relocating the existing rail and passenger tracks and facilities. In subsequent phases, the City proposes to improve the existing Station, expand the facility, and provide new uses to meet projected service levels and passenger growth.

PROJECT DESCRIPTION AND LOCATION

The proposed project site consists of approximately 33.0 acres, including the existing Station facilities that are owned by the City. The City is in the process of acquiring land immediately north of the Station, which contains the current Union Pacific Railroad (UPRR) rail corridor (current alignment and proposed realignment) (Figures 2 and 3).

For passenger rail and freight rail service, Phase 1 of the project would upgrade existing track and related facilities, eliminate a bottleneck, and reduce conflicts among transportation modes to result in increased capacity, more operational flexibility, and service improvements. In Phase 2, the City would implement electrical improvements to the existing Depot and modify existing transportation uses at the Station for more efficient operations. Phase 3 would encompass further facility rehabilitation, expansion and new uses to meet projected service levels and passenger growth.

PHASE DESCRIPTIONS

Phase 1—Track Relocation

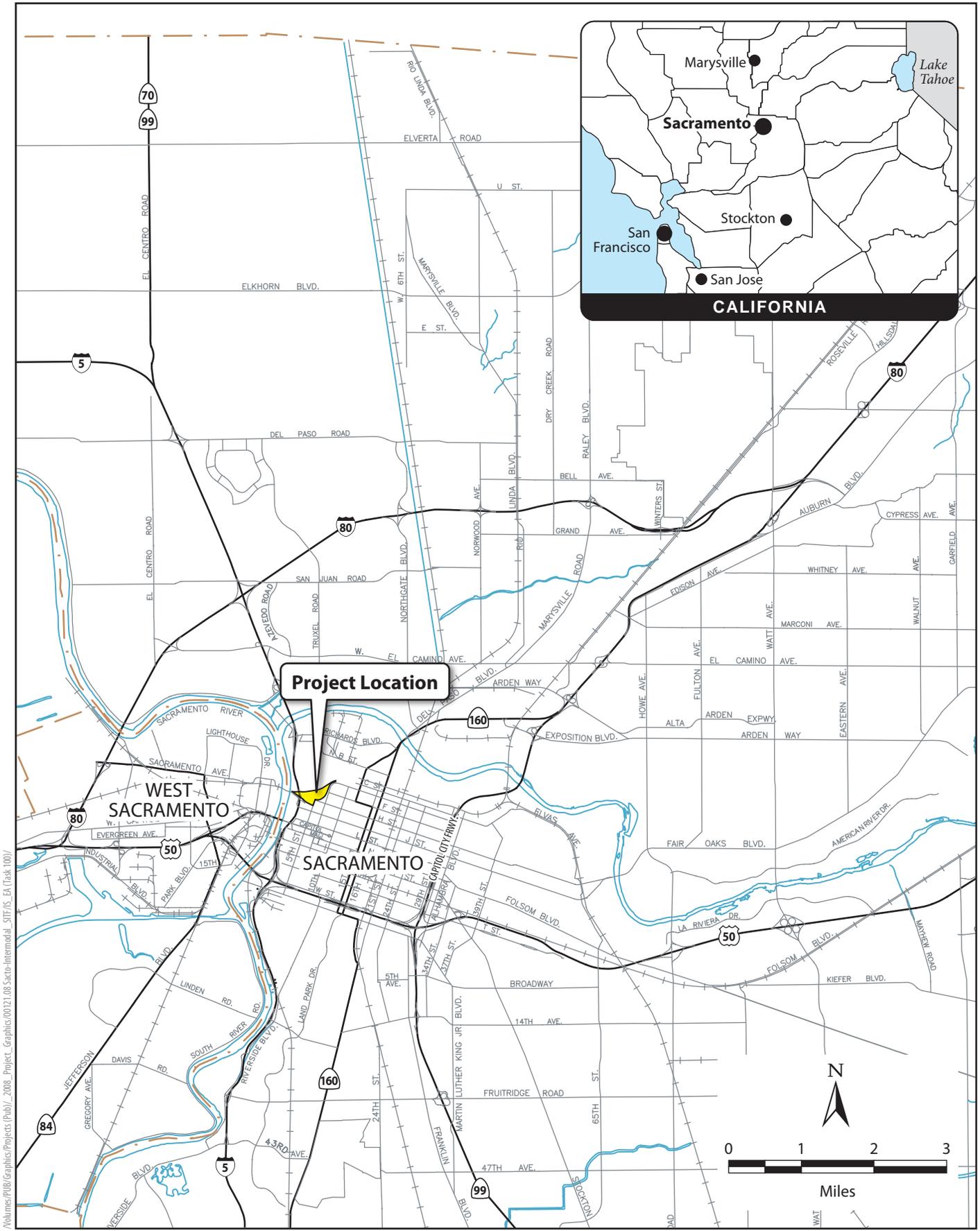
Phase 1 consists of the following components, which are identical for both build alternatives (Figure 3).

- Preparing the new alignment for relocation of the existing mainline freight and passenger tracks.
- Installing new freight tracks, new passenger tracks, and associated equipment within the platform area.
- Constructing new double-sided passenger platforms.
- Constructing a new passenger platform tunnel under the relocated tracks.
- Constructing a pedestrian walkway from the passenger platform tunnel to the Depot building on the south side of the rail corridor.
- Constructing a pedestrian connection from the passenger platform tunnel to the north side of the rail corridor.
- Constructing a service access pathway from the Depot to the proposed new passenger tracks, consisting of an at-grade crossing of the tracks on the west side of the platforms, the service roadway between the platforms, and the paved drive between the Depot and the at-grade crossing.
- Removing the existing mainline tracks and passenger platforms behind the Depot once the new track alignment was operational. The ramps to the platform that are part of the existing pedestrian tunnel at the Depot would be subsequently connected to the new walkway.

The *Sacramento Railyards Specific Plan (RSP)* environmental impact report (EIR) previously evaluated the Phase 1 components at a project level of detail (PBS&J 2007; PBS&J/EIP 2007). The City is currently using federal funding for preliminary engineering for Phase 1. The City is securing state funding for relocating the tracks and the other improvements and is pursuing federal funding for Phase 1 from the Federal Railroad Administration (FRA), pending completion of the environmental documentation for National Environmental Policy Act (NEPA) compliance. Following NEPA approval, the City would commence construction in late 2009–early 2010.

Phase 1 Components

The draft engineering conceptual submittal contains a detailed description of the track work details and the components of the passenger platform facilities. A general description of the Phase 1 work is provided below.



Volume/PUB/Graphics/Projects (Pub)/_2008_Project_Graphics/01021_08_Sacro-Intermodal_STE/IS_EA (Task 1001/

Figure 1
Project Vicinity

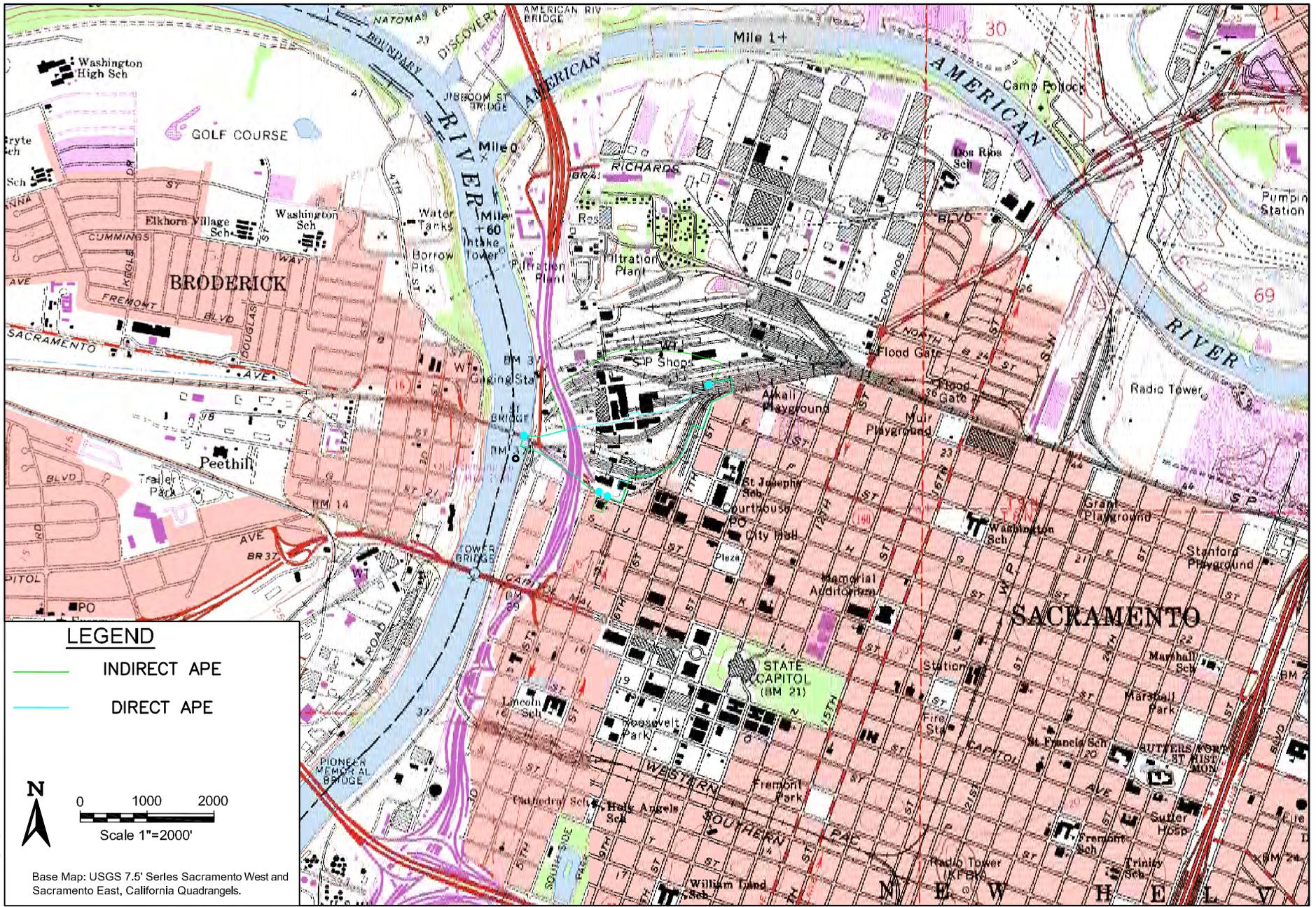
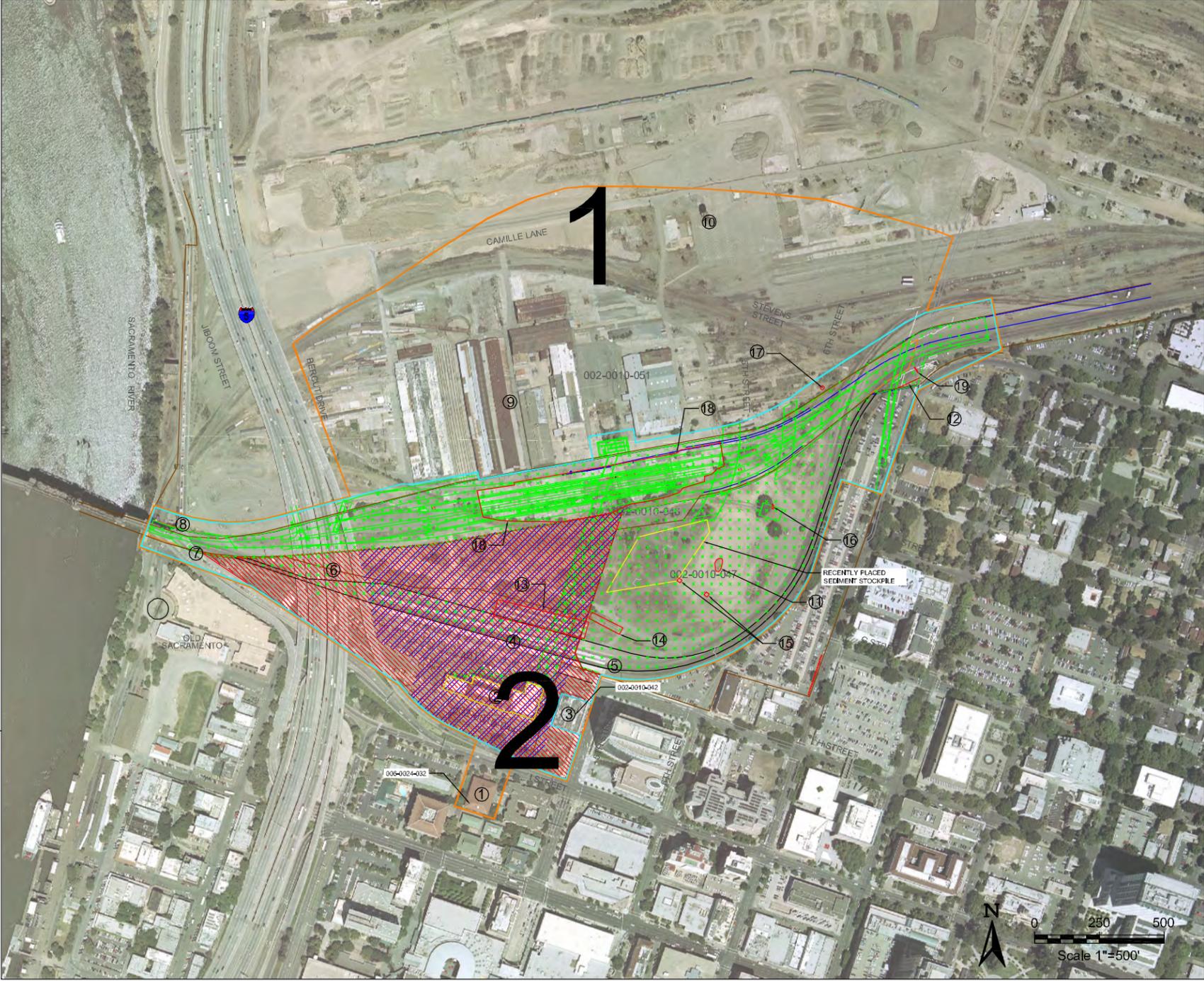


Figure 2
Project Location

00121.08 (7/08)

Area of Potential Effects Sacramento Intermodal Transit Facility and Track Relocation Project



LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- DIRECT APE
- INDIRECT APE
- PARCEL LINE
- RESOURCE IDENTIFICATION NUMBERS

AREA OF POTENTIAL EFFECTS

Approved by: _____ Date _____

Gail St. John
PQS level: Principle Architectural Historian
Caltrans, District 3
North Region Office of Environmental Support

Steve Propst
District Local Assistance Engineer
Caltrans, District 3

Date _____

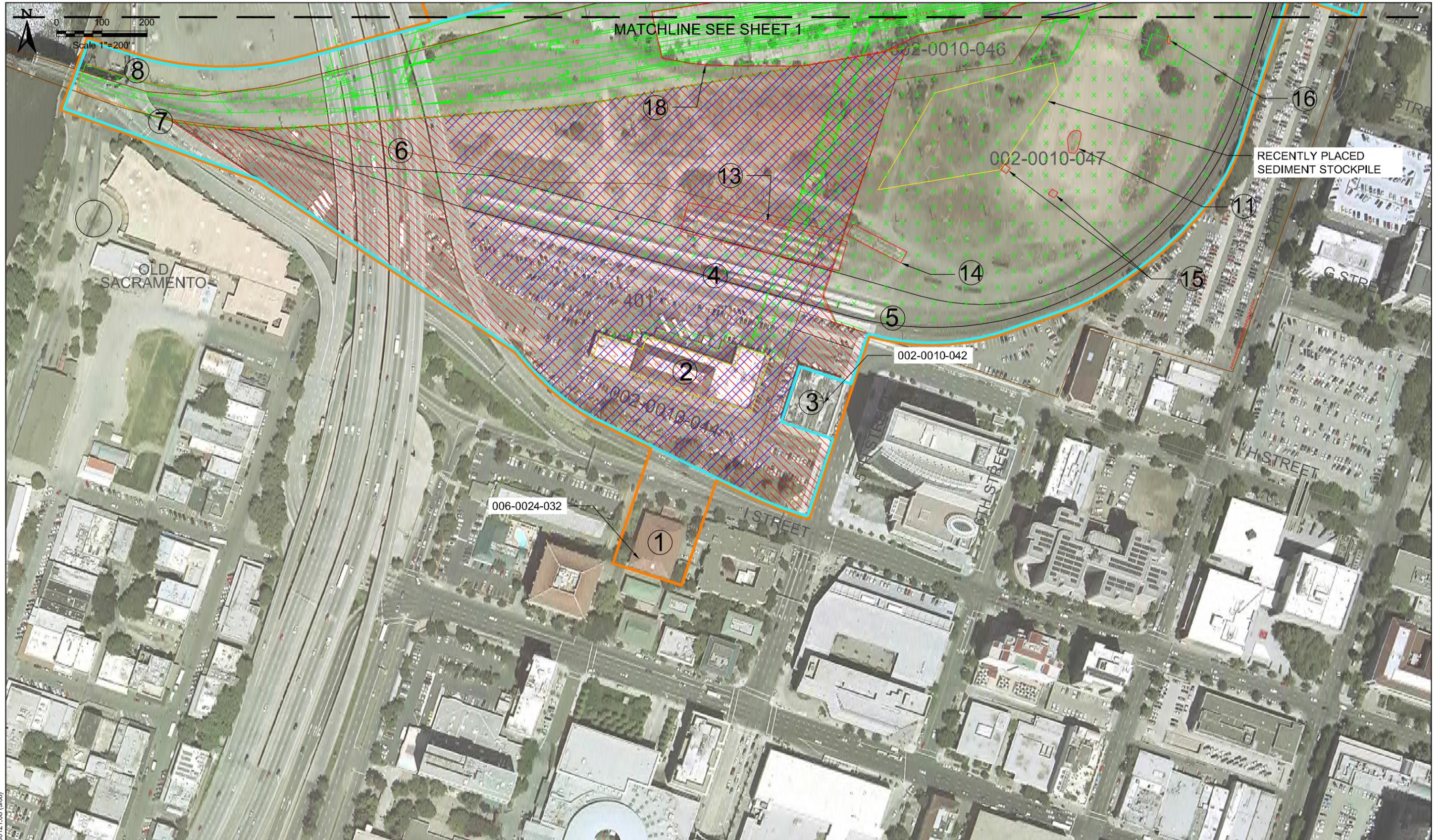
00121.08 (9/08)

Figure 3
Area of Potential Effects
Sacramento Intermodal Transit Facility and Track Relocation Project



00121.08 (9/08)

Figure 3
Area of Potential Effects
Sacramento Intermodal Transit Facility and Track Relocation Project



00121.08 (9/08)

Figure 3
Area of Potential Effects
Sacramento Intermodal Transit Facility and Track Relocation Project

Track Work

New tracks, switches, and equipment would be installed within the relocated UPRR alignment for a distance of approximately 0.75 mile, as shown in Figure 3. The relocated tracks would be installed approximately 600 feet north of the current tracks at Sacramento Valley Station. Freight tracks would be installed on the outer north and south sides of the alignment, and the passenger tracks would be located within the interior of the track corridor. Excavation to install the new trackage would be 3 feet below the present ground surface. The width of excavation would be 5 feet from either side of track centerline. Measured from the outside excavation offset for the northernmost and southernmost tracks, the maximum width of excavation (immediately south of the Central Shops) would be 162.5 feet. After the new tracks were operational, the existing tracks would be removed, soil remediation would be undertaken as needed, and the ground level would be restored to grade. Excavation for track removal also would not extend deeper than 3 feet below ground surface and would also include a 5-foot wide offset from the centerline of existing trackage. The depth of excavation required for soil remediation is unknown, depending entirely upon the results of contaminant testing. The realigned tracks on the west portion of the corridor would be designed to accommodate the California State Railroad Museum's need for a continued rail connection between its sites in Old Sacramento and the Central Shops buildings that are used for locomotive maintenance and repair.

Utilities

An existing underground utility easement is located on the north side of the track realignment within the UPRR right-of-way. The existing storm drain and water systems would be upgraded and relocated to this utility corridor. The project is expected to possibly include some relocation of wet and dry utilities that serve the existing Central Shops buildings and existing Depot building, so that these facilities can remain in use. Where possible, existing utilities would be left in place until new replacement facilities could be built. New wet and dry utilities to serve the relocated platforms are included as part of this project. The project also would include provisions for utility corridors for utilities that need to pass through the footprint of the track relocation project. New utilities associated with this project are envisioned as underground utilities. Abandoned utilities buried more than 3 feet below ground surface will be left in place. Utilities buried up to 3 feet deep will be removed. Design and depth of excavation for placement of new and relocated utilities are not complete at this time.

New Platforms and Passenger Platform Tunnel Connections

Two new, straight, double-sided passenger platforms would be constructed adjacent to the relocated passenger tracks. The platforms would range from 1,200 to 1,600 feet in length and would be approximately 25 feet wide, which is much wider than the existing platforms, to accommodate more passengers and baggage and to improve accessibility for disabled passengers. In comparison, the existing platforms vary in length and width; the longest is about 950 feet long, and the width ranges from approximately 10 to 15 feet. The new passenger tunnel

underneath the relocated platforms would include ramps and possibly stairs on the north side of the corridor that would connect at grade within the adjacent Central Shops parcel. The ramp on the south side would connect to grade and to a pedestrian walkway leading to the Depot. The tunnel, ramps, and pedestrian walkway would comply with the Americans with Disabilities Act (ADA). The asphalt walkway would have no cover or landscaping as part of Phase 1. The new passenger platform tunnel ramps may be configured to accommodate baggage carts. Baggage service between the Depot and the new platforms would be by carts that travel at grade from the Depot and cross the tracks along the west side of the site. Baggage carts also would use the pedestrian tunnel. Amtrak prefers to have both options for its baggage service; secondary baggage access from the central tunnel to the ramps would be equivalent to the existing tunnel and could accommodate only carts with a maximum of two trailers. These carts also would carry disabled passengers who are unable to walk to the passenger platforms, consistent with current operations, using either the west side crossing or the passenger platform tunnel. Excavation for construction of the new passenger platforms would not exceed 5 feet in depth. Excavation for the new passenger tunnel would be 20 feet deep and 40 feet wide.

Phase 2—Sacramento Valley Station Improvements

Phase 2 would consist of improvements to the existing Station that would upgrade its facilities and relocate transportation uses for more efficient operations, including improvements to the existing Depot (Figure 4). The Phase 2 improvements are needed currently, have independent utility, and would contribute to the transportation goals of the overall project over their lifespan. Phase 2 consists of the following components.

- Relocating, reconfiguring, and repaving/restriping the existing Sacramento Regional Transit District (RT) and Amtrak bus berths.
- Relocating the existing Sacramento Light Rail Transit (LRT) station to a north-south alignment on the eastern edge of the site as planned by RT, which would create better internal site circulation and proximity to the bus berths and to the long-distance passenger rail service from LRT trains.
- Providing enhanced passenger connections, including walkway upgrades (e.g., street furniture, a shade/weather covering, landscaping/lighting) from the new passenger platforms to the Depot and a tunnel extension that connects the existing Depot tunnel and the new passenger platform tunnel constructed in Phase 1.
- Relocating and reconfiguring passenger vehicle and bicycle parking to accommodate existing parking demand and to improve the drop-off area in front of the Depot.
- Installing an electrical system at the station that meets functional needs and requirements.
- Providing a transit way along the north side of the site connecting the west side access point to the extension of F Street to facilitate bus circulation on-site and provide shortcuts separate from congested city streets.



Figure 4. Phase 2 - Sacramento Valley Station Improvements
 For more information see the Project Description in the Environmental Documents

July 2008



Source:
 SMWM/Arup



The Phase 2 improvements would be constructed after the tracks are relocated (Phase 1) and would be implemented in stages as funding became available.

Phase 2 Components

Regional Transit and Amtrak Bus Berths

The existing RT and Amtrak bus berths would be relocated and reconfigured from their current east-west orientation on the north side of the Depot to a north-south orientation west of the relocated LRT station to improve passenger access from the passenger rail platforms, the at-grade walkway, and the LRT station. The bus area would be a combination of front-in and platform-sided berths and would provide a similar number of spaces as are currently available. Permanent structures providing weather-protection for the buses, passenger benches and shade structures, lighting, and similar enhancements would be incorporated into the relocated bus loading area. The bus berths would consist of paving and striping.

Light Rail Station Relocation

The existing light rail station would be relocated as planned by RT to improve internal circulation and proximity to the bus berths and the rail platforms. Currently, the Gold Line of the light rail terminates at a station located immediately north of the Depot along the H Street alignment. RT has planned to relocate this existing station to accommodate its Downtown-Natomas-Airport (DNA) project routing through the proposed project site. The tracks and shelters at the light rail station were designed to be relocated. RT's draft program EIR for the DNA project assumed relocation of the tracks and light rail station as necessary for the DNA project's viability (Sacramento Regional Transit District 2007), and the City and RT have entered into an agreement already to provide for such a relocation.

This light rail station would be a major station and transfer point along the DNA line. In this area, from south to north, its ultimate routing would extend generally from H Street north along an alignment west of 5th Street to the future extension of F Street planned for in the Railyards Specific Plan (RSP). From that point, light rail trains would travel east on F Street to 7th Street. To accommodate RT's future project, the existing light rail station would be rebuilt to orient in a north-south alignment on the east side of the proposed project area. The Phase 2 improvements would consist of the construction of a single light rail side platform and a single track and removal of the existing station and tracks after relocation of light rail operations to the new station. RT would construct a second track and platform at this light rail station in the future as part of its DNA project.

Enhanced Passenger Connections

Enhancements, such as benches, street furniture, a shade/weather covering, landscaping, and lighting, would be provided to serve the at-grade walkway and provide a bus waiting area to

the relocated bus berths. The existing tunnel that extends north out of the Depot and currently connects to the existing passenger platforms would be extended to the new passenger platform tunnel constructed during Phase 1 to provide all-weather access for passengers; baggage carts; and Red-Cap Service, which provides passenger carts to transport mobility-challenged passengers to the trains, consistent with ADA requirements. The ramp access to the north from the central tunnel would not handle baggage carts, but the access to the south toward the Depot would.

Passenger Parking and Site Access

The existing parking facilities would be relocated and reconfigured to accommodate existing parking demand and to expand the size of the drop-off area in front of the Depot, including the work described below.

- Reconfiguration of the existing parking lot under Interstate 5 (I-5) and creation of new parking between the former track alignment and the relocated tracks, to provide approximately 180 parking spaces.
- Provision of temporary access from 2nd Street for this reconfigured parking lot under the freeway.
- Construction of an interim surface parking lot in the area north of the existing Depot and the new rail corridor to provide approximately 400–450 spaces. This parking would replace the spaces currently located in front of the Depot and the two lots along H Street and along 7th Street next to the existing tracks, which are privately owned and scheduled for redevelopment in the RSP, after implementation of Phase 1 of the proposed project.
- Provision of a bicycle service area, such as a bicycle station, offering services and secured bicycle storage for cyclists, on-site.

Depot Rehabilitation

During Phase 2, the Depot building would be rehabilitated to upgrade core building systems and infrastructure. Rehabilitation would focus on replacing the station's existing electrical system, which is worn, outdated, beyond repair and cannot accommodate any additional loads. The proposed work includes:

- Providing an electrical room with new transformers, switchboards, panels and related equipment in accordance with codes and recommended practices.
- Providing subpanels, conduits and distribution systems throughout the station to supply localized power and lighting.
- Rehabilitating the Depot in accordance with the Secretary of Interior's Standards for Rehabilitation (Mechanical Systems).

Phase 3—Intermodal Improvements

Phase 3 consists of the transformation of the existing Station into a regional intermodal transportation center (Figure 5 and Figure 6). Completed in 1926, the existing historic Depot building is a three-story facility with approximately 57,000 feet² consisting of passenger facilities and offices, an attic, and a basement. The Depot serves as the Sacramento Valley Station for Amtrak, Capitol Corridor, and San Joaquin Corridor passenger rail service; local bus and light rail service by RT; and parking managed by the City of Sacramento Department of Transportation. Although this facility is listed in the National Register of Historic Places (NRHP) and is a cherished Sacramento landmark, as a rail station it is deficient in program space for operators and in amenities for passengers.

The ultimate SITF in Phase 3 would include a new terminal building to accommodate projected service providers and passengers. The approximate sizes of the terminal improvements are shown in Table 1, below, which provides the program space needs and approximate square footages for a typical intermodal facility plan, as proposed by the current transit operators at the Station. The joint development square footage ranges from 27,000 to 73,000 feet².

Table 1. Assumptions for the Sacramento Intermodal Transportation Facility Terminal Program

Program Use	Square Footage
Ticketing	2,660
Baggage	5,758
Waiting area	25,146
Passenger amenities	10,553
Administration and employee uses	60,632
Joint development	22,762
Total	127,511

Source: SMWM/Arup and Associated Consultants 2004.

Phase 3 Components

Common Components to Both Build Alternatives

The following features are common to both build alternatives considered for Phase 3.

- Both build alternatives would include a new terminal building with passenger waiting areas, baggage drop-off and pickup, ticketing, and other passenger services to accommodate additional service providers (such as local and regional bus operators, Greyhound, trolley service, regional rail service, and high-speed rail). The new terminal also would provide for unmet travel-related passenger needs (such as food and services purveyors) and the needs of service providers (office lessees). Additional passenger ticketing and waiting areas would be needed to serve expansion and transit ridership growth for current operators (such

as increased Capitol Corridor service), as well as new operators (such as regional rail).

- Upgraded connections, including a possible pedestrian overcrossing linking the new terminal building, passenger platforms, and Central Shops area, to supplement the tunnel connections constructed in earlier phases.
- State-of-the-art baggage services and ticketing for passenger rail and regional bus operators.
- Improved site access points and circulation including west side access, an extension on the H Street alignment and other on-site roadways.
- Renovation of the historic Depot in accordance with the Secretary of Interior's standards for rehabilitation, including relocating the ticket counter to its original location, restoring openings and building features and other measures to enable areas to be functional.
- Upgraded bicycle access and storage facilities and passenger drop-off areas.
- On-site parking structures to meet future needs for additional parking, particularly for long-distance travelers and those who need to park close to their destinations.
- Passenger amenities focusing on Amtrak, RT, and possibly Greyhound customers (such as restrooms, telephones, food and vending service, custodial service, and an internal circulation system).
- Expanded local bus berths and waiting areas.
- Administrative operations and employee office areas.
- Plazas, public open spaces, passenger amenities, landscaping, and pedestrian connections.
- Way-finding, signage, and information systems.
- Public services and infrastructure as required for the facility.
- Access to and from the surface parking areas for users and to and from the bus area for transit would be reconfigured to match Phase 3 site development.

Alternative 1: "Don't Move the Depot"

Specific to Alternative 1, additional major features and components in Phase 3 would consist of those listed below (Figure 5).

- Expanded regional bus (Greyhound) and Amtrak bus facilities in a multilevel concourse north of the existing Depot that would contain ticketing, administrative and waiting areas, leased support areas, and direct vertical connections to the bus boarding.

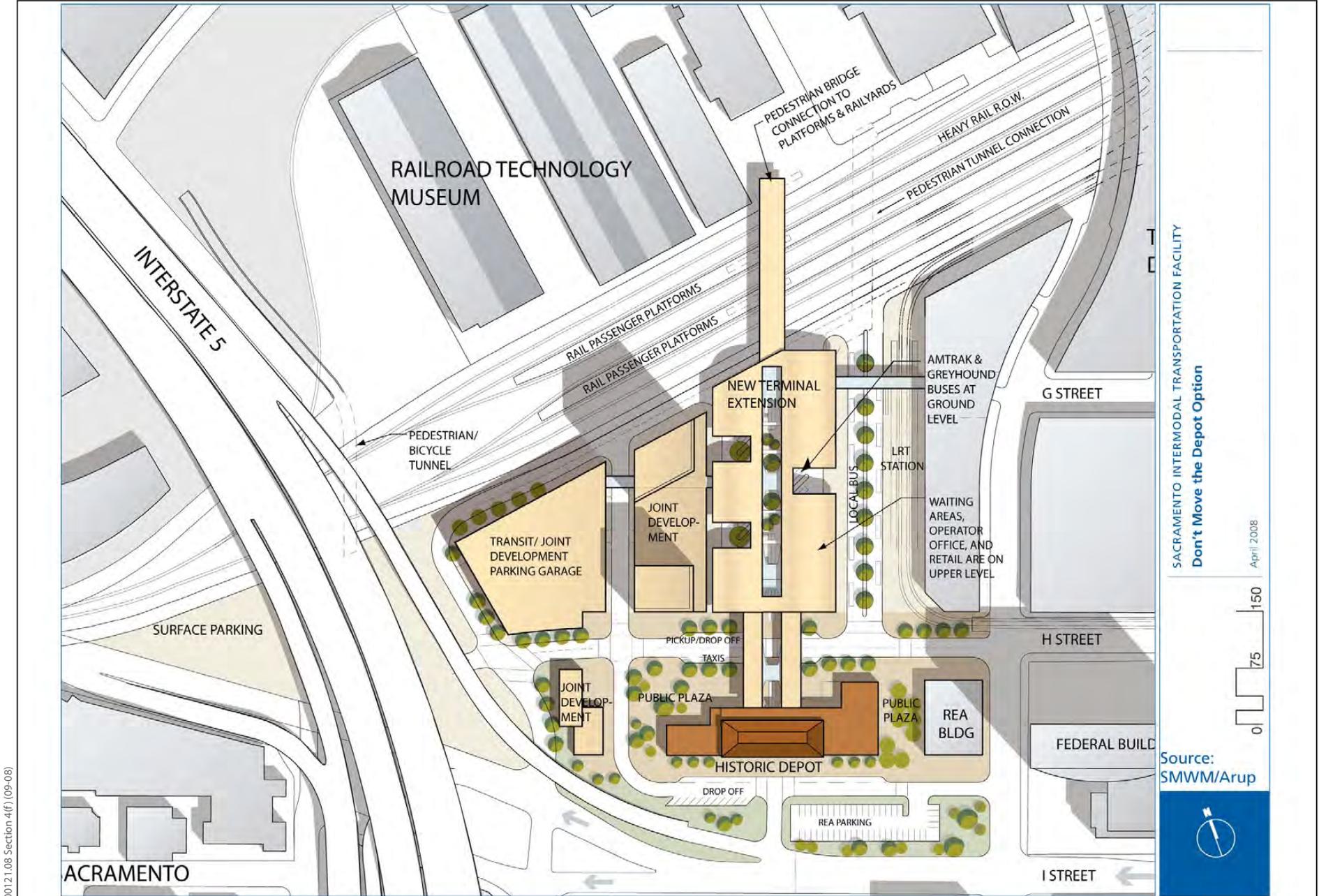
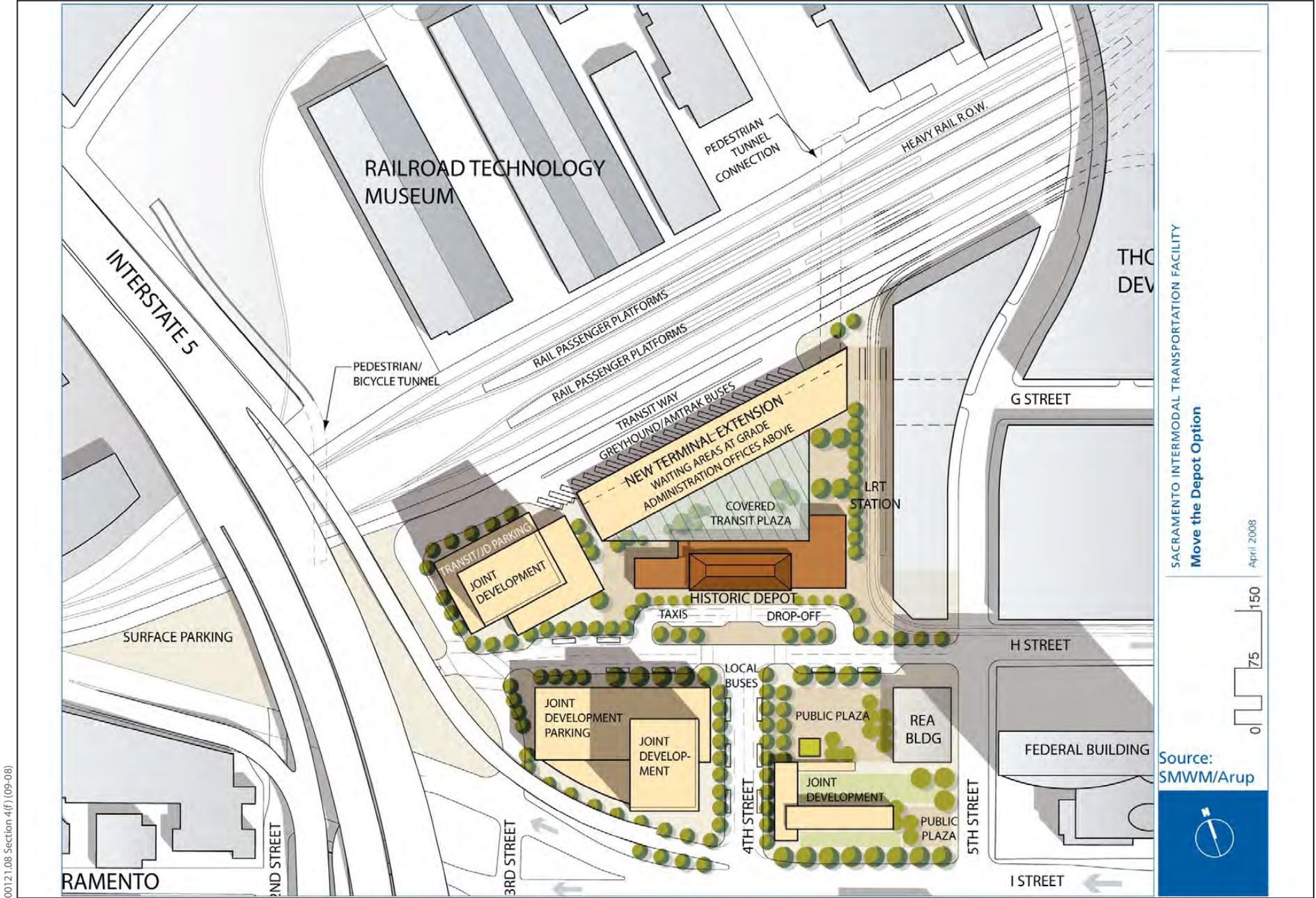


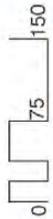
Figure 5
Phase 3 - Don't Move the Depot Option



00121.08 Section 4(f) (09-08)

SACRAMENTO INTERMODAL TRANSPORTATION FACILITY
Move the Depot Option

April 2008



Source:
 SMWM/Arup

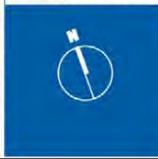


Figure 6
Phase 3 - Move the Depot Option

- A concourse with skywalk (upper level) connections to the second floor of the existing Depot, to commercial development to the east, and to future joint development and parking structures to the west.
- A bridge overcrossing extending from the concourse level across the rail corridor to the passenger platforms and to the Central Shops.
- Multilevel terminal areas with overlooks, open and enclosed roof areas, landscape planters extending through levels, passenger walkways, way-finding measures, and other user-friendly features.
- Modifications to the local bus area developed in Phase 2 to accommodate increased berths.
- Upgrades and adjustments to the location of the passenger walkway between the Depot and the passenger rail platforms immediately to the west of its existing location, including improved cover, landscaping, and urban design features.
- On-site building pads for a parking structure used for transit passenger parking.

Alternative 2: “Move the Depot”

Under Alternative 2, the Depot would be relocated to the north adjacent to the realigned tracks, convenient to multiple modes of transportation. Moving the Depot would ensure that it becomes the anchor for the new Depot District and would generally shorten the connections between passenger modes. The new Depot District plan would enhance and emphasize the stature of the Depot by making it the centerpiece of the development, creating an open public entrance plaza oriented to I Street and framing it with joint development. The joint development would visually buffer the project’s public spaces from I-5 to the west.

The new transit facility would be comprised of two distinct building elements: the rehabilitated Depot and a new terminal extension. Although the majority of the operator-requested program will be retained inside the Depot building, the terminal extension would provide pre-boarding waiting rooms for bus and rail passengers and other transit-related program elements as well as spaces for joint development. An underground ramp would provide passenger access from the terminal extension to the rail platforms. A covered open-air landscaped plaza would connect the terminal extension and the historic depot.

The multiple modes of transit will be organized into two broad categories: local city-level connections such as light rail and local buses will be located adjacent to pedestrian plazas and streets while regional transit such as intercity (Greyhound) bus and passenger rail (Amtrak) will be grouped together adjacent to the rail tracks and bus arrival/departure zones for ease of passenger connection and efficiency for the operators. The arrangement of transit operations allows for convenient transfers among all operators within minimal walking distance.

Alternative 2 would be implemented in 3 phases, as described below.

Phase 1: Track Relocation

The improvements for Phase 1 under this alternative would be the same as those described above for Alternative 1 (Figure 3).

Phase 2: Sacramento Valley Station Improvements

The improvements for Phase 1 under this alternative would be the same as those described above for Alternative 1 (Figure 4).

Phase 3: Intermodal Improvements

Under Alternative 2, Phase 3 consists of the components similar to those described for Alternative 1, but in a different design (Figure 6).

- Converting the existing Station into a large, multimodal regional transportation facility that integrates a classic transportation building and a new terminal.
- Expanding bus bays.
- Expanding baggage facilities.
- Constructing multiple waiting areas.
- Expanding site features that serve passengers and providers.
- Meeting sustainable design objectives.

The ultimate intermodal facility in Phase 3 would include a new terminal building to accommodate projected service providers and passengers. The approximate size of the terminal improvements are shown in the Table 1, which provides the program space needs and approximate square footages for a typical intermodal facility plan, as proposed by the current transit operators at the Station. The joint development square footage ranges from 27,000 to 73,000 square feet.

Components Common to Both Build Alternatives

See the description of components common to both alternatives described above under Alternative 1.

Components Specific to Alternative 2

Under Alternative 2 (Figure 6), additional major features constructed in Phase 3 would consist of the following.

- Relocation of the existing Depot building approximately 650 feet to the north; the building would be jacked and rolled onto a new foundation—see SMWM/Arup and Associated Consultants (2008) in Appendix C for explanation of the building relocation procedure.
- Construction of a new terminal building for Amtrak and Greyhound buses, baggage, and administrative and leased support areas situated across a plaza from the newly relocated historic Depot.
- Modified passenger/baggage tunnel between the terminal/Depot and the passenger platform tunnel.
- Transit parking on the former Depot site.
- Modification of certain Phase 2 improvements, such as in the parking on-site and areas south of the original station location and between the old and new station sites, as required.
- Relocation of the local bus area to on-street bus berths south of the terminal area.

AREA OF POTENTIAL EFFECTS

The APE for this undertaking was established by Caltrans in accordance with Stipulations VI.B.7 and VIII.A of the PA. Most relevant to this report, the direct APE follows the maximum possible area of direct impact resulting from the proposed project, including all new construction, easements, and staging areas. An ADI for Phase 1 also is delineated in Figure 3 because much of the direct APE would not be excavated during Phase 1.

In consideration of the two proposed build alternatives under consideration for Phase 3 of the SITF, the APE for potential indirect effects (e.g., visual, auditory, and vibratory) includes parcels adjacent to the direct APE that contain buildings, structures, or objects of sufficient age to warrant evaluation for listing in the NRHP. Because of the extended lead time for construction of Phase 3, the project HRER considers any building constructed in or prior to 1972 that is not exempt from evaluation according to the guidance provided in Attachment 4 of the Section 106 PA.

RESEARCH METHODS

ICF Jones & Stokes prepared this Historical Resources Evaluation Report (HRER) following established Caltrans procedures, as specified by Caltrans' 2001 draft *Environmental Handbook, Volume 2: Cultural Resources* (California Department of Transportation 2001 [as amended]). ICF Jones & Stokes followed a three-step process to prepare this report, performing the following tasks: basic background research to establish the general historic context for the APE; in-depth property-specific research; and on-site fieldwork to inspect and record resources in the APE.

To identify previous cultural resources studies and previously recorded resources in the APE, ICF Jones & Stokes conducted a records search at the North Central Information Center, Sacramento. ICF Jones & Stokes also consulted the standard historical resource registers, including the NRHP, the California Register of Historical Resources (CRHR), and California Historical Landmarks (CHL).

ICF Jones & Stokes conducted property-specific research at the California State Library in Sacramento, the California State Railroad Museum, and the Sacramento Archives and Museum Collection Center.

In addition, ICF Jones & Stokes sent letters to the California State Railroad Museum, the Sacramento Archives and Museum Collection Center, and the Sacramento County Historical Society (Appendix D), describing the proposed project and requesting any information on potential cultural resources in the APE.

FIELD METHODS

ICF Jones & Stokes surveyed and recorded built-environment cultural resources in the APE according to guidelines established in Caltrans' 2001 draft *Environmental Handbook, Volume 2: Cultural Resources* (California Department of Transportation 2001 [as amended]). ICF Jones & Stokes surveyed the APE on May 22, 2008, and June 4, 2008, though access to the north of the Central Shops was limited. ICF Jones & Stokes architectural historians Mark Bowen, David Lemon, and Maya Beneli conducted the formal recordation of appropriate properties with digital photographs and handwritten notes. Mr. Bowen meets the qualifications of a Principal Architectural Historian per Attachment 1 of the Section 106 PA.

ICF Jones & Stokes archaeologist Gabriel Roark conducted an archaeological reconnaissance of the APE for the SITF Project on June 27, 2008. Mr. Roark conducted a general walkover of the ADI, beginning in the south-central portion of the APE and working northeastward to the eastern extremity of the ADI, and then westward just south of the Central Shops to the western end of the ADI. Observations were made of the ground surface and compared with aerial photographs, copies of historic lithographs, and an overlay of Sanborn map data (Sanborn-Perris Map Co. 1895; Sanborn Map Co. 1915, 1951, 1952) onto the draft APE map. Mr. Roark also examined the recorded locations of previously recorded resources P-34-1563 (7th Street Historic-Era Refuse Deposit), P-34-1562 (7th Street Railroad Trestle Bents), P-34-1561 (6th Street Levee), and CA-SAC-478-H (Transcontinental Railroad) to determine whether any surface manifestations of these resources were present in the ADI or made visible through recent ground disturbance.

HISTORICAL OVERVIEW

This historic context is in large part summarized from the *Central Pacific/Southern Pacific Railroad Railyards: Historic Property Inventory and Evaluation Report*, prepared by

Historic Environment Consultants (1998). Parenthetical citations indicate information from additional sources.

The study area for the SITF Project is located on approximately 240 acres within the current oval-shaped portion of the Southern Pacific Railroad (SPRR) railyard complex and is formed by the north-south curvature of tracks. This central, almond-shaped hub contains several of the extant Central Shops buildings that formed the historic core of the early railyard district, including the Erecting Shop, the Locomotive Wheel Shop, and the original Paint Shop.

The following overview begins with a discussion of the railyard's early development and setting during the years 1854–1855, with emphasis placed on the establishment of the Central Pacific Railroad, its founders, and associated buildings. The discussion includes a brief description of rail activity during the 1920s and 1930s boom, rail activity's post–World War II decline, and effects on the Southern Pacific buildings. The overview concludes with a discussion of the Sacramento SPRR Company's Stations and Railway Express Agency (REA) Building.

Early Development of the Central Pacific Railroad

In the mid-nineteenth century, the Sacramento River was the main supply route for the growing population of the City of Sacramento. The California Steam Navigation Co. provided a vibrant commercial relationship among the cities of Sacramento, San Francisco, Marysville, Stockton, and Red Bluff, but the waterfront had become increasingly crowded by 1850, with high volumes of traffic that often brought operations to a standstill. Poor quality stage and freight wagon roads were too saturated in the winter to accommodate consistent traffic. In addition to escalating local trade problems, the absence of a railroad system connecting the Sacramento Valley to points east forced extended overland expeditions to outlying posts, which stagnated exchange relationships with eastern markets (Hamilton et al. 2005:19).

In an effort to remedy the situation, Col. Charles Wilson filed incorporation papers in 1852 for the Sacramento Valley Railroad (SVRR). Two years later, Wilson traveled to the East Coast in search of a chief engineer to assist with construction of the new line, which eventually connected Sacramento and Marysville and became the first steam railroad west of the Rockies and a precursor to the Central Pacific Railroad (CPRR). Wilson called on budding engineer Theodore Judah and invited him to Sacramento to begin the project. Judah, who led as chief engineer on construction of the Niagara Gorge Railroad, envisioned the SVRR project as a viable opportunity to fulfill his dream of completing a transcontinental railroad. The SVRR Co. decided that a rail line starting from the Sacramento waterfront running east along R Street was the most efficient route. Crews laid the rail in 1855 and 1856, but financial troubles halted construction prematurely at the Folsom station (Hamilton et al. 2005:19). Despite financial difficulties, the company began official operations of the SVRR in February 1856. The newly launched railroad hauled freight from the R Street station to the Folsom terminus, which met and served nearly 21 wagon trains. The wagons continued from Folsom to prominent gold and silver mines, including the Comstock Lode areas of Nevada.

Upon completion of the SVRR, Judah moved on to survey the central Sierra Nevada and sought funding for his transcontinental connection project. To that end, the engineer successfully courted a group of prominent Sacramento businessmen, later known as the Big Four: Leland Stanford, Charles Crocker, Mark Hopkins, and C. P. Huntington. With financial backing from the Big Four, the CPRR incorporated in 1861, the same year the people of California elected Stanford as governor.

With ongoing financial assistance in the form of loans from major financial centers, backed by federal land grants and subsidies, the CPRR broke ground for the California portion of the Transcontinental Railroad at the intersection of Sacramento's Front and K streets in January 1863. Judah took full advantage of both the federal 1864 Pacific Railway Act, and similar state legislation, which provided the company a prime location for the construction of shops, tracks, and general locomotive facilities needed for the construction and operation of the railroad. The first CPRR alignment ran north on Front Street, turned east on I Street, turned north on Sixth Street, and swung gradually to the east along the B Street levee as it paralleled the American River to the newly constructed railroad bridge located just beyond what is now McKinley Park. In 1869 the CPRR and UPRR companies met in Promontory, Utah; drove the final "Golden Spike" into the soil; and celebrated the completion of the Transcontinental Railroad.

Development and Setting of Central Pacific–Southern Pacific Railyard Shops

During the initial construction period of the CPRR alignment, the Sacramento foundry of Goss & Lombard, located near 2nd and I streets, designed and assembled the first operational locomotive, named the Gov. Stanford. Along with the production of the new locomotive came an increasing need for railyard facilities in Sacramento. In an effort to accommodate railyard growth and meet early railroad construction needs, CPRR laid a transitory but functional track system and built a small number of temporary shops. In 1865, CPRR bought the SVRR, including the latter company's Folsom terminus shops, which were brought under CPRR's authority. This acquisition proved insufficient still for the ensuing demands of CPRR's expansion, as the company's attempts at railyard management resulted in inadequate provisional buildings and unreliable contract work. To solve the problem, the company drafted plans in August 1867 for a complex of new, permanent railyard shops, and shortly thereafter crews began work on the Roundhouse. The former Roundhouse (demolished in 1952) was one of the original structures that formed the historic core of the early railyard complex.

By 1868, CPRR crews had begun construction on the Locomotive Wheel Shop (Car Shop and Planning Mill), and completed the northeastern portion of the Erecting Shop (Machine Shop), located south of the former Roundhouse. The following year, railyard construction crews finished the Governor & Injector Shop (original Paint Shop), which extended from the southeast section of the Planning Mill. Crews subsequently extended the structure over time, from 1872 to 1888, to include the Rotating Equipment Shop, the Air Room, and the Passenger Car Truck Shop, which all were incorporated into the southern portion of the Car Shop building.

In February 1885, the CPRR and the SPRR combined operations under a holding company called the Southern Pacific Co. Later that year, the SPRR took over all operations of the CPRR.

1869–1888 were productive years for SPRR railyard workers. Within this time, crews built the original Blacksmith Shop (present-day Repair Gang/Machine Shop), the Car Machine Shop (present day Locomotive Wheel Shop Annex), the Electric Shop/Traction Motor Shop (present-day Car Shop #3), and the second Boiler Shop. John Woolaver was the principle architect during this period of railyard development, working alongside his associate, draftsman J. R. Wilkenson. Both men are listed in the 1868 *Sacramento City Directory* as employees of SPRR, sharing office space at 58 K Street.

In 1892, SPRR railyard crews made use of Sturtevant blowers, power punches, shears, forges, and cranes. They consumed 5 million feet of raw lumber for a variety of locomotive industry goods. The railroad company was fit with its own copper, brass, iron, and steel foundries, producing more than 9 million pounds of steel casting. Car Shop crews manufactured nearly 27,000 freight-car wheels for the nearly 500 freight cars produced from 1892 to 1895. SPRR also had its own Tin Shop, plated its own silver dining car service, upholstered its own passenger car cushions, and made its own bolts and springs. The Cabinet Shop manufactured desks and furniture, and some of the most skilled car painters in the country painted and lettered the finished cars. The Blacksmith Shop contained the most immense steam hammers, which are rumored to have been heard from a quarter-mile away.

Twentieth-Century Growth of the Central Pacific-Southern Pacific Railyard

SPRR built its early railyard structures on a slightly elevated plot of land between two bodies of water: the former China Slough (Sutter Lake), connected to the Sacramento River on the south, and an unnamed swamp patch to the north. Years of railyard construction, and development of the levee system along the Sacramento River, severed Sutter Lake from the river, making the lake a convenient place in which to discard railyard landfill and construction waste. The lake also served as a de facto refuse dump for resident-squatters along its perimeter. By 1906, after considerable discussion and heated debate, SPRR and the City of Sacramento agreed that the lake had become a threat to public health and safety. In an effort to remedy the situation, SPRR completely filled in Sutter Lake over a 10-year period. By 1925, the infill provided an ideal site for construction of the present-day Depot.

An 1894 souvenir publication of *The Sacramento Bee* stated, “In Sacramento is located, with one exception possibly, the most complete railroad plant in the United States. The shops and yards of the Southern Pacific cover forty-two acres and are equipped with all the latest modern machinery and appliances for the complete overhauling of locomotives and manufacture of cars.”

In October 1921, *The Sacramento Union* described the railyards as a “steel city.” A local newspaper headline read, “Unheralded, Unknown to Sacramento, Greatest City of Industry is Doubled.” The article reported that railyard shops had expanded to more than a score of

mammoth buildings, more than doubling the size of the complex in less than a decade. SPRR employed nearly 3,000 men, who added nine new buildings in less than four years, at a cost of more than \$700,000.

Shop employees produced 15 new locomotives and overhauled and repaired an average of 350 locomotives, freight, and passenger cars each year throughout the 1920s. By 1926, 86 passenger and freight cars passed through the railyard daily.

In addition to meeting their own industry demands, the Central Shops produced and maintained large-scale equipment and machinery for steamboats and ferries, including construction of the San Francisco Market Street Railroad (cable car), which continued operations into the 1940s. In 1930, the railroad completed construction of the \$10 million Martinez-Benicia Bridge across the Suisun Bay. Other peripheral ventures included the company's 1880 purchase of the Pacific Mail steamer line, which brought bulk loads of tea, silk, rice, hemp, sugar, and opium to SPRR wharves in Oakland to be transported across the country in the silk and tea trains.

Historian Glenn Dumke explains in *The Boom of the Eighties* that—as a powerful influence on the state, the Southern Pacific-Central Pacific Railroad cannot be denied for ... the role it played in helping bring attention to the development of California[.] ... [I]t enlarged transportation facilities and municipal development.”

The original Central Shops buildings served the railroad well during its early years of growth. SPRR finished the first phase of Central Shops construction between 1890 and 1900, with the next strong period of construction occurring from 1910 to 1925, which coincided not only with Sacramento's era of a “City Beautiful” movement, but also with the general industrial expansion and prosperity throughout the state. The Central Shops were the leading industry in Sacramento after 1863 and provided economic stability to the city. Sources estimate that the shops employed between 20 and 30 percent of salaried employees in Sacramento. From their beginnings until 1937, when the last engine was constructed, the railroad shops produced 200 locomotives.

The SPRR railyard expansion boom continued through the 1930s. However, post-World War II rail activity came to a head, and the company constructed few new buildings on the site between 1945 and 1955. Following the war, shop crews erected a small number of prefabricated industrial structures in the 1960s and 1970s, primarily designed to meet temporary shop needs. In recent years, railyard construction consisted primarily of routine maintenance and remodeling.

Southern Pacific Railroad Company's Depot and Railway Express Agency Building

Rail service activity increased into the early twentieth century, and the original railyard shop buildings continued to serve the company's production and maintenance needs. Crews completed both structures in 1926 (EIP 2004:6.2-2). The SPRR Depot terminal was a major transportation center in the west for both passenger and freight service. By the mid 1920s, 86 trains passed through the facility on a daily basis, including 64 passenger trains and 22 freight

trains. A daily average of 4,500 passengers passed through the terminal (Stolarik 1988). As the “City Beautiful” movement and general statewide prosperity gained momentum, the company moved forward in 1925 on construction of a depot and REA) building (EIP 2004:6.2-2).

SPRR built the Sacramento Depot on the site formerly known as China Slough (Sutter Lake). The company had been filling the slough slowly as it needed more land, with the last part filled in 1919. The existing passenger station (Amtrak) at 401 I Street was the fourth built by CPRR/SPRR. CPRR built the first depot in 1864, which consisted of a small wood-clad building located on Front Street between J and K Streets. UPRR built the second and third depots in the same location in 1868 and 1879. The third depot served the company until SPRR built the existing depot in 1925 (Henley 1974:2-3).

SPRR originally planned to build the depot in 1911, though official ground-breaking did not commence until May 16, 1925. The San Francisco architectural firm of Bliss and Faville designed the building, and Davison and Nichol森 of San Francisco were the general contractors. The labor and construction materials for the depot involved ninety-six different contracting tasks, forty-eight of which were local, Sacramento-based businesses. The total cost of the new station was \$2,317,077 (Henley 1974:2-3). Unique to the Depot’s character were its umbrella sheds, or canopies, which were described in by the Sacramento Bee for the facility’s 1926 grand opening as —station features.” The article continued:

—One of the features of the new Southern Pacific terminal facilities will be the arrangement whereby, even from the farthest track, passengers may alight from the train under protection from umbrella sheds, proceed into the subway running underneath the tracks and into the station with absolute safety and with full protection against the rain” (JRP 1998; Sacramento Bee 1926).

By the mid-1920s, railway transportation was in direct competition with the burgeoning automobile industry, the latter of which was the preferred mode of transportation at the time. Railroad companies across the country were making every effort to appeal to the traveling public, as evidenced by the SPRR canopies and passenger subways serving as appealing Depot features, designed to provide passengers a functional way to seek protection and safety from the elements (JRP Historical Consulting 1999).

The REA building’s role as a Sacramento hub for the delivery of parcels and freight mirrored that of the role of the new depot for the movement of people. Sacramento’s role as a freight hub in the American West goes back to the Pony Express, when, in early 1860, postal officials formed and operated the freight concept from St. Joseph, Missouri to Sacramento. The Pony Express endeavor came to a head in 1861 when the telegraph line proved to be more efficient, with its connection centers in Omaha, Nebraska and San Francisco, California. On November 1, 1866, Wells Fargo & Co. purchased the stage and Pony Express operations from Ben Holladay, and by 1914 there were only seven functioning facilities in the U.S. During World War I the federal government stepped in to consolidate the seven companies into one nationwide organization, the American Railway Express Agency. In 1929, the nation’s railroads bought the express business and changed the name to Railway Express Agency, Inc. (EIP 2004:6.2-2)

Originally, the American Railway Express Agency—in partnership with the Railway Terminal Post Office—constructed the REA Building at 431 I Street. However, by the close of the 1920s, the SPRR Company purchased the Express agency, merging the transportation and commerce entities of the REA building with those of the Depot itself. Architect W.C. Keating oversaw construction of the building, with costs reaching \$130,000. The Company added a raised concrete loading dock to the building in 1957, and the building remained in the service of the Railway Express Agency until the mid-1960s (EIP 2004:6.2-2).

DESCRIPTION OF CULTURAL RESOURCES

In accordance with Caltrans guidelines for inventorying architectural properties, ICF Jones & Stokes evaluated the historical significance of buildings, structures, objects, and sites in the APE that predate 1972. The survey population in the APE for the SITF Project is composed of standing structures and ruins associated with industrial, commercial and municipal enterprises, as well as engineering structures. Any other identified resources in the APE are exempt from evaluation in accordance with Attachment 4 of the Section 106 PA.

Standing Structures

The APE for the proposed project contains two properties that were previously listed in the NRHP (the Sacramento SPRR Depot, and the REA Building), one property that was previously determined eligible for listing (the SPRR Central Shops Historic District), and one feature that was previously determined eligible for listing as a contributing element of the Station (platform amenities). The APE also contains two bridges that were previously determined ineligible as a result of the Caltrans statewide bridge inventory (Bridges 24C0006 and 24C0364L). As a result of the current study, ICF Jones & Stokes formally evaluated one building that appears eligible for listing (the Confucius Church School at 404 I Street), one feature that appears eligible as a contributor to the Sacramento SPRR Station District (the UPRR tracks), and one feature that appears ineligible as a contributor to the Sacramento SPRR Station District (the SPRR Tunnel/Pedestrian Subway underneath I-5). Full descriptions of the evaluated resources can be found in Appendix E.

Confucius Church School

The Confucius Church School is a two-story brick and stucco-over-wood frame building that displays minor elements of the Exotic Revival (Far-Eastern) style. The building appears eligible for listing in the NRHP and the CRHR under Criteria B and 2, respectively, for its association with Walter Fong, a prominent Sacramento businessman and Chinese community leader.

In 1950, the Confucius Church of Sacramento (CCS)—a Sacramento Chinese community organization—and prominent local Chinese leaders launched a campaign to build a church and school facility, and construction began at 404 I Street in 1952. Community leaders, such as prominent Chinese businessman Walter Fong, led the campaign. Sacramento's Chinese

community benefited amply from Fong's financial donations and direct involvement in civic development. Fong had direct association with the Confucius Church School's inception and construction. As chairman of the Building Committee, Fong worked directly on both exterior and interior plans for the new church. In addition to his involvement with design and construction, Fong personally solicited donations to fund construction costs of \$600,000.

Union Pacific Railroad Tracks

The UPRR tracks are one of five resources considered in this study as elements of a Sacramento SPRR Station District. The segment of the Sacramento SPRR Station District tracks are currently owned and operated by the Union Pacific Railroad (UPRR). The segment is approximately 500 feet long and extends west to I-5 and east to 5th Street, and consists of two sets of standard-gauge, double track rails. Constructed circa 1925, the UPRR company built the tracks to facilitate rail service to and from the Depot building at 401 I Street, and the REA Building at 431 I Street, which were under construction at that time. The UPRR tracks remain an integral part of the Sacramento SPRR Station and therefore appear eligible for listing in the NRHP under Criterion A, and the CRHR under Criterion 1, as a contributor to the Sacramento SPRR Station District.

Building Ruins and Archaeological Features

Previous treatments of the Central Shops Historic District and archaeological inventories of the Railyards do not consider the potential for historical archaeological resources to contribute to the significance of the district, under any of the NRHP criteria (Historic Environment Consultants 1998; JRP Historical Consulting 2007; Mellon 2001; Praetzellis et al. 2000:18–19; Rich and Valpey 2007; Walker et al. 2006, 2007; Wyatt 2007; Ziesing 2001). The Archaeological Survey Report (ASR) for the current study identified seven historical archaeological resources within the APE, which are evaluated in this HRER as potential contributors to the Central Shops Historic District (ICF Jones & Stokes 2008). Additionally, ICF Jones & Stokes has evaluated two archaeological features identified by Tremaine and Associates in 2006 as part of the 7th Street Extension project [6th Street Levee (P-34-1561/CA-SAC-940H/Map Reference #12) and 7th Street Trestle Bents (P-34-1562/CA-SAC-941H/Map Reference #19)].

SPRR Central Shops District

The SHPO concurred with FHWA and Ziesing (2001) that the Central Shops Historic District is eligible for inclusion on the NRHP under Criteria A and C because the –structures have strong associations with the development of the Central Pacific Railroad Company (CPRR), the creators of the western portion of the historic transcontinental railroad. The structures were also central features in what became one of the largest manufacturing complexes in the western United States” (Mellon 2001:2.). Historic Environment Consultants (1998:14) adds that the –Sacramento Shops were highly notable for their construction and maintenance of all types of

railroad cars and locomotives.” They also discuss the character-defining features of the Central Shops Historic District thus:

While these structures formed a central core of construction activity, a wide variety of other structures on the site contributed significantly over time to the functioning of the railroad. Some of these include the several forge and foundry buildings that were critical to the manufacturing of items out of steel, iron, copper, and brass. Machinery to handle the huge size and volume of Southern Pacific (S.P.) projects included enormous hammers, forges and rolling mills. Perhaps partly as a result of the switch to diesel power, major forge and foundry activities no longer take place on this site, and many of the structures that formerly housed these activities have been modified for other uses, combined with other buildings, or removed. At the present time, these former activities are represented by the Sheet Metal Shop, which appears to have combined several of the smaller foundries under one irregular and interconnected roof, the large Forge Shop, which still [ca. 1998] contains huge hooded venting stacks, the Blacksmith Shop, and the former Rolling Mill. However, the huge S.P.R.R. Foundry on Sixth Street is gone, along with its companion buildings. Also gone are several smaller Shops that worked with metal, like the Spring Works, silver plating, and the Bolt Shop...

Another category of structure whose use has diminished in recent years are the “stores”. Originally, each department of the Shops had its own “store”, or repository of parts and pieces necessary to the construction or repair of equipment and machinery, and the production of new equipment involved with that specific department and its tasks. These stores have been now consolidated, and some of the smaller structures associated with different departments for that purpose, dismantled. The stores, forges, small utility buildings, storage sheds, and the myriad of special use buildings all contributed at one time to the function of the yard.

There appears to have been a strong ethic to reuse, or keep using, things that still could be used that may have been fed by the major role played by the Shops in the maintenance and repair of their cars and locomotives. Over time, the predilection of the Railroad to repair, maintain and reuse their rolling stock and everything related, may have contributed to the rather amazing retention of their older Shop buildings including those of wood. In recent years, the Company has affected a major transition, from producing everything the railroad needed in one location, to the apparently more economical alternative of purchasing a greater quantity of its equipment and machinery. (Historic Environment Consultants 1998:13)

Given the high volume of building and structure construction in the Railyards, the operators’ predilection to dispose of industrial waste in Sutter and Willow lakes, and the presence of privies and other features with subsurface expressions (Gross 2000; Historic Environment Consultants 1998; JRP Historical Consulting 2007; Walker et al. 2006, 2007), failure to consider archaeological resources as potential contributors to a historic district, such as the Central Shops Historic District, is a significant shortcoming in historic property identification efforts. National Park Service publications indicate that archaeological resources can qualify as contributors to the significance of a district, even if comprised in large measure by historic built environment (Little et al. 2000; National Park Service 1997). According to Little et al. (2000:34), a contributing resource has the following characteristics:

- It was present during the period of time that the property achieved its significance;
- It relates to the documented significance of the property;
- It possesses historical integrity or is capable of yielding important information relevant to the significance of the property.

Conversely, a noncontributing building, site, structure, or object does not add to the historical associations, historic architectural qualities, or archaeological values for which a property is significant because:

- It was not present during the period of time that the property achieved its significance;
- It does not relate to the documented significance of the property;
- Due to alterations, disturbances, additions, or other changes, it no longer possesses historical integrity or is capable of yielding important information relevant to the significance of the property.

According to Historic Environment Consultants (1998:11), approximately 85 buildings and structures were present at the Railyards ca. 1998, 39 of which were built during the period of significance (1868–1937); only 10 buildings and structures were considered contributors to the historic district. These Central Shops buildings convey the large-scale, self-contained locomotive construction, repair, and maintenance operations of the Central and Southern Pacific railroads, but do not contain (as noted by Historic Environment Consultants 1998) all of the functions requisite to the *raison d’être* of the Central Shops Historic District. Historic archaeological resources in the Railyards, including structural remnants lacking superstructure, would be potential contributors to the historic district if they amplify the district’s ability to convey its manner of functioning during its period of significance, particularly where a given archaeological resource represents a specific function not presently represented among the 10-building Central Shops Historic District’s contributors (Criterion C). Similarly, such archaeological resources would also contribute to the district’s significance under Criterion A. If information-bearing archaeological deposits are present at these structures, then the individual features may also be eligible under Criterion D. An archaeological research design explaining what would constitute important information is being prepared under the Programmatic Agreement proposed for this undertaking. The seven potential archaeological contributors are therefore evaluated under criteria A and C. The potential contributors are:

- Casting Shop Kilns
- Train Shed Curbs,
- Ancillary Train Shed Curbs,
- Pattern Storage Shop Slab Foundations,
- SPRR Foundry Loading Ramp,
- Redwood Railroad Ties,
- Southern Car Shops Slab Foundations, and

Casting Shop Kilns (Map Reference #11)

Eight brick-lined kilns were identified in the APE for the proposed project, four below ground surface in the profile of an excavated pit and four in plan at the ground surface immediately east of the kilns identified in profile. The location of the kilns corresponds to the SPRR Casting Shop, an ancillary structure to the SPRR Foundry (located to the east of the Casting Shop), as depicted by the Sanborn Map Co. (1951:Sheet 5; Southern Pacific 1920). The kilns are circular, exhibit clear evidence of repeated firing, and are filled with ash and slag. A number of ceramic forms or patterns are located in the pit stratigraphically beneath the kilns; these artifacts were used in the manufacture of numerous railroad parts, such as springs

The Casting Shop Kilns are part of the Foundry complex responsible for the manufacture of parts essential to operations of the Central Shops. Moreover, the Casting Shop Kilns enabled the Central Shops to maintain self-sufficiency in manufacturing. The Casting Shop Kilns are the sole representative of parts-casting operations extant at the Railyards. They also provide a unique representation of casting operations in that four of the kilns are preserved intact (visible in plan at the ground surface), whereas four have been truncated, permitting observation of the kilns and their contents in cross-section. The Casting Shop Kilns retain most aspects of integrity: location, workmanship, materials, setting (partially compromised), feeling (partially compromised), association (partially compromised), and design. The Casting Shop Kilns appear to contribute to the significance of the Central Shops District under Criterion A and C for its representation of a critical function of the district.

Train Shed Curbs (Map Reference #13)

The only surviving evidence of the former Train Shed consists of three concrete curbs that once bound two sets of standard-gauge rails. The curbs extend 350 ft on an east–west axis and 62.5 ft on a north–south axis. The Train Shed is not depicted on historic maps dating prior to 1951 and appears to have been built between 1920 and 1951 (Sacramento Archives and Museum Collection Center 2002; Sanborn Map Co. 1915, 1951; Sanborn-Perris Map Co. 1895; Southern Pacific 1920). The superstructure depicted on the 1951 Sanborn map (Sanborn Map Co. 1951) has been demolished and is no longer present, and the northern pair of rails has been removed. Immediately north of and contemporaneous with the Train Shed was an east–west-oriented row of about six railroad buildings and structures: a store (storage), offices, a car maintenance shop, and an ice house. No evidence for these structures was evident during the survey. The current railroad alignment and Passenger platforms (part of the Sacramento SPRR Station District) were located immediately south of the Train Shed between 1920 and 1951 (Sanborn Map Co. 1951; Southern Pacific 1920). The Train Shed Curbs are also located in close proximity to the Ancillary Train Shed Curbs, remnants of a contemporary structure.

All that remains of the former Train Shed are three concrete curbs; the rails and ties have been pulled and moved off-site. The Train Shed Curbs lack association with the appurtenant facilities for which trains were diverted from the main tracks to the Train Shed—maintenance of the vehicles—because the car maintenance shop, offices, and stores are no longer evident in the APE. No subsurface archaeological manifestations, such as refuse deposits or buried structural

remains, are anticipated to be present at the Train Shed Curbs given the nature of activities that occurred there. The Train Shed curbs do not meet any of the National Register criteria, either individually or as a contributor to the Central Shops District. Although doubtless an important functional unit of the Central Shops, the Train Shed Curbs lacks integrity of design, workmanship, materials, feeling, and association. Integrity of setting is compromised, as the majority of railroad structures with which the Train Shed was associated also lack superstructure or are absent from the APE altogether. The only uncompromised aspect of the Train Shed Curb's integrity, therefore, is location, which is insufficient to warrant an assignment of contributing status to this resource.

Ancillary Train Shed Curbs (Map Reference #14)

This resource is situated east and slightly north of the former Train Shed. The resource consists of two concrete curbs oriented on a northwest–southeast trajectory 137.5 ft long and 25.0 ft wide. Between the curbs is a set of regularly spaced, pressure-treated wood railroad ties. The rails have been removed. Aerial photographs (see Figure 3) suggest that a third concrete curb and a second set of tracks were located along the northern edge of the Ancillary Train Shed, but these features were not evident during the survey. The age of the resource is unknown, not being evident on historic maps dating from 1875 to 1952 (Sacramento Archives and Museum Collection Center 2002; Sanborn Map Co. 1915, 1951, 1952; Sanborn-Perris Map Co. 1895; Southern Pacific 1920).

All that remains of the former Ancillary Train Shed are two concrete curbs and the railroad ties; the rails have been pulled and moved off-site. No subsurface archaeological manifestations, such as refuse deposits or buried structural remains, are anticipated to be present at the Ancillary Train Shed given the nature of activities that occurred there. The Ancillary Train Shed Curbs do not meet any of the National Register criteria, either individually or as a contributor to the Central Shops District. Although possibly an important functional unit of the Central Shops, the Ancillary Train Shed lacks integrity of design, workmanship, materials, feeling, and association. Integrity of setting is compromised, as the majority of railroad structures with which the Ancillary Train Shed was associated also lack superstructure or are absent from the APE altogether. The only uncompromised aspect of the Ancillary Train Shed Curb's integrity, therefore, is location, which is insufficient to warrant an assignment of contributing status to this resource. Moreover, this resource cannot be reliably assigned to the Central Shops Historic District's period of significance.

Pattern Storage Shop Slab Foundations (Map Reference #15)

The Pattern Storage Shop Slab Foundations are two separate foundation remnants of the Pattern Storage Shop, construction of which commenced after the fire of November 7, 1898. The Pattern Storage Shop was completed in 1900. The structure measured approximately 140 ft east–west by 65 ft north–south, was two stories tall, built of brick on concrete foundation, and was divided into fireproof sections (Joslyn 1948:42; Sanborn-Perris Map Co. 1895:Sheet 5a; Sanborn Map Co. 1915:Sheet 5). The building's purpose was for storage of the patterns used to

make dies and castings of iron and brass. The easternmost foundation remnant contains the metal-and-concrete recess that housed the base of the Pattern Storage Shop's center support post (Sanborn Map Co. 1915: Sheet 5, 1951:Sheet 5, 1952:Sheet 5). No other features or artifacts associated with the Pattern Storage Shop were evident at the time of survey (ICF Jones & Stokes 2008). During the Central Shops Historic District's period of significance, the Pattern Storage Shop was located in close proximity to the SPRR Foundry and its ancillary buildings, such as the Castings Shop. No subsurface archaeological deposits (e.g., refuse deposits, buried structure remains) are anticipated at the Pattern Storage Shop Slab Foundations given the nature of activities that occurred there. The Pattern Storage Shop Slab Foundations do not meet any of the National Register criteria, either individually or as a contributor to the Central Shops District.

As the sole remnants of the Pattern Storage Shop, the foundations represent less than 10 percent of the original surface area of the shop. None of the superstructure remains. Although an important functional unit of the Central Shops (securing the patterns necessary for the manufacturing self-sufficiency), the Pattern Storage Shop Foundations lack integrity of design, workmanship, materials, feeling, and association. Integrity of setting is compromised, as the buildings most closely related in function (the SPRR Foundry and Castings Shop) are no longer extant. The resource lacks sufficient integrity to qualify as a contributor to the Central Shops Historic District.

SPRR Foundry Loading Ramp (Map Reference #16)

The SPRR Foundry Loading Ramp appears to be the only surface feature remaining of the SPRR Foundry, built ca. 1883 (Joslyn 1948:41). The loading ramp is a simple concrete structure 3 ft tall, 12 ft long, and accessed from the north. The Foundry, of which the loading ramp is a part, operated from 1883 to at least 1952 (Joslyn 1948:41; Sanborn Map Co. 1915, 1951, 1952; Sanborn-Perris Map Co. 1895: Sheet 5a).

The Foundry at 6th Street was a critical element of the Central Shops' manufacturing capabilities (see Joslyn 1948:41–42); however, the loading ramp, as the only surviving element, is incapable of conveying the significance of operations at the Foundry. Further, no subsurface archaeological deposits (e.g., refuse deposits, buried structure remains) are anticipated at the Foundry given the nature of activities that occurred there. Consequently, the Foundry Loading Ramp does not meet any of the National Register criteria, either individually or as a contributor to the Central Shops District.

Redwood Railroad Ties (Map Reference #17)

This resource consists of five redwood railroad ties visible in plan in an existing gravel road. The ties are oriented on a southwest–northeast trajectory. The ties are located alongside the route of the CPRR's second mainline railroad, which was constructed from August through December 1879. The second mainline extended from the First Transcontinental Railroad at 6th and D streets southwest to skirt the southern end of Central Shops to a new passenger depot near the Second Street Extension (Wyatt 2007:8-4.).

The Redwood Railroad Ties represent an isolated portion of a historic spur line to the second CPRR mainline tracks. As a small remnant of one of many spur lines in the Railyards, the Redwood Railroad Ties do not contribute to the Central Shops District's significance under any criteria.

Southern Car Shops Slab Foundations (Map Reference #18)

Numerous foundations are present immediately south of the Central Shops. Between 1890 and the 1950s, this area contained the Copper Shop, Coal Bin, Coal Shed, Tin and Copper Shed, Hammer Shop, Pipe Shop, Pipe Shed, Bolt Shop, Blacksmith Shop, Rolling Mill, and miscellaneous storage sheds and offices, which are collectively referred to here as the "Southern Car Shops" (Elliott 1890; Sanborn-Perris Map Co. 1895; Sanborn Map Co. 1915, 1951, 1952; Southern Pacific 1920). The foundations represent the only surviving surface manifestation of the Southern Car Shops buildings. No superstructure or machinery remains at the Southern Car Shops Slab Foundations. No evidence of subsurface archaeological deposits was noted or is anticipated at the Southern Car Shop Slab Foundations.

The Southern Car Shops Foundations lack sufficient integrity to convey significance as a potential contributor to the Central Shops Historic District and are not individually eligible for the NRHP under any criteria.

7th Street Railroad Trestle Bents (P-34-1562/CA-SAC-941-H/Map Reference #19)

P-34-1562 consists of two wooden railroad trestle bents north of the 7th Street–D Street intersection. P-34-1562 was part of a railroad trestle that the CPRR constructed ca. 1863 (Tremaine and Nelson 2006:74). The redwood trestle appears to have stood about 8 ft above the original ground surface, with a 6–7-ft spacing between bents. The trestle was built to span Willow Lake on an east–west trajectory. Because P-34-1562 is one of the earliest railroad trestles built in California and has the potential "to yield important information about a type and method of trestle construction," Tremaine and Nelson (2002:2; Tremaine and Nelson 2006:Table 8) recommended this resource as eligible for NRHP listing under criteria A and C. Construction of the 7th Street Extension Project, while responsible for unearthing P-34-1562 from fill placed in Willow Lake, did not result in the destruction of the two recorded trestle bents. Instead, P-34-1562 was reburied in construction-related fill. (Tremaine et al. 2006.)

On June 27, 2008, ICF Jones & Stokes (2008a) surveyed the recorded location of P-34-1562 and a 100-ft radius from the site location. The purpose of this examination was to seek any subsurface exposures that would facilitate a determination of whether P-34-1562 extends west or east of its recorded location. No such exposures or surface artifacts were identified. In the course of research for the proposed project, shortcomings in the previous evaluation by Tremaine and Nelson (2006) were identified. First, the date of construction of the resource is incorrect. Second, the evaluation appears to give inordinate weight to what amounts to a partial feature of the First Transcontinental Railroad (CA-SAC-478-H), calling into question the recommendation of NRHP eligibility.

Tremaine and Nelson (2006) correctly observe that the orientation and location of the trestle bents place them on the route of the First Transcontinental Railroad (TCRR). The construction date of 1863, however, is incorrect. Central Pacific Railroad engineer, Theodore Judah, commenced laying out what would become the TCRR from present-day Old Sacramento in October of 1863. As a temporary expedient, Judah laid out tracks from Front and I streets east until about 5th Street, at which point the tracks angled northeastward and curved onto 6th Street. From here the trackage proceeded north along the edge of Sutter Lake, then turned east around D Street, skirting the southern edge of Willow Lake. As stated previously, the line was a temporary expedient, likely to make progress toward the American River while arrangements were made to purchase rights-of-way across Slater's Addition; by May 30, 1866, construction was underway to take the railroad north from Front and I streets, across Slater's Addition, then northeast to curve around the nascent Central Pacific Railroad Central Shops on its north side. By July 23, 1867, "Judah's route" was complete from Front and K streets to the existing track at 6th and D streets, approaching this eastern terminus from the northwest, as indicated by the orientation of the trestles themselves. The trestle, therefore, was built between May 30, 1866 and July 23, 1867, not 1863. (Joslyn 1948:12; Wyatt 2007:8-4.) The wood trestle was abandoned in place sometime in 1868, at which time the Central Pacific Railroad widened the 6th Street Levee (P-34-1561/CA-SAC-940-H) via placement of large cobbles on the waterside of the levee.

Tremaine and Nelson (2006) recommend this resource as eligible for listing in the NRHP under criteria A and C; Criterion A for its role in facilitating the construction of the First Transcontinental Railroad and Criterion C as an early example of railroad technology, namely trestle construction. Although the importance of the First Transcontinental Railroad is doubtlessly of transcendent historical significance at the local, state, and national levels, the evaluation by Tremaine and Nelson (2006) does not give appropriate weight to the NRHP aspects of integrity. The evaluation treats the two exposed trestle bents as though the two structural elements comprise the entire resource. Rather, the resource is the trestle, which is part of a railroad (recorded as CA-SAC-478-H) that spans the contiguous United States. Tremaine and Nelson (2006) do not demonstrate that any portion of the trestle beyond the two identified bents has survived to the present day; the presence of only two trestle bents from a structure that likely contained several scores of bents calls into question the integrity of the resource. Furthermore, two bents occupying a linear distance of some 6 or 7 ft pales in comparison with surviving trestles on the TCRR, such as the trestle over Auburn Ravine (Fickewirth 1992). Eligibility under Criterion C therefore does not appear supported for this resource. The role of the trestle in the construction of the TCRR is indisputable. Given that only a very small portion of the trestle is evident, the resource does not possess integrity of design. The absence of associated, historic elements of the railroad in the vicinity compromises its integrity of feeling and association. The resource does retain integrity of workmanship, materials, location, and setting. The scale of the resource is simply insufficient to convey the significance of the TCRR under Criterion A. P-34-1562 is therefore recommended ineligible for listing in the NRHP.

6th Street Levee (P-34-1561/CA-SAC-940-H/Map Reference #12)

P-34-1561, located north of the D Street/7th Street intersection, consists of a portion of the 6th Street Levee, exposed in cross-section in the sidewalls of a 3-ft-wide backhoe trench (Tremaine and Nelson 2006:23, Figure 14). The cross-section of P-34-1561 reveals the multistage construction of the 6th Street Levee, which first was constructed in 1852–1853 to provide the city of Sacramento protection from American and Sacramento river floodwaters. The 6th Street Levee was subsequently improved in 1868 and 1880. The 1852–1853 iteration of the levee was evident as a 3-ft-high berm of medium-brown sandy silt resting on a base of clayey silt and surrounded by a silty sand–clayey silt matrix. The 1868 levee, built on top of the 1852–1853 structure, consists of yellowish-brown fine silty sand and a slope protection of darker yellowish-brown silty sand. The outer (northern) slope of the levee was armored with cobbles supplied by the CPRR in exchange for use of the 6th Street Levee as a new elevated railroad grade beginning between 1868 and 1880. In addition to the 6th Street or North Levee, the City of Sacramento constructed other levees and rechanneled the American River in order to keep floodwaters out of the city, followed by a program of street-raising in present-day downtown Sacramento (Itogawa 1976; Lagomarsino 1976).

Tremaine and Nelson (2006:23) recommended the 6th Street Levee as eligible for listing in the NRHP under criteria A and C. Eligibility under Criterion A is recommended due to the levee’s association with Sacramentans’ decades-long struggle with flooding caused by the Sacramento and American rivers. Eligibility under Criterion C is recommended as P-34-1562 represents three distinct episodes of levee construction, documenting the city residents’ technological response to different and repeated flood events. The historic integrity of P-34-1561 was judged to be excellent, although the crown of the levee had been truncated by recent grading activities. The recorded portion of P-34-1562 was destroyed during construction of the 7th Street Extension Project (Tremaine and Nelson 2006:23; Tremaine et al. 2002). No information contradicting Tremaine and Nelson’s (2006) evaluation has been identified as a result of this study, therefore ICF Jones & Stokes also recommends the levee as eligible under criteria A and C.

On June 27, 2008, ICF Jones & Stokes (2008a) surveyed the recorded location of P-34-1561 and a 100-ft radius from the site location. The purpose of this examination was to seek any subsurface exposures that would facilitate a determination of whether P-34-1561 extends west or east of its recorded location. No such exposures or surface artifacts were identified.

FINDINGS AND CONCLUSIONS

Findings

ICF Jones & Stokes identified a total of four properties in the APE that contain buildings or structures constructed prior to 1972. The properties fall into the following categories:

- properties listed in the NRHP that are also historical resources for the purposes of CEQA (see Table 2);

- properties previously determined to be eligible for the NRHP that are also historical resources for the purposes of CEQA (see Table 3);
- properties previously determined not to be eligible for the NRHP and that are not historical resources for the purposes of CEQA (see Table 4);
- properties determined to be eligible for the NRHP as a result of the current study that are also historical resources for the purposes of CEQA (see Table 5 and the attached DPR 523 forms in Appendix E);
- properties determined not to be eligible for the NRHP as a result of the current study and that are not historical resources for the purposes of CEQA (see Table 6);

Table 2. Properties Listed in the NRHP that are also historical resources for the purposes of CEQA:

Name	Street Address/ Assessor's Parcel Number	Year Built	Map Reference No.	NRHP Status
Sacramento Southern Pacific Railroad Station District	401 I Street	1925	2	Listed
American Railway Express Building	431 I Street	1926	3	Listed

Table 3. Properties Previously Determined to Be Eligible for the NRHP that are also historical resources for the purposes of CEQA:

Name	Street Address/ Assessor's Parcel Number	Year Built	Map Reference No.	NRHP Status
Central Shops Historic District	401 I Street/ 002-0010-051	1868– 1937	9	Eligible
Water Tower	002-0010-051	c. 1925	10	Eligible as a contributor to the Central Shops Historic District
SPRR Platform Amenities	401 I Street	1926	4	Eligible as a contributor to the Sacramento SPRR Station District

Table 4. Properties Previously Determined Not to Be Eligible for the NRHP and that are not historical resources for the purposes of CEQA:

Name	Street Address/ Assessor's Parcel Number	Year Built	Map Reference No.	NRHP Status
Bridge 24C0364L	N/A	1936	7	Not eligible
Bridge 24C0006	N/A	1937	8	Not eligible

N/A = not applicable.

Table 5. Properties Determined to Be Eligible for the NRHP as a Result of the Current Study that are also historical resources for the purposes of CEQA:

Name	Street Address/ Assessor's Parcel Number	Year Built	Map Reference No.	NRHP Status
Confucius Church School	404 I Street	1959	1	Eligible
UPRR Tracks Adjacent to Station	002-0010-047	1926	5	Eligible as contributor to Sacramento SPRR Station District
Casting Shop Kilns	401 I Street 002-0010-051	1920	11	Eligible as a contributor to the Central Shops Historic District
6 th Street Levee (P-34-1561/CA-SAC-940-H)	401 I Street 002-0010-051	1852–1868	12	Eligible

Table 6. Properties Determined Not to Be Eligible for the NRHP as a Result of the Current Study and that are not historical resources for the purposes of CEQA:

Name	Street Address/ Assessor's Parcel Number	Year Built	Map Reference No.	NRHP Status
Southern Pacific Tunnel/Pedestrian Subway	002-0010-047	1925–1926	6	Not eligible; non- contributing element of the Station District
Train Shed Curbs	401 I Street 002-0010-051	between 1920 and 1951	13	Not eligible; non- contributing element of the Central Shops Historic District
Ancillary Train Shed Curbs	401 I Street 002-0010-051	Unknown	14	Not eligible; non- contributing element of the Central Shops Historic District
Pattern Storage Shop Slab Foundations	401 I Street 002-0010-051	1900	15	Not eligible; non- contributing element of the Central Shops Historic District
SPRR Foundry Loading Ramp	401 I Street 002-0010-051	ca. 1883	16	Not eligible; non- contributing element of the Central Shops Historic District
Redwood Railroad Ties	401 I Street 002-0010-051	1879	17	Not eligible; non- contributing element of the Central Shops Historic District
Southern Car Shops Slab Foundations	401 I Street 002-0010-051		18	Not eligible; non- contributing element of the Central Shops Historic District
7 th Street Railroad Trestle Bents (P-34- 1562/CA-SAC-941-H)	401 I Street 002-0010-051	1867	19	Not eligible

CONCLUSIONS

Two of the properties in the APE for the SITF Project (Sacramento SPRR Depot, REA Building) were previously listed in the NRHP, and one property (Central Shops Historic District) was previously determined eligible. One feature of the Sacramento SPRR Station District (platform amenities) and one feature of the Central Shops Historic District (water tower) were previously determined eligible as contributing features. One feature each of the Sacramento

SPRR Station District (UPRR tracks) and the Central Shops Historic District (Casting Shop Kilns) were determined eligible as contributing features as a result of the current study. ICF Jones & Stokes has also determined that one previously unevaluated building (Confucius Church School), and one previously unevaluated structure (6th Street Levee) appear to be individually eligible for listing in the NRHP. The properties also were evaluated in accordance with State CEQA Guidelines Section 15064.5(a)(2-3), using criteria outlined in California PRC Section 5024.1.

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PREPARERS' QUALIFICATIONS

David Lemon is an architectural historian and a PhD candidate in public history at the University of California, Santa Barbara. He meets the Secretary of the Interior's standards for work in history and architectural history. Mr. Lemon has over six years of experience in historic research, field inventory, and site assessment for NHPA Section 106 and CEQA compliance. He is experienced in research methods of primary and secondary documentation, and conducts historical research at various local, state, and federal repositories. Mr. Lemon evaluates cultural resources for significance for the CRHR, and the NRHP, and is co-author of Caltrans technical reports, including HPSRs, HASRs, HRERs, and FOE documentation.

Gabriel Roark prepared is an archaeologist and MA candidate in anthropology (archaeological emphasis) at California State University, Sacramento. Mr. Roark holds a B.A. in anthropology (archaeological emphasis) from California State University, Sacramento, and has 9 years of professional experience in California archaeology and cultural resources management. Mr. Roark evaluates prehistoric and historic archaeological resources for significance under the California Register of Historical Resources and the NRHP, and has authored and co-authored several technical reports according to Caltrans content requirements. Among the authored Caltrans reports are Extended Phase I investigations.

Mark Bowen is an architectural historian with more than nine years of experience conducting cultural resources inventory and evaluation studies throughout California. Mr. Bowen completed his B.A. in history/public history at California State University, Chico, and his M.A. in public history from California State University, Sacramento. Previous work has been for a wide range of clients, including state, local, and federal agencies. Mr. Bowen meets the Secretary of the Interior's professional qualification standards for historian and architectural historian. Mr. Bowen is experienced in preparing documents to meet the requirements of NHPA Section 106 and CEQA. He has prepared numerous Caltrans technical reports, including historic property survey reports (HPSRs), historic architectural survey reports (HASRs), HRERs, and finding of effects (FOE) documentation. Since 2002, Mr. Bowen has served as a board member of the California Council for the Promotion of History (CCPH), a statewide organization founded to foster the preservation, documentation, interpretation, and management of California's historic resources.

Trish Fernandez is a cultural resources expert with an M.A. in Anthropology and over 13 years experience in cultural resources management. She meets the Secretary of Interior's Qualification Standards for work in Archaeology and History. She is a registered historian with the California Council for the Promotion of History and is a historical archaeologist on the Register of Professional Archaeologists. Her work has been focused on historic-period resources that include both historical archaeology and the built environment. She has conducted numerous evaluations of eligibility for both the NRHP and the CRHR. Her experience includes volunteer service on professional organizations, and serving on a county and statewide historic preservation advisory commission.

Appendix A. SHPO Concurrence Letters

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION

P.O. BOX 942896
 SACRAMENTO, CA 94296-0001
 (916) 653-6624 Fax: (916) 653-9824
 calshpo@mail2.quiknet.com



July 26, 1999

Reply to: FTA970129A

Robert E. Hom, Director
 Office of Planning & Program Development
 Federal Transit Administration
 201 Mission Street, Suite 2210
 San Francisco, CA 94105-1839

RE: Downtown Sacramento Amtrak and Folsom Corridor Light Rail Transit Extension and Double Tracking Project: Request for Concurrence in Determinations of Eligibility

Dear Mr. Hom:

Thank you for your letter of July 13, 1999, requesting my review and comments in regard to the Federal Transit Administration's (FTA) efforts to identify historic properties that might be affected by the above project. You have done this, and are consulting with me, in order to comply with Section 106 of the National Historic Preservation Act and implementing regulations codified at 36 CFR Part 800.

In the Historic Architectural Survey Report prepared by JRP Historical Consulting Services, the FTA made the following determinations:

- 1) The following properties within the APE are listed in the National Register of Historic Places (NRHP):

▪ Southern Pacific Station	401 I Street, Sacramento, CA
▪ Merchants National Bank	1015 7 th Street, Sacramento, CA
▪ Federal Building/Metro Station	801 I Street, Sacramento, CA
▪ Sacramento City Library	828 I Street, Sacramento, CA
▪ Folsom Depot	200 Wool Street, Folsom, CA

- 2) The following properties within the APE have been previously determined eligible for the NRHP:

▪ Sacramento Valley Railroad	(along Union Pacific right-of-way from Sacramento to Folsom)
▪ American Railway Express Building	501 I Street, Sacramento, CA
▪ Queen Anne Delta House	1720 Q Street, Sacramento, CA
▪ Ashland Depot	200 Wool Street, Folsom, CA
▪ Section Superintendent Residence	815 Oakdale Street, Folsom, CA

- 3) The two northern Platform Amenity Structures located 401 I Street are eligible for the NRHP as contributors to the Southern Pacific Station.

- 4) The following properties within the APE are eligible for the NRHP:

▪ Station A Powerhouse	601 6 th Street, Sacramento, CA
▪ Hall of Justice	813 6 th Street, Sacramento, CA
▪ D.O. Mills Bank	631 J Street, Sacramento, CA
▪ Capital National Bank	700 J Street, Sacramento, CA
▪ Ochsner Building	717 K Street, Sacramento, CA

- Hale Brothers & Company 825 K Street, Sacramento, CA
- Pioneer Hall 1009 7th Street, Sacramento, CA
- Kress Building 818 K Street, Sacramento, CA
- Brighton Substation 2901 Power Inn Road, Sacramento, CA
- Perkins Ranch 8280 Folsom Boulevard, Sacramento, CA

5) The following properties within the APE do not appear eligible for the NRHP:

- 923 7th Street, Sacramento, CA 804 K Street, Sacramento, CA
- 1111 7th Street, Sacramento, CA 810 K Street, Sacramento, CA
- 1113 7th Street, Sacramento, CA 812 K Street, Sacramento, CA
- 809 8th Street, Sacramento, CA 816 K Street, Sacramento, CA
- 731 J Street, Sacramento, CA 830 K Street, Sacramento, CA
- 1009 8th Street, Sacramento, CA 7530 Brighton Avenue, Sacramento, CA
- 1108 8th Street, Sacramento, CA 7716 Folsom Boulevard, Sacramento, CA
- 1109 8th Street, Sacramento, CA 8294 Folsom Boulevard, Sacramento, CA
- 1115 8th Street, Sacramento, CA 8354 Folsom Boulevard, Sacramento, CA
- 700 K Street, Sacramento, CA 8371 Jackson Road, Sacramento, CA
- 704 K Street, Sacramento, CA 8377 Jackson Road, Sacramento, CA
- 708 K Street, Sacramento, CA 8385 Jackson Road, Sacramento, CA
- 718 K Street, Sacramento, CA 8393 Jackson Road, Sacramento, CA
- 716 K Street, Sacramento, CA 8500 Kiefer Boulevard, Sacramento, CA
- 724 K Street, Sacramento, CA 8510 Kiefer Boulevard, Sacramento, CA
- 726 K Street, Sacramento, CA 8811 Kiefer Boulevard, Sacramento, CA
- 730 K Street, Sacramento, CA Alder Creek Trestle
- 727 K Street, Sacramento, CA
- 800 K Street, Sacramento, CA

Based on my review of the submitted documentation I concur with the foregoing determinations.

Based on my review of the Archeological Survey Report prepared by Far Western I have the following comments:

- 1) I agree that no further archeological survey work is needed within 5 of the 6 segments. A portion of Segment E from Sunrise Boulevard to Iron Point Station (the banks of Alder Creek) could not be thoroughly surveyed due to the presence of dense vegetation at the time of the Far Western survey. Due to the high sensitivity of this area for prehistoric archeological resources, and its proximity to the historic mining district, I endorse the recommendation for a follow-up survey to be done in conjunction with ground clearing associated with project construction. I also agree that a qualified archaeologist, one who meets the qualifications stated in the Secretary of the Interior's Qualifications for archaeology or an archaeologist under the direct supervision of one who is qualified, be present to monitor all ground-disturbing activities adjacent to Alder Creek. Unless project plans change to include unsurveyed areas, no further archeological survey work in the other segments should be needed.
- 2) Regarding the recommendations made on pages 13-16 of the ASR, I agree that each and all of these are reasonable and appropriate and should be implemented as stated, with the proviso that all work be performed by archaeologists who meet or who work under the direct supervision of one who meets the Secretary of the Interior's Qualifications Standards for Archeology.

Thank you for considering historic properties during your project planning. If you have any questions, please call Natalie Lindquist at (916) 654-0631.

Sincerely,

Daniel Abeyta, Acting
State Historic Preservation Officer

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942096
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpn@mail2.quiknet.com



September 4, 2001

REPLY TO: FHWA010423G

Michael G. Ritchie, Division Administrator
Federal Highway Administration
Region Nine, California Division
980 Ninth Street, Suite 400
SACRAMENTO CA 95814-2724

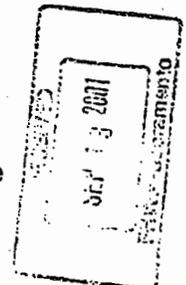
Re: Seventh Street Extension Project, City of Sacramento, Sacramento County.

Dear Mr. Ritchie:

Thank you for submitting to our office your April 20, 2001 letter and Historic Property Survey Report (HPSR) regarding the proposed Seventh Street Extension project in the City of Sacramento, Sacramento County. The proposed project will involve the construction of a two-lane roadway with a 900-foot long underpass along Seventh Street between G Street and Richards Boulevard and along North B Street between Seventh and Twelfth Streets. The project would extend the roadway through Union Pacific Railyards thereby connecting Seventh Street with North Seventh Street. A detailed description of project activities and objectives is contained on Pages 1 through 3 of the HPSR. The Area of Potential Effects (APE) for this project appears adequate and meets the definitions set forth in 36 CFR 800.16(d). A total of 28 architectural properties were identified within the project APE. These resources include 5 residential properties, 2 industrial properties, 12 commercial buildings, 5 government buildings, and 4 railroad-related properties.

An Archeological Survey Report (ASR) (Attachment 3) identified five potentially eligible properties within the APE, and an archeological identification, evaluation, and treatment plan for pre-construction testing and construction monitoring for significant archeological resources. An *"Archeological Identification, Evaluation, and Treatment Plan, 7th Street Extension Project."* (Anthropological Studies Center, Sonoma State University, March 2001) for the proposed project has been developed and is attached as Appendix B of the HPSR. Our review of the aforementioned documentation leads us to conclude that its proposed approaches to the treatment of potential buried archeological properties seem appropriate and meets the guidelines set forth in the *"Treatment of Archeological Properties: A Handbook"* (Advisory Council on Historic Preservation, 1990) and *"Archeology and Historic Preservation: the Secretary of the Interior's Standards and Guidelines"* (National Park Service, 1983).

The Federal Highway Administration (FHWA) is seeking our comments on its determination of the eligibility of 28 architectural properties for inclusion on the National Register of Historic Places (NRHP) in accordance with 36 CFR 800, regulations implementing Section 106 of the National Historic Preservation Act. FHWA is also seeking our comments on its determination of the effects the proposed project will have

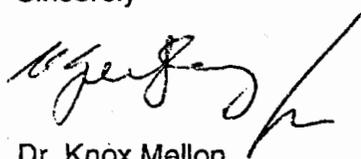


on historic properties in accordance with 36 CFR 800. Our review of the submitted HPSR leads us to make the following comments:

- Those structures designated as contributors to the Alkali Flats West Historic District (517 7th Street, 521 7th Street, and 523 7th Street) remain eligible for inclusion on the NRHP under criteria set forth in 36 CFR 60.4.
- The Central Shops Historic District of the Southern Pacific Railroad are eligible for inclusion on the NRHP under Criteria A and C as defined in 36 CFR 60.4. The structures have strong associations with the development of the Central Pacific Railroad Company (CPRR), the creators of the western portion of the historic transcontinental railroad. The structures were also central features in what became one of the largest manufacturing complexes in the western United States. The structures have retained the integrity of design materials, setting, location, and workmanship associated with their historic period of significance.
- The Water Tower structure is eligible for inclusion on the NRHP as a contributor to the Central Shops Historic District under Criteria A and C as defined by 36 CFR 60.4.
- The Bercut-Richards Cannery complex is not eligible for inclusion on the NRHP under any criteria established by 36 CFR 60.4. The property's strong associations with the development of the fruit and vegetable canning industry in Sacramento has been compromised by the loss of architectural integrity it has suffered over the years. The property is vacant and no longer conveys its historic period of significance when it was one of the largest canneries in northern California.
- We concur with FHWA's determination that the proposed project, as described, has the potential to affect buried archeological resources. We are in receipt of the draft Memorandum of Agreement that will seek to address these effects on potential archeological properties. We will, in a timely manner, review the MOA and forward to FHWA our comments on its contents.

Thank you again for seeking our comments on your project. If you have any questions, please contact staff historian Clarence Caesar at (916) 653-8902.

Sincerely



Dr. Knox Mellon
State Historic Preservation Officer

Appendix B. Historical Resources Inventory

PROPERTY NUMBER	PRIMARY #	STREET ADDRESS	NAMES	CITY NAME	OWN	YR-C	OHP-PROG	PRG-REFERENCE-NUMBER	STAT-DAT	NRS C
048385	120 I ST	MECHANICS EXCHANGE		SACRAMENTO	U	0	HIST.RES.	NHL-66000219-0014	10/16/66	1D
048470	401 I ST	SOUTHERN PACIFIC RAILROAD COMPANY'		SACRAMENTO	P	1925	HIST.RES.	NPS-75000457-9999	04/21/75	1S A
048923	401 I ST	TRANSFER TABLE #2, TRANSFER TABLE		SACRAMENTO	P	1905	HIST.SURV.	5813-0767-0000	01/01/75	3S A
048915	401 I ST	BLACKSMITH EXTENSION, FORGE SHOP #		SACRAMENTO	P	1888	HIST.SURV.	5813-1045-0000		3S
048920	401 I ST	NEW BOILER SHOP, FABRICATION SHOP		SACRAMENTO	P	1872	HIST.SURV.	5813-1045-0000		3S
048919	401 I ST	LOCOMOTIVE MACHINE SHOP & LOCOMOTI		SACRAMENTO	P	1867	HIST.SURV.	5813-1049-0000		3S
048914	401 I ST	BLACKSMITH SHOP & ROLLING MILL, MA		SACRAMENTO	P	1869	HIST.SURV.	5813-1044-0000		3S
048918	401 I ST	CAR SHOP / PLANING MILL, COMPONENT		SACRAMENTO	P	1867	HIST.SURV.	5813-1048-0000		3S
048922	401 I ST	TRANSFER TABLE #1, TRANSFER TABLE		SACRAMENTO	P	1873	HIST.SURV.	5813-1052-0000		3S
048917	401 I ST	CAR MACHINE SHOP, LOCOMOTIVE WHEEL		SACRAMENTO	P	1872	HIST.SURV.	5813-1047-0000		3S
048916	401 I ST	NEW ROLLING MILL & FORGE SHOP NO 2		SACRAMENTO	P	1875	HIST.SURV.	5813-1046-0000		3S
048921	401 I ST	PAINT SHOP, CAR SHOP #3		SACRAMENTO	P	1878	HIST.RES.	5813-1051-0000		3S
123358	401 I ST	SPRR PLATFORM AMENITY		SACRAMENTO	P	1926	HIST.RES.	DOE-34-99-0049-0000	07/26/99	6Y
							PROJ.REV.M.	FTA970129A	07/26/99	6Y
167207	401 I ST	TRANSCONTINENTAL RR TERMINUS AND S		SACRAMENTO		1863	NAT.REG.	34-0093	08/14/07	7J
089324	431 I ST	AMERICAN RAILWAY EXPRESS BUILDING/		SACRAMENTO	U	1926	TAX.CERT.	537.9-34-0115		7J
							PROJ.REV.M.	GSA930819A	05/24/94	2S2 A
048471	800 I ST	HOTEL CALIFORNIAN, CALIFORNIA HOTE		SACRAMENTO	P	1929	HIST.RES.	NPS-75000457-0001	04/21/75	1S A
048472	801 I ST	U S POST OFFICE/COURTHOUSE & FEDER		SACRAMENTO	F	1933	HIST.RES.	5813-0768-0000		3S
							HIST.SURV.	NPS-80000835-0000	01/25/80	1S
							HIST.SURV.	5813-0976-0000	01/01/80	1S
048473	814 I ST	SAC. RAIL BOND AGENCY		SACRAMENTO	P	1894	HIST.SURV.	5813-0769-0000		3S
048678	828 I ST	SACRAMENTO CITY LIBRARY		SACRAMENTO	M	1918	HIST.RES.	5813-0770-0000	07/30/92	1S A
							NAT.REG.	34-0023	07/30/92	3S A
							HIST.SURV.	5813-0956-0001	01/01/81	1S A
048680	915 I ST	SACRAMENTO CITY HALL		SACRAMENTO	M	1911	HIST.SURV.	5813-0956-0003		3D
048474	1112 I ST	PHARMACY ASSOCIATION HEADQUARTERS		SACRAMENTO	P	1960	HIST.SURV.	5813-1235-0000		7R
							HIST.SURV.	5813-0774-0000	02/06/02	5S2
135620	1126 I ST	LIQUOR STORE		SACRAMENTO	P	1947	HIST.SURV.	5813-1236-0000		7R
048475	1200 I ST	B. F. GOODRICH TIRE CENTER		SACRAMENTO	P	1929	HIST.SURV.	5813-0775-0000		5S2
048476	1411 I ST	CARL LAMUS CO., SACRAMENTO AUTO SU		SACRAMENTO	P	1925	HIST.SURV.	5813-0776-0000		5S2
048477	1515 I ST	RUSSELL & LOGAN BATTERY SERVICE		SACRAMENTO	P	1924	HIST.SURV.	5813-0777-0000		5S2
048478	1616 I ST	MILLER, COFFING, MCCARTHY AUTO REP		SACRAMENTO	P	1928	HIST.SURV.	5813-0778-0000		3S
048479	1700 I ST	I STREET MARKET, CLAUSS & KRAUS, I		SACRAMENTO	P	1888	HIST.SURV.	5813-0779-0000		3S
048135	1816 I ST			SACRAMENTO	U	1920	HIST.SURV.	5813-0503-0000		7R
048136	1927 I ST			SACRAMENTO	U	1897	HIST.SURV.	5813-0504-0000		7R
048137	2011 I ST			SACRAMENTO	U	1900	HIST.SURV.	5813-0505-0000		7R
048138	2100 I ST			SACRAMENTO	U	1915	HIST.SURV.	5813-0506-0000		7R
048139	2101 I ST			SACRAMENTO	U	1898	HIST.SURV.	5813-0507-0000		7R
048140	2111 I ST			SACRAMENTO	U	1890	HIST.SURV.	5813-0508-0000		7R
048141	2125 I ST			SACRAMENTO	U	1894	HIST.SURV.	5813-0509-0000		7R
073860	2210 I ST	CRISLER MANOR APARTMENTS		SACRAMENTO	P	0	TAX.	008681CA	07/14/81	6X
048142	2213 I ST			SACRAMENTO	U	1914	HIST.SURV.	5813-0510-0000		7R
048143	2300 I ST			SACRAMENTO	U	1906	HIST.SURV.	5813-0511-0000		7R
048480	2329 I ST	J. H. HOGAN - GROCER, MOTO'S MARKET		SACRAMENTO	P	1906	HIST.SURV.	5813-0780-0000		5S2
048144	2400 I ST			SACRAMENTO	U	1900	HIST.SURV.	5813-0512-0000		7R
048145	2401 I ST			SACRAMENTO	U	1894	HIST.SURV.	5813-0513-0000		7R
048146	2402 I ST			SACRAMENTO	U	1900	HIST.SURV.	5813-0514-0000		7R
048147	2404 I ST			SACRAMENTO	U	1900	HIST.SURV.	5813-0515-0000		7R
048148	2405 I ST			SACRAMENTO	U	1894	HIST.SURV.	5813-0516-0000		7R
048149	2416 I ST			SACRAMENTO	U	1895	HIST.SURV.	5813-0517-0000		7R
048150	2417 I ST			SACRAMENTO	U	1883	HIST.SURV.	5813-0518-0000		7R

Appendix C. Description of Depot Relocation

MOVING THE HISTORIC DEPOT

The alternative previously known as the Sacramento Northern requires moving the historic Depot building at least 400 feet (ft) to the north. This section provides additional information on the methodology for moving the building. The consultant team has investigated the feasibility of moving the building approximately 400 to 650 ft directly north from its present location and has concluded that the move is technically feasible. Numerous other large, important historic structures have been moved in California and other parts of the United States. Several members of the study team have previously used similar technology for raising and lowering large structures in order to install base isolation systems (for example, the Oakland City Hall and the Asian Art Museum in San Francisco).

The historic Depot building is approximately 370 ft long by 128 ft wide. It consists of a three-story concrete frame building with masonry infill. The building is well-suited for moving because it has a basement, a complete three-dimensional building frame system and concrete flat slab at the first-floor level. It has approximately 135 pile caps, a total weight of approximately 13,500 kips and has column loads ranging from 65 to 225 kips.

Prior to moving the building, all seismic strengthening work (e.g., diaphragm connections and walls) would be completed. This would make the building more resistant to strains that may occur during moving. The railroad tracks and other obstacles north of the Depot would be moved prior to the moving of the Depot. The new basement and foundation system would be constructed prior to the move. The building likely would be supported on precast concrete piles at its new location. New permanent terminal structures at the north side of the new Depot location would be constructed prior to the move and would be used to accommodate passenger functions during the relocation of the existing Depot. The ground over which the building would be moved would be leveled and compacted to provide a firm runway. It is assumed that temporary concrete strips would be cast in the ground to ensure that excessive deformation of the soil does not occur.

A new reinforced concrete slab would be cast at the existing basement level to provide a jacking platform and to facilitate the movement of equipment and materials with forklifts and buggies. A grid work of reinforced concrete beams would be cast under the first-floor slab to provide jacking points away from the existing basement columns and perimeter walls. Where extremely important finishes exist, such as the mural in the waiting room, localized strengthening would be provided as needed to mitigate unacceptable cracking.

The building would be raised about 8 to 10 feet with a system of interconnected hydraulic jacks. As columns and walls were unweighted with the jacks, they would be saw-cut. The cuts would be near the top of the basement columns and walls. When the building was entirely supported on the jacks, it would be raised and moved across the runway on rollers that would roll over a steel plate track. When the building had reached the new location, it would be lowered onto the new basement columns and walls and, if included in the work, the new base isolators. The procedure would be the reverse of the raising operation at the existing site.

The work to prepare the new basement and foundations would require approximately 6 months. The move-related strengthening in the basement of the existing building would require

approximately 6 months also. The seismic strengthening of the building shell would require approximately 4 months. All three of these tasks may be performed concurrently. Also, during this work, approximately 1 month would be required to prepare the temporary runway. Approximately 3 weeks would be required to raise the building, move it along the runway, and lower it at its new location. After the building was at its new location, approximately 4 months would be required to secure it to the new foundation system, cover the moat (assuming base isolation is included), and connect the utilities.

The move-related cost has been estimated at approximately \$10 million. This includes the new basement and foundation system, the runway, preparation of the Depot building, preservation-related issues, and the actual move. For an additional \$2.5 million, a seismic base isolation system could be installed. This is in comparison with \$11 million for base-isolating the building at its present location. Base-isolating the building, if it is moved, represents a relatively modest incremental cost. Regardless of whether the building is moved, or is base-isolated, conventional seismic retrofitting is required. The strengthening involves wall-to-diaphragm connections, diaphragm and collector strengthening, and a limited amount of shotcreting of the masonry infill walls. This work would nominally cost \$2.5 million for any of the alternatives, although it would be slightly less for the base-isolated scheme and may be offset slightly by some of the costs included for the move-related strengthening. At this phase, the differences are not significant. The seismic strengthening at the roofs was completed recently, so the above figure is for the remaining seismic strengthening work.

The approximate costs of seismic retrofit and moving the Depot (not including the seismic strengthening work required for all options) can be summarized as follows:

- base isolation (without move)—\$11 million,
- Move the Depot without base isolation—\$10 million, and
- Move the Depot with base isolation—\$12.5 million.

In summary, moving the building is technically feasible and has numerous precedents. If the building were relocated, base isolation would be a good investment. Base isolation would provide reasonable assurance of the protection of the historic fabric (masonry facade and waiting room mural and finishes) of the building in the event of any earthquake ground motion considered plausible for the vicinity. Conventional seismic strengthening would provide life-safety protection but would provide little protection of the historic fabric. Without base isolation, the maximum considered earthquake ground motion potentially would cause irreparable damage to the waiting room mural and to the masonry facade. Although the building could be expected to remain stable under this scenario, the extent of the damage could necessitate its demolition, so base isolation is important for ensuring long-term preservation of the building. If the building were to be moved, it may be prudent to pay a relatively small additional premium to protect its historic fabric from earthquakes.

PHASING OF RAIL OPERATIONS

The availability of open land area between the present mainline and station/storage tracks, and the south line of the Railyards shop buildings/future Railroad Technology Museum, means that the phasing of construction and operations implementation should be reasonably straightforward for the Sacramento Intermodal Transportation Facility. Essentially, new facilities could be built while the present facilities were kept in operation. When the new facilities were ready, there would be a “cutover” of connections from the old to the new, using as many prefabricated and preassembled elements as possible. The cutover might be accomplished over a long weekend, with freight service temporarily rerouted over other lines for a few days and with passengers handled by bus between the terminal and other stations east of the Sacramento River and a temporary terminal, perhaps in Davis or West Sacramento. As the cutover dates became known in advance, procedures could be planned to minimize disruption to freight and passenger service and to provide the maximum information to the traveling public. In general, it is not anticipated that phasing and durations would vary significantly between alternatives.

Appendix D. Historical Society Correspondence



July 28, 2008

California State Railroad Museum
2nd and "I" Streets, Old Sacramento
Sacramento, CA 95814

Subject: Cultural Resources Inventory for the Sacramento Intermodal Transportation Facility,
City of Sacramento

Dear California State Railroad Museum:

ICF Jones & Stokes is assisting the Federal Highway Administration and California Department of Transportation with consultation and technical tasks associated with Section 106 of the National Historic Preservation Act. The proposed undertaking is the Sacramento Intermodal Transportation Facility (SITF), which would be built in three phases. The SITF would encompass a realignment of existing mainline rail tracks (Phase 1), improvements to the existing Sacramento Valley Station (Phase 2), and eventual transformation of the station into a multi-modal transportation center (Phase 3).

As part of our effort to identify cultural resources in the area of potential effects, all interested parties are being consulted regarding any historic resources that may be affected by the proposed project. Your effort in this process provides invaluable information for the proper identification and treatment of cultural resources. The location of the SITF is depicted on the enclosed map.

Please do not hesitate to contact me with any questions. Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Bowen".

Mark Bowen, MA
Senior Architectural Historian

cc: Center for California Studies, California State University, Sacramento
Discovery Museum of California
Sacramento Old City Association
Sacramento Archives and Museum Collection Center
Sacramento County Historical Society



July 28, 2008

Center for California Studies
California State University, Sacramento
6000 J Street
Sacramento, CA 95819

Subject: Cultural Resources Inventory for the Sacramento Intermodal Transportation Facility,
City of Sacramento

Dear Center for California Studies:

ICF Jones & Stokes is assisting the Federal Highway Administration and California Department of Transportation with consultation and technical tasks associated with Section 106 of the National Historic Preservation Act. The proposed undertaking is the Sacramento Intermodal Transportation Facility (SITF), which would be built in three phases. The SITF would encompass a realignment of existing mainline rail tracks (Phase 1), improvements to the existing Sacramento Valley Station (Phase 2), and eventual transformation of the station into a multi-modal transportation center (Phase 3).

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Mark Bowen, MA
Senior Architectural Historian

cc: California State Railroad Museum
Discovery Museum of California
Sacramento Old City Association
Sacramento Archives and Museum Collection Center
Sacramento County Historical Society



July 28, 2008

Discovery Museum of California
101 I Street, Old Sacramento
Sacramento, CA 95814

Subject: Cultural Resources Inventory for the Sacramento Intermodal Transportation Facility,
City of Sacramento

Dear Discovery Museum of California:

ICF Jones & Stokes is assisting the Federal Highway Administration and California Department of Transportation with consultation and technical tasks associated with Section 106 of the National Historic Preservation Act. The proposed undertaking is the Sacramento Intermodal Transportation Facility (SITF), which would be built in three phases. The SITF would encompass a realignment of existing mainline rail tracks (Phase 1), improvements to the existing Sacramento Valley Station (Phase 2), and eventual transformation of the station into a multi-modal transportation center (Phase 3).

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Mark Bowen, MA
Senior Architectural Historian

cc: California State Railroad Museum
Center for California Studies, California State University, Sacramento
Sacramento Old City Association
Sacramento Archives and Museum Collection Center
Sacramento County Historical Society



July 28, 2008

Sacramento Archives and Museum Collection Center
551 Sequoia Pacific Blvd.
Sacramento, CA 95814

Subject: Cultural Resources Inventory for the Sacramento Intermodal Transportation Facility,
City of Sacramento

Dear Sacramento Archives and Museum Collection Center:

ICF Jones & Stokes is assisting the Federal Highway Administration and California Department of Transportation with consultation and technical tasks associated with Section 106 of the National Historic Preservation Act. The proposed undertaking is the Sacramento Intermodal Transportation Facility (SITF), which would be built in three phases. The SITF would encompass a realignment of existing mainline rail tracks (Phase 1), improvements to the existing Sacramento Valley Station (Phase 2), and eventual transformation of the station into a multi-modal transportation center (Phase 3).

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Mark Bowen, MA
Senior Architectural Historian

cc: California State Railroad Museum
Center for California Studies, California State University, Sacramento
Sacramento Old City Association
Discovery Museum of Sacramento
Sacramento County Historical Society



July 28, 2008

Sacramento County Historical Society
PO Box 160065
Sacramento, CA 95816

Subject: Cultural Resources Inventory for the Sacramento Intermodal Transportation Facility,
City of Sacramento

Dear Sacramento County Historical Society:

ICF Jones & Stokes is assisting the Federal Highway Administration and California Department of Transportation with consultation and technical tasks associated with Section 106 of the National Historic Preservation Act. The proposed undertaking is the Sacramento Intermodal Transportation Facility (SITF), which would be built in three phases. The SITF would encompass a realignment of existing mainline rail tracks (Phase 1), improvements to the existing Sacramento Valley Station (Phase 2), and eventual transformation of the station into a multi-modal transportation center (Phase 3).

As part of our effort to identify cultural resources in the area of potential effects, all interested parties are being consulted regarding any historic resources that may be affected by the proposed project. Your effort in this process provides invaluable information for the proper identification and treatment of cultural resources. The location of the SITF is depicted on the enclosed map.

Please do not hesitate to contact me with any questions. Thank you for your assistance.

Sincerely,

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Mark Bowen, MA
Senior Architectural Historian

cc: California State Railroad Museum
Center for California Studies, California State University, Sacramento
Sacramento Old City Association
Discovery Museum of Sacramento
Sacramento Archives and Museum Collection Center



July 28, 2008

Sacramento Old City Association
PO Box 162140
Sacramento, CA 95816

Subject: Cultural Resources Inventory for the Sacramento Intermodal Transportation Facility,
City of Sacramento

Dear Sacramento Old City Association:

ICF Jones & Stokes is assisting the Federal Highway Administration and California Department of Transportation with consultation and technical tasks associated with Section 106 of the National Historic Preservation Act. The proposed undertaking is the Sacramento Intermodal Transportation Facility (SITF), which would be built in three phases. The SITF would encompass a realignment of existing mainline rail tracks (Phase 1), improvements to the existing Sacramento Valley Station (Phase 2), and eventual transformation of the station into a multi-modal transportation center (Phase 3).

As part of our effort to identify cultural resources in the area of potential effects, all interested parties are being consulted regarding any historic resources that may be affected by the proposed project. Your effort in this process provides invaluable information for the proper identification and treatment of cultural resources. The location of the SITF is depicted on the enclosed map.

Please do not hesitate to contact me with any questions. Thank you for your assistance.

Sincerely,

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Mark Bowen, MA
Senior Architectural Historian

cc: California State Railroad Museum
Center for California Studies, California State University, Sacramento
Discovery Museum of Sacramento
Sacramento County Historical Society
Sacramento Archives and Museum Collection Center

Appendix E. DPR 523 Forms

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

Primary #
 HRI #
 Trinomial
 NRHP Status Code 3S/ 3CS/ 5S3

Other Listings
 Review Code Reviewer Date

Page 1 of 4 *Resource Name or #: Confucius Church School, 404 I Street

P1. Other Identifier: Chinese Confucius Church School of Sacramento, Resource #1

***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:** 1994 T 9N; **R W; ¼ of ¼ of Sec ; M.D.** **B.M.**
 c. Address: 404 I Street City: Sacramento Zip: 95814
 d. UTM: Zone: 11 ; mE/ mN (G.P.S.)
 e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
 APN 006-0024-032

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

Located at 404 I Street is a two-story brick and stucco-over-wood frame building with an extended eave overhang, clad with ornamental cornice. The building displays minor elements of the Exotic Revival (Far-Eastern) style, including a large-scale Chinese placard and motif of ornamental ironwork fixed at the upper portion of the north façade. The north façade of the box-frame structure has inverted corners at the east and west ends, providing for a juttred main entrance. Modest plaster pillars support the structure at the east and west ends of the north façade. A 22-step staircase partitioned by four iron handrails leads to the main entrance at the north façade. A six-foot, second-floor balcony has a four-foot iron handrail, extends from the south end of the east elevation, spans the length of the north façade, and terminates at the north end of the west elevation.
 (see continuation sheet).

***P3b. Resource Attributes:** (List attributes and codes) HP13, HP36 Community center/Social hall, Ethnic minority property (Chinese)

***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:
 Looking southeast at the northern façade of the Confucius Church School, 05/27/08

***P6. Date Constructed/Age and Sources:** xHistoric
 Prehistoric Both
 1959 (Fang 1961)

***P7. Owner and Address:**
 Confucius Church
 404 I Street Street
 Sacramento, CA 95814

***P8. Recorded by:** (Name, affiliation, and address)
 David Lemon
 ICF Jones & Stokes
 630 K Street, Suite 400
 Sacramento, CA 95814

***P9. Date Recorded:** 07/23/08

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

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") ICF Jones & Stokes. 2008. *Sacramento Intermodal Transportation Facility HRER* (ICF J&S 2008)

***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 # (Assigned by recorder): Confucius Church School, 404 I Street

- B1. Historic Name: Chinese Confucius Church of Sacramento
- B2. Common Name: Confucius Church
- B3. Original Use: Church
- B4. Present Use: Church, school, community gathering place

*B5. **Architectural Style:** Exotic Revival (Far Eastern) influence

*B6. **Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1959. Four split roof purlins were replaced in August 2008 (8/19/08 Conversation with Marc Lee, Associate Engineer, City of Sacramento Development Services).

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

*B8. **Related Features:**
Sacramento Chinatown Mall. In 1969, the Sacramento Housing & Redevelopment Agency (SHRA) began the demolition phase of the original, extant Chinatown buildings, which shared the same city block as the subject property (between 3rd and 5th Streets, and I and J Streets). With the SHRA's assistance, members of the Asian business community developed a themed complex of buildings and open spaces that have become a center for a variety of social, religious, business, and cultural activities. Several of the restaurants, retail spaces, and lodging facilities emulate the architectural characteristics of the Confucius Church School.

B9a. Architect: Unknown (sources not available at City of Sacramento Development Services)

b. Builder: Unknown (sources not available at City of Sacramento Development Services)

*B10. **Significance: Theme:** Development of Sacramento Chinese Community **Area:** Sacramento business district
Period of Significance: 1959 **Property Type:** Two-story place of worship **Applicable Criteria:** B and 2
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
The history of the subject property began in the early-twentieth century. Early Chinese community members organized and founded the Overseas Chinese School (OCS) in 1908, with a mission to teach and cultivate Confucianism and the Chinese language in Sacramento. Originally located at 218 I Street, OCS members moved the school in 1909 to 915 3rd Street. Members of OCS moved the school to a third location in 1931 to 522 Capitol Avenue in an effort to "...house and provide better facilities for the church and school" (Fang 1961). The OCS experienced a series of transformations in the mid 1930s. In 1935, Church members filed incorporation papers with the State of California, changing the name of the institution to the Confucius Church of Sacramento (CCS). That same year, The Chinese Benevolent Association - a parent entity of all Sacramento-based Chinese organizations at the time - officially endorsed the CCS, bolstering the church's reputation and significance within Sacramento's Chinese community (Fang 1961).
(See continuation sheet, page 3.)

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

HP13, HP36 Community center/Social hall, Ethnic minority property (Chinese)

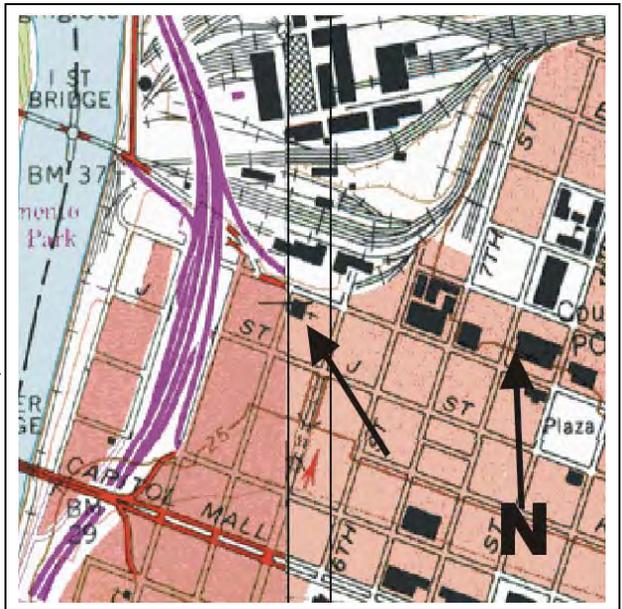
*B12. **References:**
Fang, T.C. Fong. *Yee Fow: The Chinese Community in Sacramento*. Sacramento: Chinese Publishing House, 1961.

B13. Remarks:

*B14. **Evaluator:** David Lemon, ICF Jones & Stokes

*Date of Evaluation: July, 2008

(This space reserved for official comments.)



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

Fenestration at the east and west elevations of the jugged façade consists of three vertical columns of nine fixed metal casement windows. Similar light configurations appear on the east and west ends of the jugged façade. The main entrance consists of three sets of flush steel doors with narrow, vertical fixed lights. Fenestration on the first floor of the east elevation consists of three separate, but identical wall openings, vertically spanning the first floor. Each of the three large sets consists of three vertical columns of twenty-one fixed metal casement windows. Similar light configurations appear on the second floor of the east elevation. Fenestration on the first floor of the west elevation consists of three vertical columns of twenty-one fixed metal casement windows. Twelve steps flanked by iron handrails lead to an entrance at the west elevation. Fenestration on the first floor of the south elevation consists of three separate, but identical wall openings, vertically spanning the first floor. Each of the three large sets consists of three vertical columns of twenty-one fixed metal casement windows.

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

By mid-century, both CCS and prominent local Chinese leaders launched a campaign to construct a “new and bigger” church and school facility, and construction began at 404 I Street in 1952. Community leaders, such as prominent Chinese businessman Walter Fong, led the campaign. In addition to Fong’s leadership, community leaders Eva Fong Low, Lun Chan, and Lyman Jee “designed and decorated” the structure’s interior (Fang 1961). Construction crews finished the structure in 1959, and in February 1961 an estimated 7,000 Sacramento Chinese community members, along with state and city officials, and sister Chinese communities from San Francisco, participated in a series of dedication ceremonies (Fang 1961).

The Confucius Church appears eligible for the NRHP and the CRHR under Criteria B and 2, respectively for its association with Walter Fong, a prominent businessman and Chinese community leader in Sacramento. Fong emigrated to the United States early in the twentieth-century, eventually settling in Sacramento with relatives. As a penniless young man, Fong got a job at a Chinese grocery store in Sacramento’s Chinatown district. He enrolled in a six-month, Sunday school training course, and in his spare time he studied English and business. In 1935, Fong decided to go into business on his own, investing his saving in a grocery store at 300 North 12th Street. Investing all of his profits back into his fledgling business, Fong gradually watched his enterprise grow. As a sign of faith in his business acumen, Fong’s employees and partners began to invest their own earnings into the enterprise. By mid-century, Fong had become a revered businessman and community leader, lending advice and monetary assistance to the proprietors of more than 150 Chinese groceries and markets, doing an annual business of \$150 million.

The Sacramento Chinese community benefited amply from Fong’s financial donations and direct involvement in civic development. One of his more significant achievements is evidenced in his leadership in the campaign to build the Confucius Church of Sacramento. Fong had direct association with the church’s inception and construction. As chairman of the Confucius Church’s Building Committee, Fong worked directly on both exterior and interior plans for the new church. In addition to his involvement with design and construction, Fong personally solicited donations to fund construction costs of \$600,000. A pillar of Sacramento’s Chinese community, Fong owned the Farmer’s Market chain of Sacramento, and was president of the Sacramento Chinese Food Dealers Association. As one author notes, “...this is another of Walter Fong’s investments in the future, a future in which he sees great industrial development for Northern California, with more jobs and greater general prosperity for the Chinese of the Sacramento area.” (Fang 1961). While Fong’s financial involvement in the Sacramento Chinese community can be described as far-reaching, the only remaining example is the Confucius Church. Over time, the Farmer’s Market chain was replaced by increasing nation-wide chain super markets.

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

Research does not indicate that the subject property has important associations with the history of the development of the Chinese community in Sacramento, or with other significant events or trends in local, state, or national history under National Register Criterion A (CRHR 1). The subject property is one of several existing institutions directly associated with the history of the Chinese community in Sacramento.

While the Confucius Church retains good integrity, the building displays only minimal attributes of its architectural type, and is one of several examples of Exotic Revival architecture built on the same city block during this period. Further, the church's architectural style is not an exemplary model of construction under the Chinese community's oversight during the mid-twentieth century. Therefore, the church does not appear to represent a significant example of a type, period, or method of construction under National Register Criterion C (CRHR 3). In rare instances, structures can serve as sources of important information about historic construction materials or technologies (National Register Criterion D/CRHR 4); however, this particular structure is otherwise documented and does not appear to be a source of important information in this regard.

This resource has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. It is a historic resource for purposes of CEQA.

*Resource Name or # (Assigned by recorder): Sacramento SPRR Station District

D1. Historic Name: Southern Pacific Railroad Sacramento Depot D2. Common Name: Sacramento Valley Station

***D3. Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

The Sacramento SPRR Station District (District) embodies a consistent association of two buildings and associated structures that are vital to its character and role as a prominent railway transportation hub. The District includes the Depot building at 401 I Street, the Platform Amenity structures at 401 I Street, the Union Pacific Railroad (UPRR) Tracks immediately north of the Depot passenger platform, and the Railway Express Agency (REA) Building, which is located directly east of the Depot building at 431 I Street. There is one non-contributing feature to the District: the SPRR Tunnel/Pedestrian Subway, which is evaluated and recorded for this study on a separate DPR 523 form set.

(See continuation sheet.)

***D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements.):

The District includes Assessor Parcels 002-0010-044 and 002-0010-042, and is bound at the north by the property immediately north of the UPRR right of way, at the east by 5th Street, at the south by I Street, and at the west by Interstate 5. It is important to note that the NRHP eligible SPRR Central Shops Historic District (Shops District) is located to the north of the Sacramento SPRR Station District. While both Districts embody similar themes by virtue of their respective overlapping associations with historical trends in railway transportation, the Sacramento SPRR Station District was an entirely independent utility, and encompassed a different period of significance vis-à-vis the Shops District.

***D5. Boundary Justification:**

The District property represents the entire parcel historically associated with the Sacramento SPRR Station. This includes the station building, the REA building, the Platform Amenities, and the UPRR tracks immediately north of the Depot passenger platform. The concentration and continuity of buildings and structures are united by the historical events surrounding the District's history as a viable transportation facility.

***D6. Significance: Theme:** Railway transportation

Area: Sacramento, California

Period of Significance: 1925 -1929

Applicable Criteria: A and C

(Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

The SPRR Depot and REA Building were both listed in the NRHP in 1975. The two buildings, however, as well as several surviving elements associated with the buildings, are considered in this study as elements of a Sacramento SPRR Station District.

Southern Pacific Railroad (SPRR) service increased into the early-twentieth century, and the original SPRR Central Shops continued to serve the company's production and maintenance needs. As the Sacramento "City Beautiful" movement and general statewide prosperity gained momentum, the SPRR company moved forward in 1925 on construction of a depot and Railway Express Agency (REA) building. In addition to both the Depot and REA buildings, the SPRR constructed a subway system that conveniently lead passengers from the Depot building to the railway platform, upon which stood a series of umbrella sheds. These additional Depot passenger amenities added a distinctive and innovative character to the overall Depot. Crews completed both buildings and contributing amenities in 1926, and the SPRR Depot terminal proved to be a major transportation hub in the west for both passenger and freight service. By the mid 1920s, eighty-six trains passed through the facility on a daily basis, including sixty-four passenger trains and twenty-two freight trains. 4,500 passengers passed daily through the terminal. (See continuation sheet.)

***D7. References** (Give full citations including the names and addresses of any informants, where possible.):

(See continuation sheet.)

***D8. Evaluator:** David Lemon

Date: September 22, 2008

Affiliation and Address:

ICF Jones & Stokes
630 K Street, Suite 400
Sacramento, CA 95814

*Recorded by: David Lemon

*Date: 09/22/2008 Continuation Update

***D3. Detailed Description: (continued):**

ICF Jones & Stokes prepared this update to evaluate the Sacramento SPRR Depot as a historic district, with the addition of a previously undocumented contributing feature.

The Depot building at 401 I Street, and the REA Building at 431 I Street are listed in the NRHP. A third resource, the Platform Amenities (umbrella sheds, passenger subway ramps with iron railings, and the passenger subway connecting the platforms with the station), have been previously determined eligible for listing in the NRHP under criteria A and C as a contributing element to the Southern Pacific Passenger Station (JRP 1998). In addition to the three previously evaluated District resources, a fourth resource, the UPRR Tracks, is recorded and evaluated on a separate DPR form set as a contributing feature to the District. Finally, a fifth resource, the Tunnel/Pedestrian Subway, is recorded and evaluated on a separate DPR form set as a non-contributing feature to the District.

***D6. Significance: (continued):**

The REA building's role as a Sacramento hub for the delivery of parcels and freight mirrored that of the role of the new depot for the movement of people. Sacramento's role as a freight hub in the American West goes back to the Pony Express, when, in early 1860, postal officials formed and operated the freight concept from St. Joseph, Missouri to Sacramento. The Pony Express endeavor came to a head in 1861 when the telegraph line proved to be more efficient, with its connection centers in Omaha, Nebraska and San Francisco, California. On November 1, 1866, Wells Fargo & Co. purchased the stage and Pony Express operations from Ben Holladay, and by 1914 there were only seven functioning facilities in the U.S. During World War I the federal government stepped in to consolidate the seven companies into one nationwide organization, the American Railway Express Agency. In 1929, the nation's railroads bought the express business and changed the name to Railway Express Agency, Inc.

Originally, the American Railway Express Agency – in partnership with the Railway Terminal Post Office – constructed the REA Building at 431 I Street. However, by the close of the 1920s, the SPRR Company purchased the Express agency, merging the transportation and commerce entities of the REA building with those of the Depot itself. Contractor W.C. Keating oversaw construction of the building, with costs reaching \$130,000. The Company added a raised concrete loading dock to the building in 1957, and the building remained in the service of the Railway Express Agency until the mid-1960s.

Unique to the Depot's character were its umbrella sheds, or canopies, which were described in by the Sacramento Bee for the facility's 1926 grand opening as "station features." The article continued:

"One of the features of the new Southern Pacific terminal facilities will be the arrangement whereby, even from the farthest track, passengers may alight from the train under protection from umbrella sheds, proceed into the subway running underneath the tracks and into the station with absolute safety and with full protection against the rain."

By the mid-1920s, railway transportation was in direct competition with the burgeoning automobile industry, the latter of which was the preferred mode of transportation at the time. Railroad companies across the country were making every effort to appeal to the traveling public, as evidenced by the SPRR canopies and passenger subways serving as appealing Depot features, designed to provide passengers a functional way to seek protection and safety from the elements.

The SPRR Depot District appears eligible for the National Register of Historic Places (NRHP) under Criteria A and C for its association with events in local and national history, and for its distinguished works of architecture.

REFERENCES CITED

Historic Environment Consultants, *Historic Property Inventory and Evaluation Report for the Central Pacific/Southern Pacific Railroad Railyards Project* (1998).

JRP Historical Consulting Services, *Historical Properties Survey Report for the Downtown Sacramento Amtrak and Folsom Light Rail Transit Extensions and Double Tracking Project* (1999).

2008. Historic Property Survey Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California. September. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.



Other Listings
Review Code

Reviewer

Date

Page 1 of 3

*Resource Name or #: Sacramento SPRR Station District, Tunnel/Pedestrian Subway

P1. Other Identifier: Map Reference #6

***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:** 1994 T 9N; R 4E W; ¼ of ¼ of Sec ; M.D. B.M.

c. Address: City: Sacramento Zip:

d. UTM: Zone: 10S; 630406mE/ 4271848mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:
Eastern portion of the Southern Pacific Railyard, underneath Interstate 5.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This tunnel is constructed of reinforced concrete and is approximately 300 feet long and 12 feet wide. It has a 12-foot clearance for a single lane of traffic. Parking lot in-fill conceals the majority of the south portal, revealing only the headwall and small portions of the wingwalls. Both the north portal and remaining portion of the south portal have smooth concrete headwalls and wingwalls. An engraving on the south portal headwall commemorates the year 1925. A similar engraving at the north portal displays the year 1926. Access to the tunnel's interior is prohibited by parking lot in-fill at the south portal, and a chain-link swing gate at the north portal. A portion of the west wingwall at the south portal displays evidence of minor structural damage.

***P3b. Resource Attributes:** (List attributes and codes) HP11, Engineering structure

***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:
Looking south at the north portal of the Railyard Tunnel, 06/27/08

***P6. Date Constructed/Age and Sources:** Historic
 Prehistoric Both
1925-1926, stamp engraving at portal headwalls; original construction drawings

***P7. Owner and Address:**
Thomas Enterprises, Inc.
Railway Express Annex
431 I Street, Suite 202
Sacramento, CA 95814

***P8. Recorded by:** (Name, affiliation, and address)
David Lemon
ICF Jones & Stokes
630 K Street, Suite 400
Sacramento, CA 95814

***P9. Date Recorded:** 09/24/08

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

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") ICF Jones & Stokes. 2008. *Sacramento Intermodal Transportation Facility HRER* (ICF J&S 2008)

***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

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

*NRHP Status Code 6Z

*Resource Name or #: Sacramento SPRR Station District, Tunnel/Pedestrian Subway

- B1. Historic Name: Southern Pacific Railyard Tunnel
B2. Common Name: Tunnel
B3. Original Use: Same
B4. Present Use: None

*B5. Architectural Style: None

*B6. Construction History: (Construction date, alterations, and date of alterations)
1925-1926. The south portal was filled in at an unknown date.

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

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Southern Pacific Railroad Company

*B10. Significance: Theme: Southern Pacific Railroad

Area: Southern Pacific Railyard, Sacramento, CA

Period of Significance: 1925-1937

Property Type: Tunnel

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 Sacramento Southern Pacific Railroad terminal was a major transportation center in the west for both passenger and freight service. By the mid 1920s, eighty-six trains passed through the Sacramento Station on a daily basis, including sixty-four passenger trains and twenty-two freight trains. A daily average of 4,500 passengers passed through the terminal. In addition to freight and passenger services, Sacramento's Southern Pacific Railyard was one of the major railroad equipment construction facilities in the United States. Between 1872 and 1926 crew members working in the Southern Pacific shops produced more than 142 locomotives (Stolarik 1988).
(See continuation sheet.)

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

*B12. References:

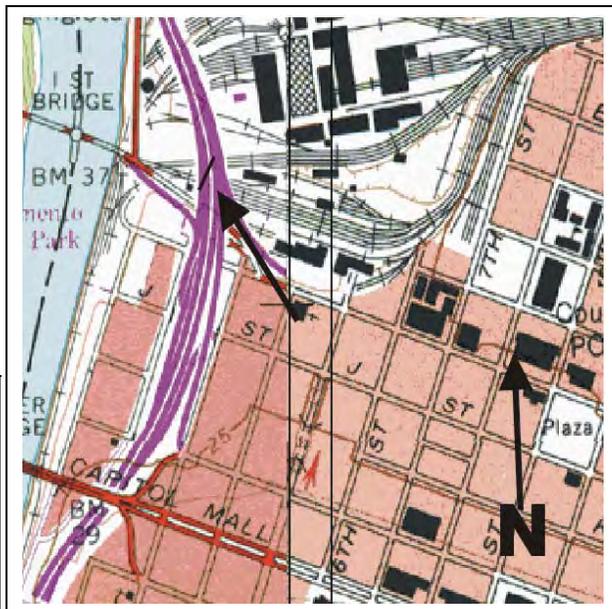
See Report Citations

B13. Remarks:

*B14. Evaluator: David Lemon, ICF Jones & Stokes

*Date of Evaluation: July, 2008

(This space reserved for official comments.)



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

The Southern Pacific Tunnel/Pedestrian Subway does not appear to meet the criteria for listing in the National Register of Historic Places. Available sources do not indicate for whom or for what purpose the structure was constructed, though it is presumed that railyard shop crew members used the tunnel as a means to navigate materials from the southern to the northern section of the railyard without obstructing the railroad right of way.

The Tunnel/Pedestrian Subway is a non-contributing feature to the Sacramento SPRR Station District. While the tunnel has important associations with the historic Station facility, and could be considered significant as a contributor, later alterations to the structure have marred the integrity of its workmanship, design, and materials. Furthermore, considerable modifications to the tunnel have compromised the resource's ability to convey its historic qualities (feeling). While available sources do not indicate the date at which the railyard company in-filled the southern portal of the tunnel, the modification has rendered the structure inoperable. Furthermore, a finer example of a railyard tunnel/pedestrian subway exists east of the subject structure. In July 2007, JRP Historical Consulting identified a series of "platform amenities" as contributing, original elements to the National Register listed Southern Pacific Sacramento Depot. These amenities include the passenger subway that connects the platforms to the station.

Research does not indicate that any persons associated with this tunnel made significant contributions to history at the local, state, or national level under National Register Criterion B. Furthermore, the tunnel is not a rare example of an uncommon type or significant as an important example of a master builder or designer (National Register Criterion C), as its architectural style is not an exemplary model of tunnel construction under the Central/Southern Pacific Company's oversight. In rare instances, engineering structures themselves can serve as sources of important information about historic construction materials or technologies (National Register Criterion D); however, this particular structure is otherwise documented and does not appear to be a source of important information in this regard. This tunnel was evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and is not considered to be historically significant for the purposes of CEQA.



Southern Pacific Tunnel/Pedestrian Subway, south portal. View north. July 2008.

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

*Resource Name or #: (Assigned by recorder) So. Pacific Railroad Depot.

P1. Other Identifier: Map Reference #1

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

*b. USGS 7.5' Quad Sacramento East Date _____ T _____; R _____; _____ ¼ of _____ ¼ of Sec _____; _____ B.M.

c. Address 401 I St. 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)

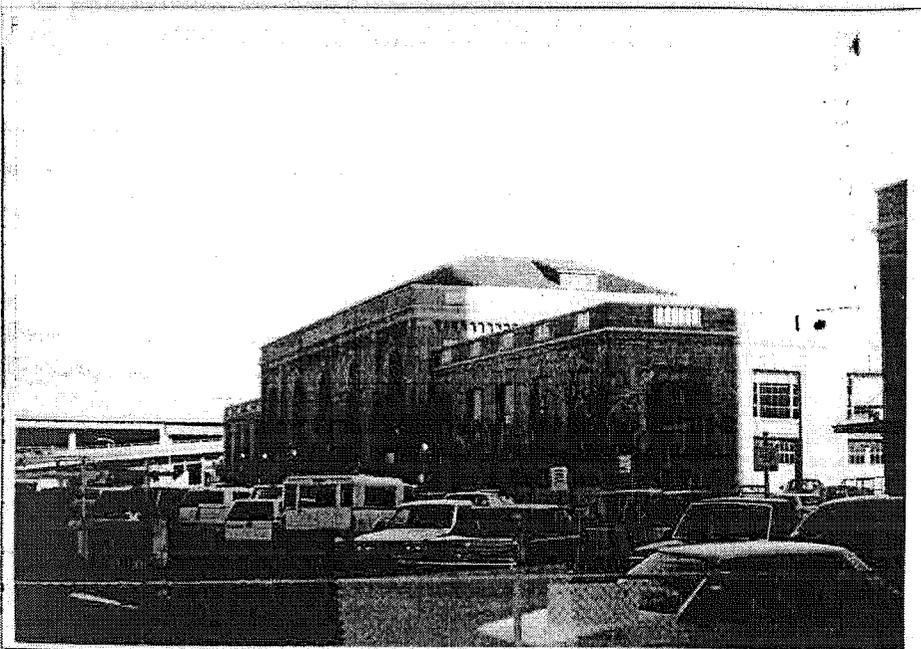
Assessor's Parcel Number: 002-0001-034

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

NOTE: The building at 401 I Street was surveyed and included as part of the City of Sacramento Historic Resources Inventory of 1981, currently on file with the State Office of Historic Preservation. Upon field inspection during the current survey, it has been determined that the building retains the descriptive features, historical significance, and integrity described in the 1981 form. The building is listed on the National Register of Historic Places. A copy of the 1981 form is attached. Other resources related to the station were recorded as part of this survey: The U.S. Mail Terminal Post Office (formally determined eligible in 1994) and the platform amenity structures. (See continuation sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP6

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



P5b. Description of Photo: (View, date, accession #) 4/8/98

*P6. Date Constructed/Age and Sources: Historic
 Prehistoric Both
1926

*P7. Owner and Address:
Union Pacific RR Co.
915 L St.
Sacramento, CA 95814

*P8. Recorded by: (Name, affiliation, and address) Calpo / McMorris
JRP Historical Consulting
Services 1490 Drew Avenue,
Suite 110 Davis, CA 95616

*P9. Date Recorded: 4/8/98

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (cite survey report and other sources, or enter "none.") Historic Architectural Survey Report for Downtown Sacramento Amtrak and Folsom Light Rail Extensions and Double-Tracking Project

*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) Copy of 1981 DPR-523 form

DPR 523A (1/95)

*Required Information

DESCRIPTION (continued)

401 I Street (Platform Amenity Structures)

To the north of the terminal are platform amenity structures original to the Southern Pacific Railroad Station. These include umbrella sheds, passenger subway ramps with iron railings, and a passenger subway connecting the platforms with the station.

Two sets of "umbrella sheds" – or canopies to protect waiting passengers – run 1000 feet along the tracks, as shown in Photograph 3. They are modernistic in design, with a line of I-beam steel posts at the center, and tapered steel beams that cantilever out at an angle from each side. Two-part wooden slats sheathe the top beams to cover the shelter. The single central I-beam design is extended to two I-beams and additional roof coverage at the center where the shelters cover subway entrances. Two of the three sheds originally built are still extant.

The ramps emerge from the subway tunnel parallel to the terminal. Of the three pairs of concrete subway entrance ramps, two pairs sit beneath the umbrella sheds, and each has an iron railing decorated with a circular pattern in the upper balustrade and orbs on the posts. The third pair of ramps is located south of where the current train platform islands sit. At this location, there was another platform with an umbrella shed, as explained above. Its track areas have been filled with asphalt blacktop to the grade of the concrete platform, and the entire asphalt and concrete area serves as a parking lot. The isolated ramps, with their railings, emerge in the parking lot, but are still connected to the pedestrian subway.

The concrete tunnel is approximately 25 feet wide and 118 feet long and is supported by large piers. It is lined with recessed paneled walls and has contemporary florescent lighting. The underground subway was built to provide passengers shelter from the train to the main terminal and was designed to separate incoming and outgoing pedestrian traffic.

401 I St. (Express Building)

The U.S. Mail Terminal Post Office, opened in conjunction with the railroad station in 1926, stands directly east of the main passenger station and is shown in Photograph 2. Its proportions, materials, and design compliment those of the station. Like the passenger east wing that it stands beside, it is rectangular and flat roofed, and of equal height to the main station east wing. The brick facing and flat parapet with balustrade are the same as on the station. Tall window bays with brick patterned surrounds and keystones are also the same, with the adaptation for function at ground level being the main variation between the station wing and terminal building. The express building is equipped with a full length raised loading dock, full length metal canopy, and roll-up industrial doors on the west side. Roll-up doors exist at ground level on the north side. The south side is the front entry, as the south side is the front entry of the passenger station. Personnel doors exist on the south side. The east side has windows only at the left three window bays, and a large opening at the north end that has been filled at the right three windows bays. An additional wing, removed sometime after 1981, once extended from this portion of the building. The wing was original to the 1926 "L-shaped" express building.

Page 3

*Resource Name or # (Assigned by recorder) So. Pacific Railroad Depot.

*Recorded by Calpo / McMorris

*Date 4/8/98

Continuation Update

ADDITIONAL SIGNIFICANCE

The platform amenity structures and the U.S. Mail Terminal Post Office are integral parts of the Southern Pacific Railroad Station complex that was opened in 1926. The railroad station was listed in the National Register of Historic Places in 1975. The U.S. Mail Terminal Post Office was officially determined eligible for National Register listing in a 1994 Section 106 Review project and was not reevaluated during this survey. The platform amenity structures, however, were not previously surveyed or evaluated. Most of these structures appear to meet the criteria to be a contributing element to the currently listed Southern Pacific Railroad Station. These structures, along with the U.S. Mail Terminal Post Office building, are integral parts of the station as a complex.

The platform amenity structures treated on an individual form. Please see the DPR-523 form for Map Reference #2, the Platform Amenity Structures at the Southern Pacific Station.



Photograph 2. Express Building

Page 1
Structures

*Resource Name or #: (Assigned by recorder) SPRR Platform Amenity

P1. Other Identifier: Map Reference #2

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

*b. USGS 7.5' Quad Sacramento East Date _____ T _____; R _____; _____ ¼ of _____ ¼ of Sec _____; _____ B.M.

c. Address 401 I St. 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)

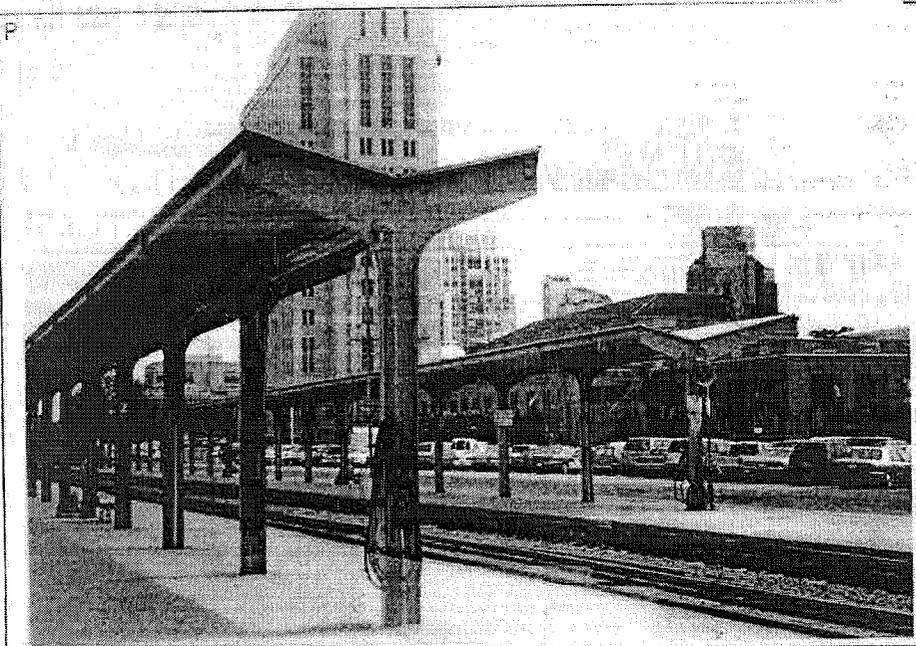
Assessor's Parcel Number: 002-0001-034

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

To the north of the terminal are platform amenity structures original to the Southern Pacific Railroad Station. These include umbrella sheds, passenger subway ramps with iron railings, and a passenger subway connecting the platforms with the station. Two sets of "umbrella sheds" -- or canopies to protect waiting passengers -- run 1000 feet along the tracks and are a part of the original station complex that was opened in 1926. (See continuation sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP6

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



P5b. Description of Photo: (View, date, accession #) 4/8/98

*P6. Date Constructed/Age and Sources: Historic Prehistoric Both
1926

*P7. Owner and Address:
Union Pacific RR Co.
915 L St.
Sacramento, CA 95814

*P8. Recorded by: (Name, affiliation, and address) Calpo/McMorris
JRP Historical Consulting
Services 1490 Drew Avenue,
Suite 110 Davis, CA 95616

*P9. Date Recorded: 4/8/98

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (cite survey report and other sources, or enter "none.") Historic Architectural Survey Report for Downtown Sacramento Amtrak and Folsom Light Rail Extensions and Double-Tracking Project

*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)

*Resource Name or # (Assigned by recorder) SPRR Platform Amenity Structures

- B1. Historic Name: Umbrella Sheds, ramps and platforms
B2. Common Name: _____
B3. Original Use: Commercial B4. Present Use: Commercial
*B5. Architectural Style: Utilitarian
*B6. Construction History: (Construction date, alteration, and date of alterations) Constructed 1926; shed eaves cut back at a later date.
*B7. Moved? No Yes Unknown Date: _____ Original Location: _____
*B8. Related Features: Southern Pacific Railroad Station; U.S. Terminal Post Office Bldg
B9a. Architect: Bliss & Faville b. Builder: (unknown)
*B10. Significance: Theme Downtown Commercial Area Sacramento
Period of Significance 1926-1928 Property Type Commercial Applicable Criteria A,C

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

The platform amenity structures -- the umbrella sheds, subway ramps with iron railings, and the passenger subways -- are an integral part of the Southern Pacific Railroad Station complex that was opened in 1926. The railroad station, along with five acres of land and associated properties, was listed in the National Register of Historic Places in 1975. The station was last surveyed in 1981 (for further discussion of the station, see DPR523 form Map Reference #1). The platform amenity structures, however, were never clearly called out in previous documentation, although they are clearly part of the station complex.

The Southern Pacific Railroad Station complex was opened on February 27, 1926. With the new station, umbrella sheds and a passenger subway was designed to protect travelers from the elements, a concept relatively new to large metropolitan stations in the early 20th century. (See continuation sheet.)

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

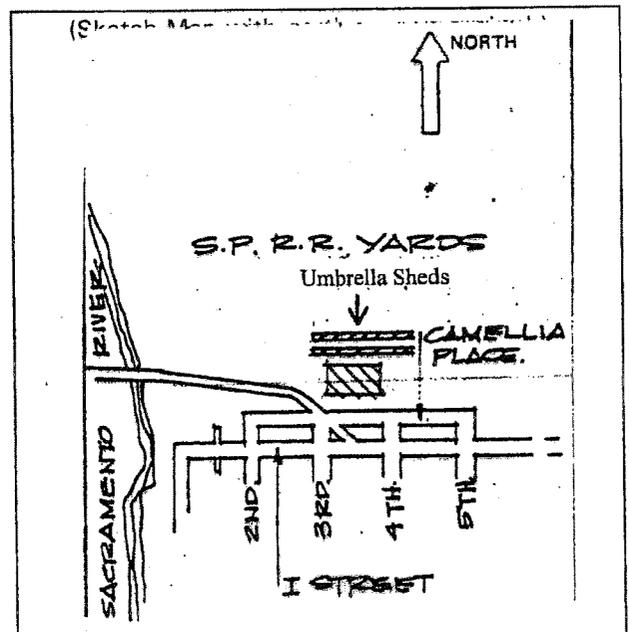
*B12. References: Sanborn Fire Insurance Maps, 1895, 1915, 1942; Experian Real Estate Data; Sacramento City Directories, 1895-1948; Sacramento City Building Permits, Sacramento Bee, 1926

B13. Remarks:

*B14. Evaluator: Chris McMorris

*Date of Evaluation: 9/15/98

(This space reserved for official comments.)



Structures

*Recorded by Calpo/McMorris

*Date 4/8/98

Continuation Update

DESCRIPTION (continued)

The umbrella sheds are modernistic in design, with a line of I-beam steel posts at the center, and tapered steel beams that cantilever out at an angle from each side, as seen in Photograph 1. Two-part wooden slats sheathe the top beams to cover the shelter. The single central I-beam design is extended to two I-beams and additional roof coverage at the center where the shelters cover subway entrances. Originally, there were three sheds. The shed nearest to the station was removed sometime between 1947 and 1963.

The ramps emerge from the subway tunnel parallel to the terminal. Of the three pairs of concrete subway entrance ramps, two pairs sit beneath the umbrella sheds, and each ramp has an iron railing, sitting on a concrete base, decorated with a circular pattern in the upper balustrade and orbs on the posts, as shown in **Photograph 2**. The third pair of ramps is located south of the current train platform islands where another platform – with an umbrella shed, as explained above – was originally located. This platform had been nearest the depot. Its track areas have been filled with asphalt blacktop to the grade of the concrete platform, and the entire asphalt and concrete area now serves as a parking lot. The isolated ramps, with their railings, emerge in the parking lot, but are still connected to the pedestrian subway.

The concrete tunnel is approximately 25 feet wide and 118 feet long and is supported by large piers. It is lined with recessed paneled walls and has contemporary florescent lighting. The underground subway was built to provide passengers shelter from the train to the main terminal and was designed to separate incoming and outgoing pedestrian traffic.

SIGNIFICANCE (continued)

The Sacramento Southern Pacific Station was large in 1926, with 86 trains – 64 passenger and 22 freight – passing through daily. An average of 4,500 passengers passed through the station each day with a train arriving at an average of every 15 minutes.

The umbrella sheds and subway were written up as “station features,” by the *Sacramento Bee* for the 1926 opening. “One of the features of the new Southern Pacific terminal facilities,” it said, “will be the arrangement whereby, even from the farthest track, passengers may alight from the train under the protection of umbrella sheds, proceed into the subway running underneath the tracks and into the station with absolute safety and with full protection against rain.” All of the station features worked together to serve the purpose of getting the passenger to the train with as much comfort and safety as possible. Railroad passenger service was in competition with the automobile as a preferred mode of transportation by this time, and railroads were making the effort to appeal to the public.

The platform amenity structures are an original and integral part of the Southern Pacific Passenger Station complex that was listed in the National Register of Historic Places in 1976. They are significant under Criterion A, for their association with an important event in Sacramento history (the new train station), and under Criterion C, as a part of the Southern Pacific Passenger Station complex, a major and unique work of

Structures

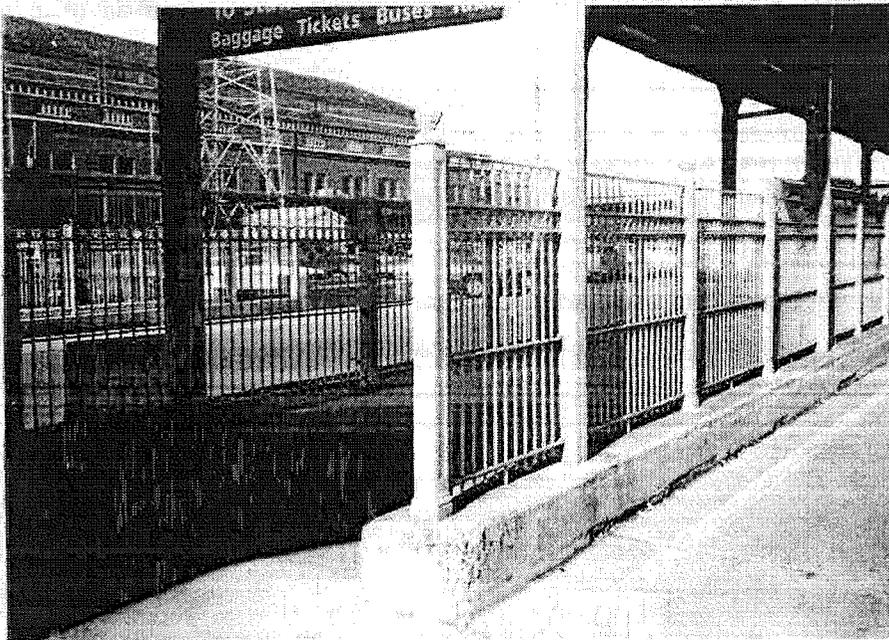
*Recorded by Calpo/McMorris

*Date 4/8/98

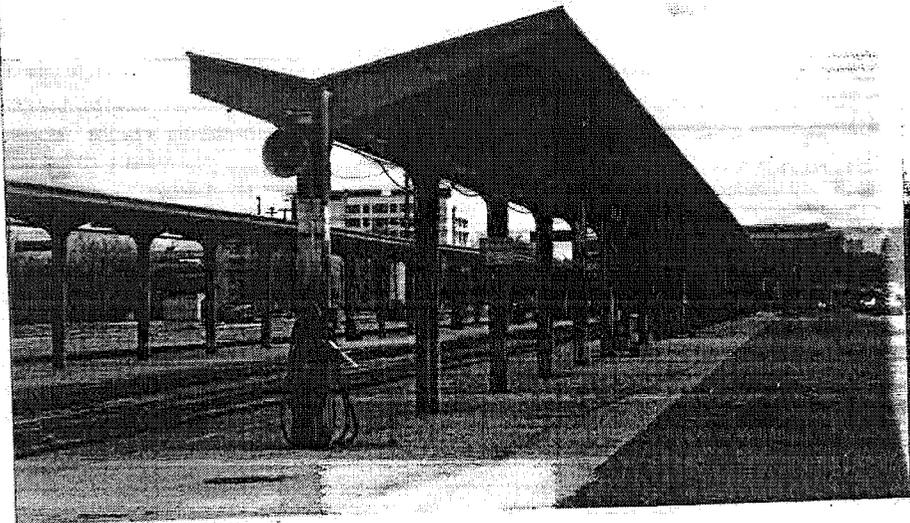
Continuation Update

architecture in the Sacramento area. The integrity of the northern two platforms with their amenity structure resources are fairly good and are intact enough to convey their significance. Although the umbrella sheds were modified some time between 1947 and 1963, they continue to serve their intended purpose at an active railroad station, and continue to convey the essence of their historic appearance. All of these structures are in fair condition, but retain integrity of location, design, materials, workmanship, feeling, and association. Thus, they appear to meet the criteria for listing in the National Register of Historic Places as a contributing element to the designated Southern Pacific Passenger Station.

The southern most pair of ramps, lacking their adjacent trackage and umbrella shed, have compromised integrity of setting, feeling, association, and design. Thus, they do not appear to meet the criteria for listing in the National Register of Historic Places as a part of the station complex.



Photograph 2: Subway ramp iron railings



Photograph 3. Umbrella Sheds

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

Primary #
 HRI #
 Trinomial
 NRHP Status Code 3D

Other Listings
 Review Code

Reviewer

Date

Page 1 of 3

*Resource Name or #: Sacramento SPRR Station District, Tracks

P1. Other Identifier: Map Reference #5

*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: 1994 T 9N; R 4E W; ¼ of ¼ of Sec ; M.D. B.M.

c. Address: City: Sacramento Zip:

d. UTM: Zone: 10S; 630602mE/ 4271770mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:
 Segment of UPRR tracks directly north of Depot platform.

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

The segment of the Sacramento SPRR Station District Tracks are located within the project area. The tracks are currently owned and operated by Union Pacific Railroad, are approximately 500 feet long, and extend west to I-5 and east to 5th Street. The segment consists of two sets of standard-gauge, double track rails that sit between the Platform Amenities (umbrella sheds, passenger subway ramps with iron railings, and the passenger subway connecting the platforms with the station). The rail alignment remains active.

*P3b. Resource Attributes: (List attributes and codes) HP11, Engineering structure

*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:
 Looking east at the north portal of the Railyard Tunnel, 09/22/08

*P6. Date Constructed/Age and Sources: Historic
 Prehistoric Both
 Ca. 1925; modified 1957 (CA State RR Museum; stamp on rail)

*P7. Owner and Address:
 Union Pacific Railroad

*P8. Recorded by: (Name, affiliation, and address)
 David Lemon
 Katie Haley
 ICF Jones & Stokes
 630 K Street, Suite 400
 Sacramento, CA 95814

*P9. Date Recorded: 09/22/08

*P10. Survey Type: (Describe)
 Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") ICF Jones & Stokes. 2008. *Sacramento Intermodal Transportation Facility HRER* (ICF J&S 2008)

*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

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder): Sacramento SPRR Station District, Tracks

- B1. Historic Name: Southern Pacific Tracks
- B2. Common Name: Amtrak tracks
- B3. Original Use: Rail service
- B4. Present Use: Same

*B5. Architectural Style: None

*B6. Construction History: (Construction date, alterations, and date of alterations)
Built ca. 1925. Rails have been maintained and upgraded over time. They currently date to 1957.

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

*B8. Related Features:
The Sacramento SPRR Depot, REA Building, and Platform Amenities.

B9a. Architect: Unknown

b. Builder: Southern Pacific Railroad Company

*B10. Significance: Theme: Southern Pacific Railroad

Area: Southern Pacific Railyard, Sacramento, CA

Period of Significance: 1925-1937

Property Type: Railroad alignment

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 Sacramento Southern Pacific Railroad terminal was a major transportation center in the west for both passenger and freight service. By the mid 1920s, eighty-six trains passed through the Sacramento Station on a daily basis, including sixty-four passenger trains and twenty-two freight trains. A daily average of 4,500 passengers passed through the terminal. In addition to freight and passenger services, Sacramento's Southern Pacific Railyard was one of the major railroad equipment construction facilities in the United States. Between 1872 and 1926 crew members working in the Southern Pacific shops produced more than 142 locomotives (Stolarik 1988).

Constructed circa 1925, the SPRR Depot District Tracks were built to facilitate rail service to and from the Depot building at 401 I Street, and the REA Building at 431 I Street which were under construction at that time. Construction on the two buildings, as well as the Platform Amenities, was completed in 1926 (Pers. Comm. Wyatt). The Sacramento SPRR Station District Tracks appear to have an important historical connection with the development of the Sacramento SPRR Depot and its associated features as they helped facilitate railroad service to and from the Depot. The existing rail alignment remains an integral part of the station, and therefore appears eligible for listing in the NRHP under Criteria A and C (CRHR 1 and 3) as a contributor to the Sacramento SPRR Station District (See continuation sheet).

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

*B12. References:

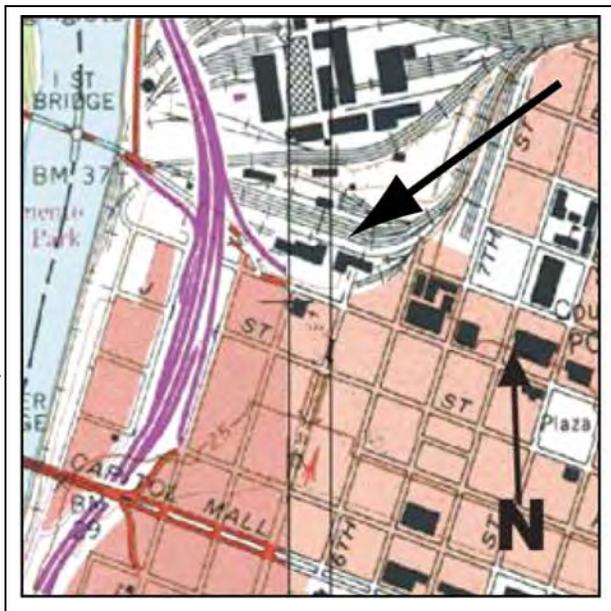
See Report Citations.
Personal Communication. 9/26/08 Kyle Wyatt Curator of History and Technology for the California State Railroad Museum, Sacramento, CA.

B13. Remarks:

*B14. Evaluator: D. Lemon and K. Haley, ICF Jones & Stokes

*Date of Evaluation: September, 2008

(This space reserved for official comments.)



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

Sacramento SPRR Station District Tracks are not known to be directly associated with persons who have made notable contributions to the history of the city of Sacramento, Sacramento County, or the Nation as a whole, and thus do not appear to meet NRHP Criterion B or CRHR Criterion 2. The SPRR Depot District Tracks themselves have been maintained and upgraded over time and currently date to 1957. The alignment however has not been altered and remains consistent with the original circa 1925 construction date (Pers. Comm. Wyatt). The tracks are currently owned and operated by Union Pacific Railroad. As an individual resource these modifications have comprised the historic integrity of the tracks. However, considering the Tracks strong historical associations with the Sacramento SPRR Station District, including the fact that they remain an essential component to the Depot - they have historically helped facilitate the primary function of the depot, which is to provide railroad services - the Tracks appear to meet NRHP Criteria A and C (CRHR 1 and 3) as a contributor to Sacramento SPRR Station District.

*Recorded by: Gabriel Roark, ICF Jones & Stokes

*Date: 06-27-2008

Continuation

Update

This update was prepared to record current resource conditions and to reevaluate the resource in light of recently gained information. On June 27, 2008, ICF Jones & Stokes archaeologist, Gabriel Roark, surveyed the recorded location of P-34-1562 and a 100-foot (ft) radius from the site location. The purpose of this examination was to seek any subsurface exposures that would facilitate a determination whether P-34-1562 extends west or east of its recorded location. No such exposures or surface artifacts were identified. The survey was conducted as part of a cultural resources inventory for the proposed Sacramento Intermodal Transportation Facility project, which would involve ground disturbance at the location of P-34-1562 (ICF Jones & Stokes 2008a, 2008b). In the course of research for the proposed project, shortcomings in the previous evaluation by Tremaine and Nelson (2006) were identified (references to Tremaine and Nelson, where unpaginated, incorporate the attached DPR 523 form set by reference). First, the date of construction of the resource is incorrect. Second, the evaluation appears to give inordinate weight to what amounts to a partial feature of the First Transcontinental Railroad (CA-SAC-478-H), calling into question the recommendation of National Register (NRHP) eligibility.

Tremaine and Nelson (2006) correctly observe that the orientation and location of the trestle bents place them on the route of the First Transcontinental Railroad (TCRR). The construction date of 1863, however, is incorrect. Central Pacific Railroad engineer, Theodore Judah, commenced laying out what would become the TCRR from present-day Old Sacramento in October of 1863. As a temporary expedient, Judah laid out tracks from Front and I streets east until about 5th Street, at which point the tracks angled northeastward and curved onto 6th Street. From here the trackage proceeded north along the edge of Sutter Lake, then turned east around D Street, skirting the southern edge of Willow Lake. As stated previously, the line was a temporary expedient, likely to make progress toward the American River while arrangements were made to purchase rights-of-way across Slater's Addition; by May 30, 1866, construction was underway to take the railroad north from Front and I streets, across Slater's Addition, then northeast to curve around the nascent Central Pacific Railroad Central Shops on its north side. By July 23, 1867, "Judah's route" was complete from Front and K streets to the existing track at 6th and D streets, approaching this eastern terminus from the northwest, as indicated by the orientation of the trestles themselves. The trestle, therefore, was built between May 30, 1866 and July 23, 1867, not 1863. (Joslyn 1948:12; Wyatt 2007:8-4.) The wood trestle was abandoned in place sometime in 1868, at which time the Central Pacific Railroad widened the 6th Street Levee (P-34-1561/CA-SAC-940-H) via placement of large cobbles on the waterside of the levee.

Tremaine and Nelson (2006) recommend this resource as eligible for listing in the NRHP under criteria A and C; Criterion A for its role in facilitating the construction of the First Transcontinental Railroad and Criterion C as an early example of railroad technology, namely trestle construction. Although the importance of the First Transcontinental Railroad is doubtlessly of transcendent historical significance at the local, state, and national levels, the evaluation by Tremaine and Nelson (2006) does not give appropriate weight to the NRHP aspects of integrity. The evaluation treats the two exposed trestle bents as though the two structural elements comprise the entire resource. Rather, the resource is the trestle, which is part of a railroad (recorded as CA-SAC-478-H) that spans the contiguous United States. Tremaine and Nelson (2006) do not demonstrate that any portion of the trestle beyond the two identified bents has survived to the present day; the presence of only two trestle bents from a structure that likely contained several scores of bents calls into question the integrity of the resource. Furthermore, two bents occupying a linear distance of some 6 or 7 ft pales in comparison with surviving trestles on the TCRR, such as the trestle over Auburn Ravine (Fickewirth 1992). Eligibility under Criterion C therefore does not appear supported for this resource. Similarly, an argument for California Register of Historical Resources (CRHR) eligibility under Criterion 3 for this resource is not tenable. The role of the trestle in the construction of the TCRR is indisputable. Given that only a very small portion of the trestle is evident, the resource does not possess integrity of design. The absence of associated, historic elements of the railroad in the vicinity compromises its integrity of feeling and association. The resource does retain integrity of workmanship, materials, location, and setting. The scale of the resource is simply insufficient to convey the significance of the TCRR under NRHP Criterion A, nor under CRHR Criterion 1. P-34-1562 is therefore recommended ineligible for listing in the NRHP and the CRHR.

This resource has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. It is not a historical resource for purposes of CEQA.

REFERENCES CITED

Fickewirth, A. A. 1992. *California Railroads: An Encyclopedia of Cable Car, Common Carrier, Horsecar, Industrial Interurban, Logging, Monorail, Motor Road, Short Lines, Streetcar, Switching and Terminal Railroad in California (1851-1992)*. Golden West Books, San Marino, CA.

ICF Jones & Stokes. 2008a. *Historic Resources Evaluation Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. September. ICF Jones & Stokes, Sacramento, CA. Submitted to District 3, California Department of Transportation, Marysville, and City of Sacramento, CA.

———. 2008. *Archaeological Survey Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. September. ICF Jones & Stokes, Sacramento, CA. Submitted to District 3, California Department of Transportation, Marysville. Prepared for City of Sacramento, CA.

Joslyn, D. L. 1948. Sacramento General Shops, Southern Pacific Company—Pacific Liner. Unpublished typescript. On file, District 3, California Department of Transportation, Marysville.

Tremaine, K. J., and W. J. Nelson. 2006. *Final Report of Archaeological Testing and Monitoring for the City of Sacramento's 7th Street Extension Project, Sacramento, California*. February. Tremaine & Associates, West Sacramento, CA. Prepared for Department of Public Works, City of Sacramento, CA. On file, North Central Information Center, California Historical Resources Information System, Sacramento. Study 7565.

Wyatt, K. K. 2007. National Register of Historic Places Registration Form: Transcontinental Railroad Terminus and Shops Historic District. August 15. California State Railroad Museum, Sacramento. Submitted to National Park Service, U.S. Department of the Interior, Washington, D.C.

PRIMARY RECORD

Primary # P-34-1562
HRI #:
Trinomial: CA-SAC-941-H
NHRP Status Code

Other Listings
Review Code

Reviewer

Date:

Page # 1 of 4

*Resource name or #: 7th Street Railroad Trestle Bents

P1. Other Identifier:

*P2. Location: Not For Publication Unrestricted

*a. County: Sacramento

*b. USGS 7.5' quad Sacramento East Date: 1992 New Helvetia Land Grant (Assumed T9N R4E: Section 36, MDM)

c. Address: City: Zip:

d. UTM Zone: 10 , 631108 mE, 4272126 mN (NAD 1983)

e. Other Locational Data:

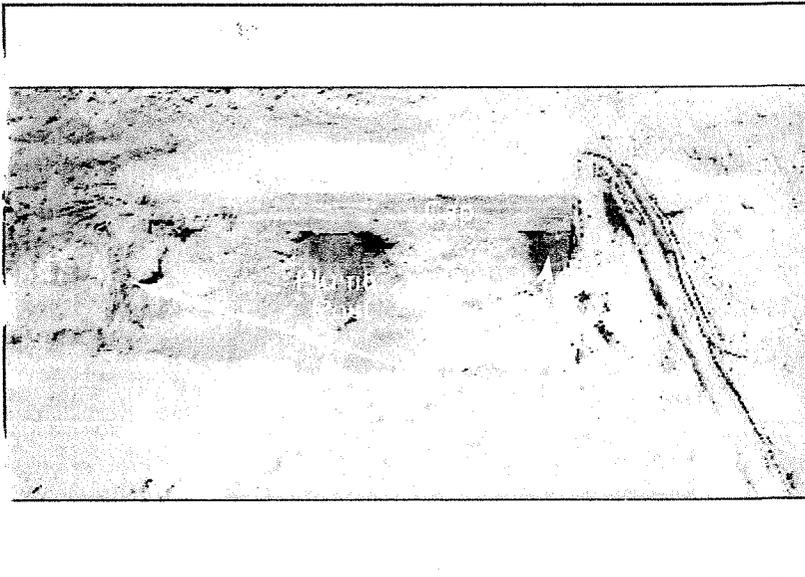
Park at the intersection of 7th and D streets. The trestle bents are just to the north. These trestles survived the construction of the underpass through the Southern Pacific Railyard for the 7th Street Extension Project, but are buried in historic reclamation fill for the railyard, so are not visible.

***P3a. Description:**

Two wooden trestle bents were found along the east side of the 7th Street corridor. These are remnants of one of the earliest railroad trestles constructed in the state of California, contributing to the completion of the first transcontinental railroad. Chief Engineer Montague, reporting to the CPRR directors in 1863, suggested that it would be more expedient in crossing low-lying depressions to substitute trestling for embankments (Kraus 1969). Trestling, as he saw it, properly constructed of Puget Sound pine and redwood, would last 8-10

***P3b. Resource Attributes: AH7**

4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Description of Photo:

View of trestle feature

*P6. Date Constructed: ca. 1863

Age and Source: Historic Prehistoric Both

*P7. Owner and Address:

City of Sacramento

*P8. Recorded by:

K. Tremaine, M. Trumbly, & J. Cervantes
Tremaine & Associates, Inc.
240 West E Street,
Dixon, CA 95620

*P9. Date Recorded: 6/28/02

*10. Survey Type: Geophysical/Trenching

P11. Report Citation:

2004. Tremaine, K. & W. Nelson. Final Report of Archaeological Testing and Monitoring for the City of Sacramento's 7th Street Extension Project, Sacramento, California. Prepared by TREMAINE AND ASSOCIATES, INC.

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

7385

BUILDING, STRUCTURE, AND OBJECT RECORD

Page # 2 of 4

*Resource name or #: 7th St. Railroad Trestle Bents

B1. Historic Name:

B2. Common Name: 7th Street Railroad Trestle Bents

B3. Original Use: to support tracks prior to building railroad grade south of Willow Lake

B4. Present Use: abandoned and buried in fill

* **B. Architectural Style:**

* **B6. Construction History:**

* **B7. Moved?** Yes No

Date: ca. 1863

Original Location:

* **B8. Related Features:**

A later-built "embankment" for railroad grade, otherwise known as the 6th Street Levee, is situated just to the south of the trestle alignment. If Chief Engineer Montague's plan in 1863 was followed, the trestling probably assisted in levee improvements over the next five years (see discussion under Applicable Criteria).

* **B9a. Architect:** Chief Engineer Montague?

B9b. Builder: Central Pacific Railroad

B10. Significance: Theme Railroad/Transportation

Area: Sacramento, CA

Period of Significance: 1860s

Property Type: Structure

Applicable Criteria: Criteria A and C

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

The wooden trestle bents are remnants of one of the earliest railroad trestles constructed in the state of California, contributing to the completion of the first transcontinental railroad. Chief Engineer Montague, reporting to the CPRR directors in 1863, suggested that it would be more expedient in crossing low-lying depressions to substitute trestling for embankments (Kraus 1969). Trestling, as he saw it, properly constructed of Puget Sound pine and redwood, would last 8-10 years. The trestle tracks could then be used to transport borrow materials in rail cars, building the replacement embankments without the heavy work involved otherwise. The trestle bents, as such, appear eligible under two criteria: A- for their association with an event that made significant contributions to the broad patterns of history, i.e., the building of the first transcontinental railroad; and C- for their ability to yield important information about a type and method of trestle construction.

B11. Additional Resource Attributes:

B12. References:

Tremaine, K., and W. Nelson 2004. Final Report of Archaeological Testing and Monitoring for the City of Sacramento's 7th Street Extension Project, Sacramento, California. Prepared by Tremaine & Associates, Inc.
Kraus, G 1969. High Road to Promontory: Building the Central Pacific across the High Sierra. American West Publishing Company, Palo Alto, California.

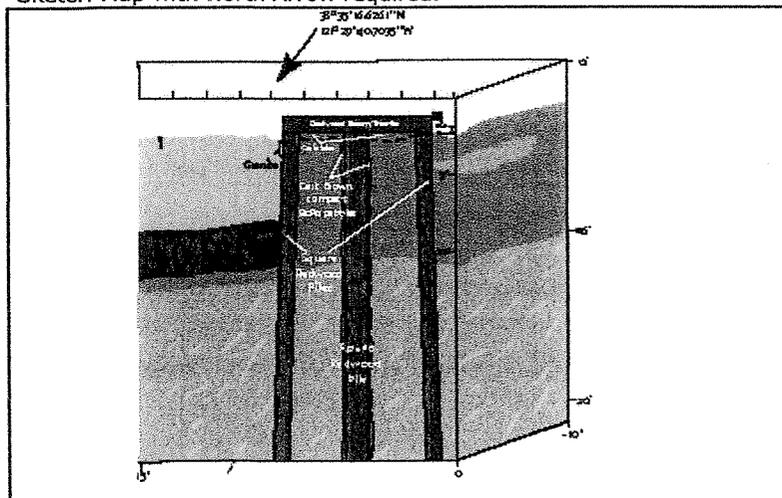
B13. Remarks:

B14. Evaluator: (Include date of evaluation)

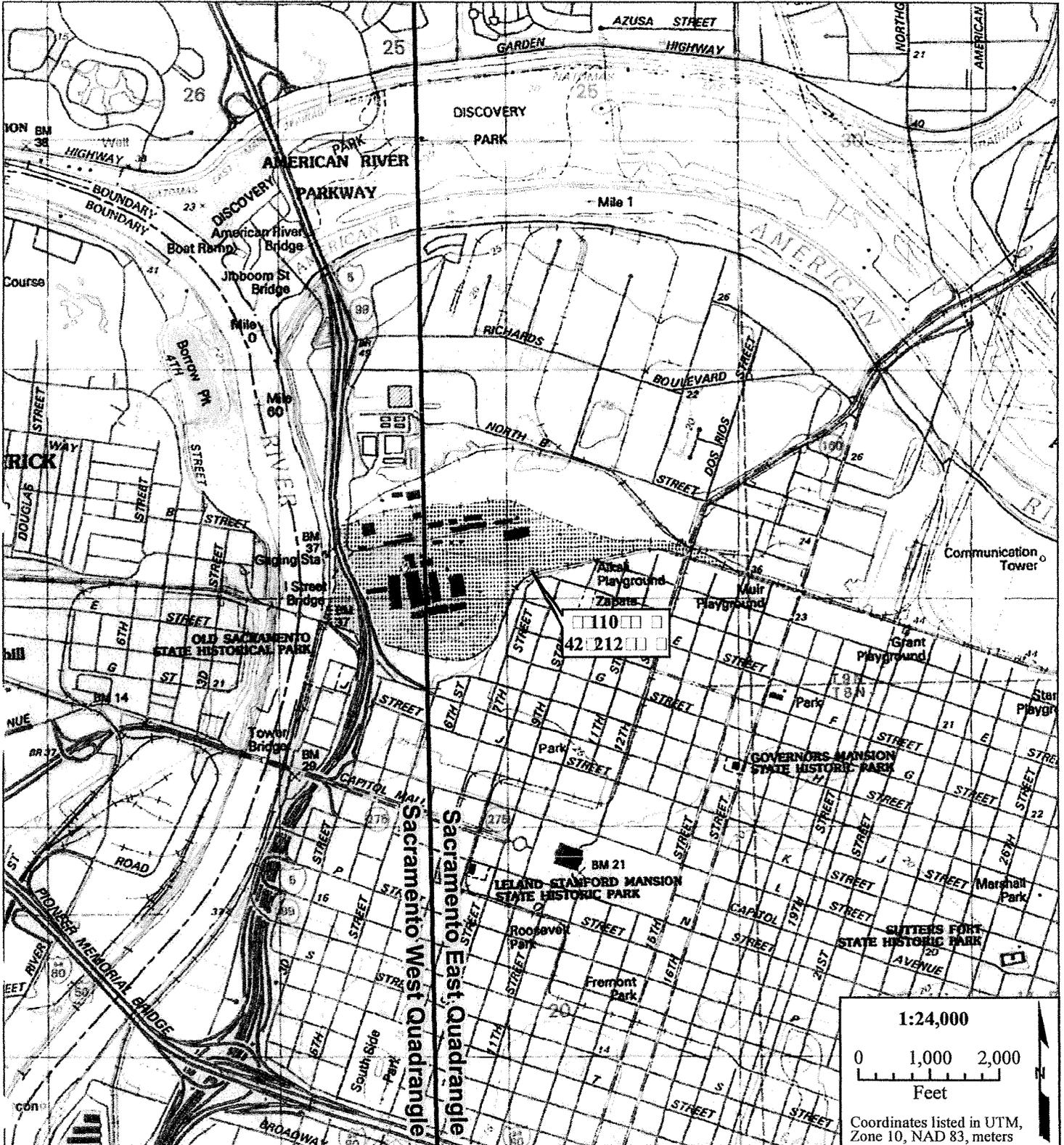
Tremaine, K. 6/28/02

Each bent consists of one superior crossbeam or cap measuring one-foot square by approximately 10 feet long. Three nearly vertical pilings, one in the middle (plumb post) and two on the edges (batter posts) were equally spaced beneath the cap. The center piling was round (18" diameter) while the outer pilings were 12" square for both bents. The caps were secured to the pilings by cylindrical (~1" diameter) drift bolts. The trestle appears to have stood approximately 8 feet above the original surface, with pilings driven 10 feet below ground. The caps were roughly oriented north/south, but slightly canted in relation to one another (349 & 354 degrees respectively), implying the tracks were curving slightly to the northwest. The distance between each bent was 6-7 feet.

Sketch Map with North Arrow required.



LOCATION MAP



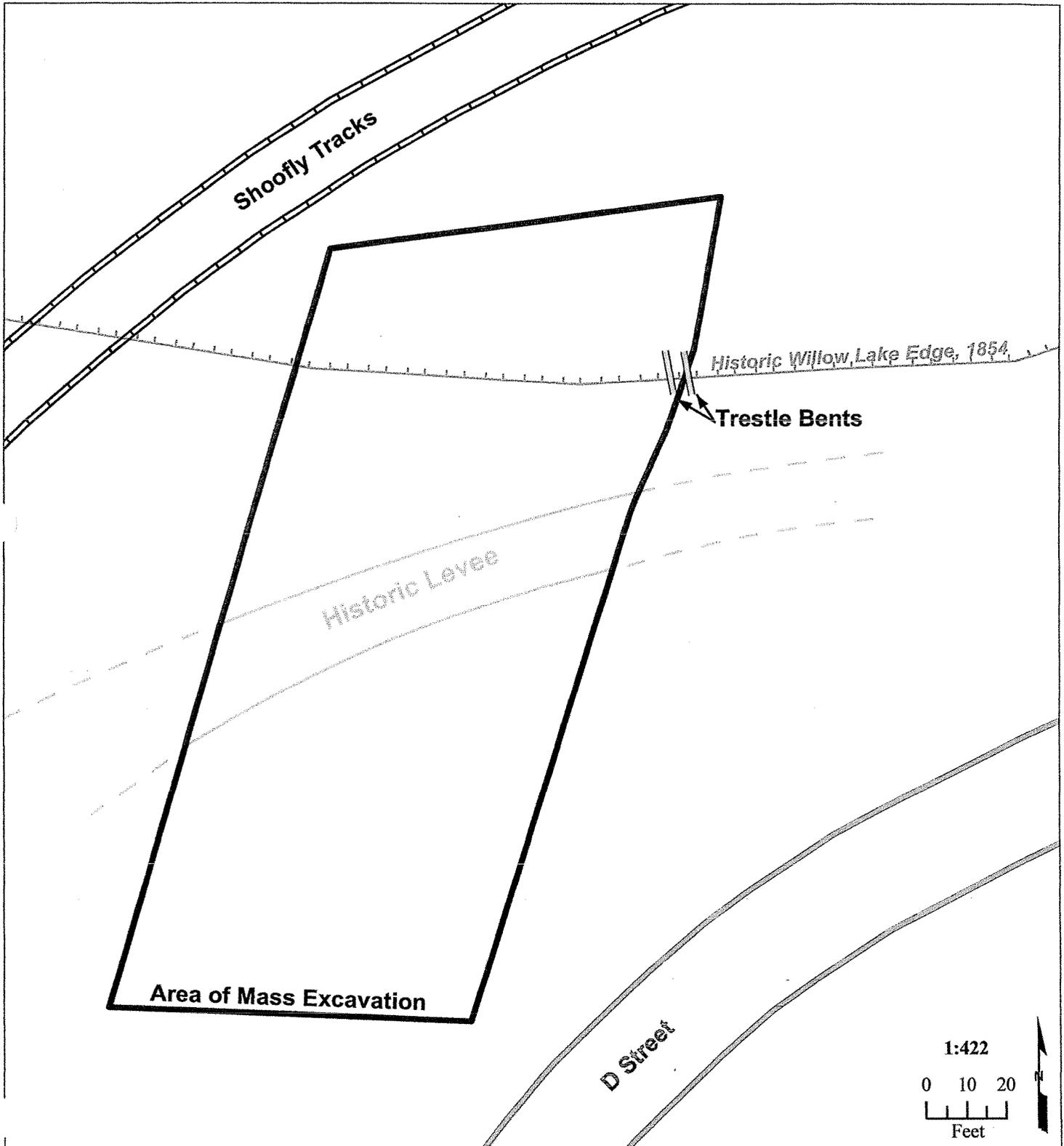
SKETCH MAP

Page # 4 of 4

Resource name or # **7th St. Railroad Trestle Bents**

Drawn by: **Kim Tremaine**

Date of Map: **6/28/02**



*Recorded by: Gabriel Roark, ICF Jones & Stokes

*Date: 06/27/2008 Continuation Update

This update was prepared to record current resource conditions. On June 27, 2008, ICF Jones & Stokes archaeologist Gabriel Roark surveyed the recorded location of P-34-1561 and a 100-ft radius from the site location. The purpose of this examination was to seek any subsurface exposures that would facilitate a determination of whether P-34-1561 extends west or east of its recorded location. No such exposures or surface artifacts were identified. (ICF Jones & Stokes 2008:7-3.)

P-34-1561, located north of the D Street/7th Street intersection, consists of a portion of the 6th Street Levee, exposed in cross-section in the sidewalls of a 3-ft-wide backhoe trench (Tremaine and Nelson 2006:23, Figure 14). The cross-section of P-34-1561 reveals the multistage construction of the 6th Street Levee, which first was constructed in 1852-1853 to provide the city of Sacramento protection from American and Sacramento river floodwaters. The 6th Street Levee was subsequently improved in 1868 and 1880. The 1852-1853 iteration of the levee was evident as a 3-ft-high berm of medium-brown sandy silt resting on a base of clayey silt and surrounded by a silty sand-clayey silt matrix. The 1868 levee, built on top of the 1852-1853 structure, consists of yellowish-brown fine silty sand and a slope protection of darker yellowish-brown silty sand. The outer (northern) slope of the levee was armored with cobbles supplied by the CPRR in exchange for use of the 6th Street Levee as a new elevated railroad grade beginning between 1868 and 1880. In addition to the 6th Street or North Levee, the City of Sacramento constructed other levees and rechanneled the American River in order to keep floodwaters out of the city, followed by a program of street-raising in present-day downtown Sacramento (Itogawa 1976; Lagomarsino 1976).

Tremaine and Nelson (2006:23) recommended the 6th Street Levee as eligible for listing in the NRHP under criteria A and C. Eligibility under Criterion A is recommended due to the levee's association with Sacramentans' decades-long struggle with flooding caused by the Sacramento and American rivers. Eligibility under Criterion C is recommended as P-34-1562 represents three distinct episodes of levee construction, documenting the city residents' technological response to different and repeated flood events. The historic integrity of P-34-1561 was judged to be excellent, although the crown of the levee had been truncated by recent grading activities. The recorded portion of P-34-1562 was destroyed during construction of the 7th Street Extension Project (Tremaine and Nelson 2006:23; Tremaine et al. 2002). No information contradicting Tremaine and Nelson's (2006) evaluation has been identified as a result of this study, therefore ICF Jones & Stokes also recommends the levee as eligible under criteria A and C.

In addition, ICF Jones & Stokes recommends that P-34-1561 is eligible for listing in the California Register of Historical Resources (CRHR) under CRHR criteria 1 and 3 (see significance statement in the previous paragraph for NRHP eligibility under criteria A and C). This resource has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. It is a historical resource for purposes of CEQA.

Reference Cited

ICF Jones & Stokes. 2008. *Archaeological Survey Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Prepared for District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility.

Itogawa, Eugene. 1976. New Channels for the American River. Chapter 12 in *Sketches of Old Sacramento: A Tribute to Joseph A. McGowan*, edited by Jesse M. Smith, pp. 211-227. Sacramento County Historical Society, Sacramento, California.

Lagomarsino, Barbara. 1976. Sacramento on the Rise. Chapter 11 in *Sketches of Old Sacramento: A Tribute to Joseph A. McGowan*, edited by Jesse M. Smith, pp. 192-210. Sacramento County Historical Society, Sacramento, California.

Tremaine, Kimberly J., and Wendy J. Nelson. 2006. *Final Report of Archaeological Testing and Monitoring for the City of Sacramento's 7th Street Extension Project, Sacramento, California*. February. Tremaine & Associates, West Sacramento, California. Prepared for Department of Public Works, City of Sacramento, California. On file, North Central Information Center, California Historical Resources Information System, Sacramento. Study 7565.

Tremaine, K., M. Trumbly, and J. Cervantes. 2002. DPR 523 Forms for P-34-1561 (CA-SAC-940-H), 6th Street Levee. July 3. Tremaine & Associates, West Sacramento, California. On file, North Central Information Center, California Historical Resources Information System, Sacramento, California.

Other Listings
Review Code

Reviewer

Date:

Page # 1 of 5

*Resource name or #: 6th Street Levee

P1. Other Identifier:

*P2. **Location:** Not For Publication Unrestricted

*a. **County:** Sacramento

*b. **USGS 7.5' quad** Sacramento East **Date:** 1992 New Helvetia Land Grant (Assumed T9N R4E, Section 36, MDM)

c. **Address:** City: Zip:

d. **UTM Zone:** 10 , 631086 mE, 4272108 mN (NAD 1983)

e. **Other Locational Data:**

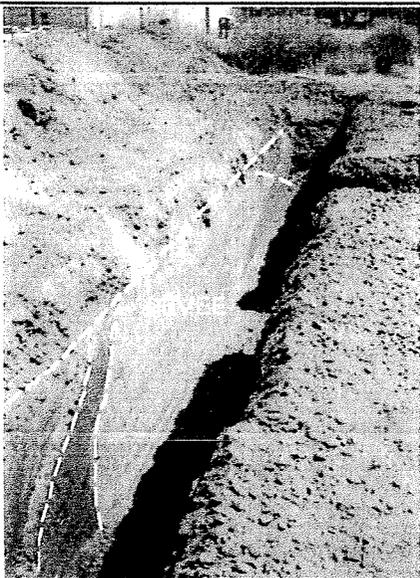
Park at the intersection of 7th and D streets. The levee is just to the north. The portion recorded here was destroyed during construction of the underpass through the Southern Pacific Railyard for the 7th Street Extension Project.

*P3a. **Description:**

East and west profiles of the 6th Street Levee at the point observation along 7th Street, showed a low three-foot high berm of medium brown sandy silt, assumed to represent the first effort in 1852 to stave off high water, overlying native soils. Additional yellowish-brown fine silty sand was observed heaped above this berm. Layers of fill, darker yellowish-brown silty sand, sandwiched both slopes (north and south) of this later-improved levee. The inner slope ranged from 1.5:1 to 2:1. The outer slope was at most 1.5:1, in contrast to specifications which called for 2:1 and 3:1 respectively. The slopes were also treated with a packing of reddish brown sandy clay followed by a layer of large granite cobbles and boulders. The height appears to be truncated by modern grading activities.

*P3b. **Resource Attributes:** AH7/AH8

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



medium dense gravel
compact sandy clay
loose, fine silty sand
fine silt

P5b. Description of Photo:

Photo of East Profile of Levee facing SE

*P6. **Date Constructed:** ca. 1852-1868

Age and Source: Historic Prehistoric Both

*P7. **Owner and Address:**

City of Sacramento

*P8. **Recorded by:**

K. Tremaine, M. Trumbly, & J. Cervantes
Tremaine & Associates, Inc.
240 West E Street,
Dixon, CA 95620

*P9. **Date Recorded:** 7/3/02

Survey Type: Geophysical/Trenching

Report Citation:

2004. Tremaine, K. & W. Nelson. Final Report of Archaeological Testing and Monitoring for the City of Sacramento's 7th Street Extension Project, Sacramento, California. Prepared by TREMAINE AND ASSOCIATES, INC.

Findings: NONE Continuation Sheet District Record Rock Art Record Other (list):
 Location Map Building, Structure & Object Record Linear Feature Record Artifact Record
 Sketch Map Archaeological Record Milling Station Record Photograph Record

7565

L1. Historic and/or common name:

L2a. Portion Described: Entire Resource Segment Point Observation **Designation:** Section crossing 7th Street

b. Location of Point or segment: (Provide UTM coords., legal description, and show field-inspected area on location map)
 The "6th Street Levee" was built from the Sacramento waterfront heading east along I Street, thence North along 6th Street to the bank of the slough [Willow Lake]; thence eastward toward Sutters Fort. The point observation is a section along this last segment, oriented east-west across 7th Street.

L3. Description: (Describe the construction details, materials, and artifacts found at this segment/point)

The 6th Street Levee, aka the North Levee, was built over 17 years beginning in 1852, after flooding wiped out a levee built two years earlier to protect the growing town of Sacramento. During this time, the levee was successively widened and raised to prevent continued flooding problems. By 1880, Thompson and West (1880:75) described it as a "splendid embankment" and a "massive structure". Commissioner Knott and Engineer Bassett bragged that the only way water could top the levee was if the Sacramento River flood stage reached thirty feet and the American River was choked full... Written records suggest that by 1868, the levee had been widened to 14 feet at the crown and 28 feet at the base, and stood nine feet high, being further fortified with carloads of cobbles on the outer slopes by the Central Pacific Railroad in exchange for using the levee as their new railroad grade. East and west profiles at the point observation along 7th Street, showed a low three-foot high berm of medium brown sandy silt, assumed to represent the first effort in 1852 to stave off high water, overlying native soils. Additional yellowish-brown fine silty sand was observed heaped above this berm. Layers of fill, darker yellowish-brown silty sand, sandwiched both slopes (north and south) of this later-improved levee. The inner slope ranged from 1.5:1 to 2:1. The outer slope was at most 1.5:1, in contrast to specifications which called for 2:1 and 3:1 respectively. The slopes were also treated with a packing of reddish brown sandy clay followed by a layer of large granite cobbles and boulders. The height appears to be truncated by modern grading activities.

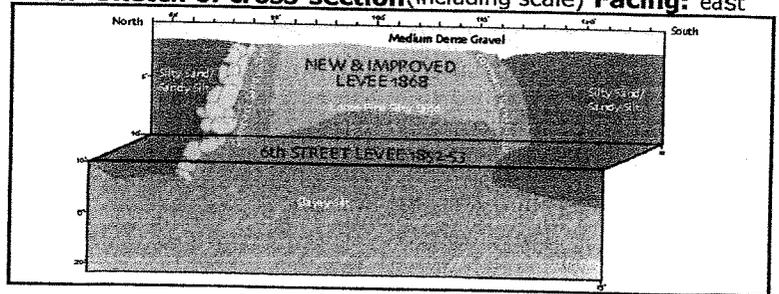
L4. Dimensions (In feet for historic features and meters for prehistoric features)

- a **Top Width** 25-30 feet
- b **Bottom Width** 30-64 feet
- c **Height or Depth** 13 feet
- d **Length of Segment** 100 feet

L5. Associated resources:

Two railroad trestle bents are situated 30 feet north of the levee.

L4e. Sketch of cross-section(including scale) **Facing:** east



Setting: (Describe natural features, slope, etc.)

This point observation of the 6th Street levee borders the south edge of historic Willow Lake which captured seasonal flood waters. This section of levee and points east were engineered to ward off high water from the American River, thereby protecting historic Sacramento's northern boundary.

Integrity Considerations:

This levee segment appeared to retain excellent integrity, with the exception of some minor truncating at the crown due to modern grading activities. It had essentially been buried following early 20th century reclamation efforts to expand the Central Pacific Railyard. The 7th Street extension project required virtual

Photo, Map or Drawing

L8b. Description of Photo, Map, or Drawing

Levee as seen in east wall of mass excavation pit

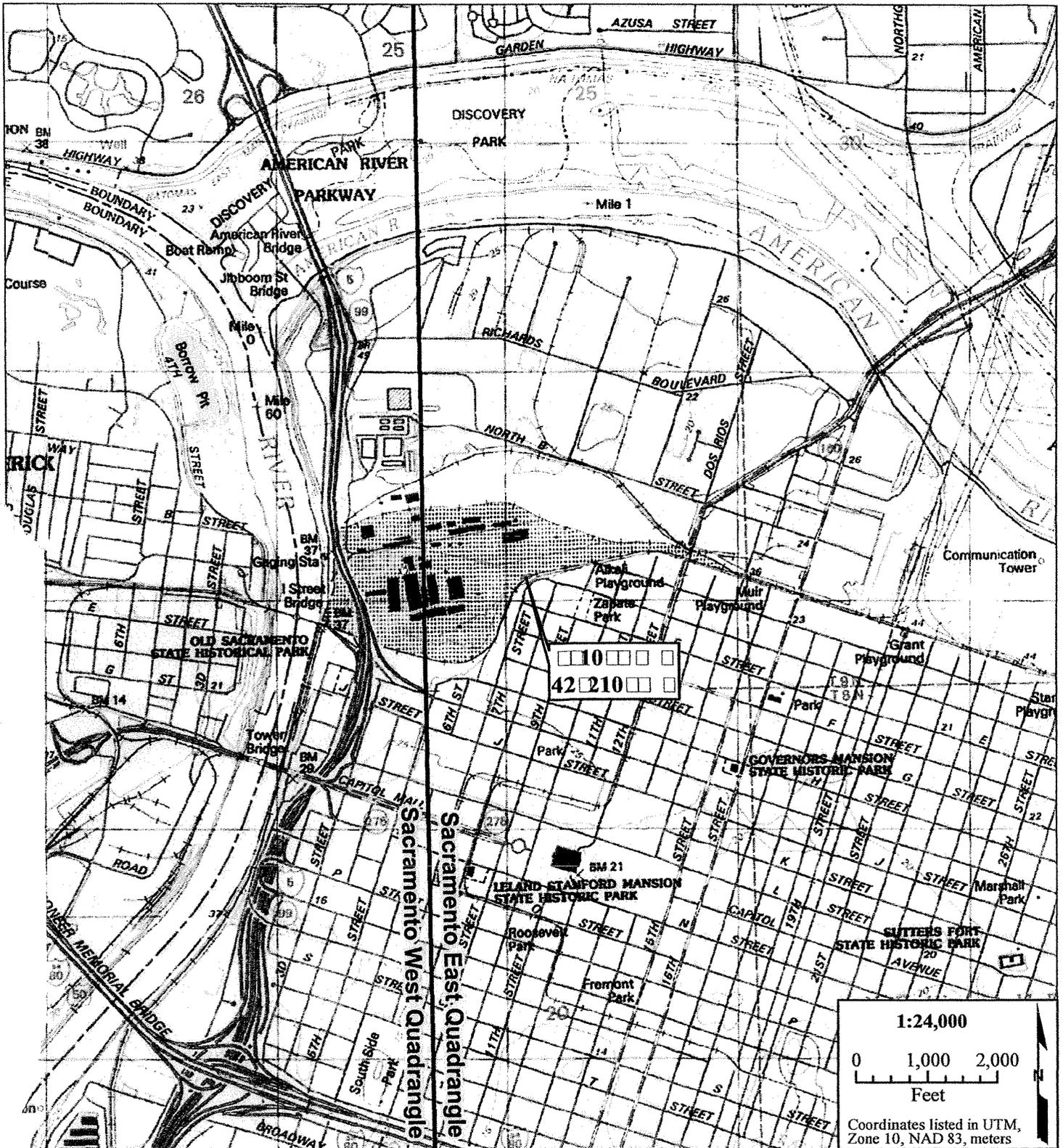
L9. Remarks:

L... Form Prepared by:

Kim Tremaine
 Tremaine & Associates, Inc.
 240 West E Street
 Dixon, CA 95620

L... Date

LOCATION MAP



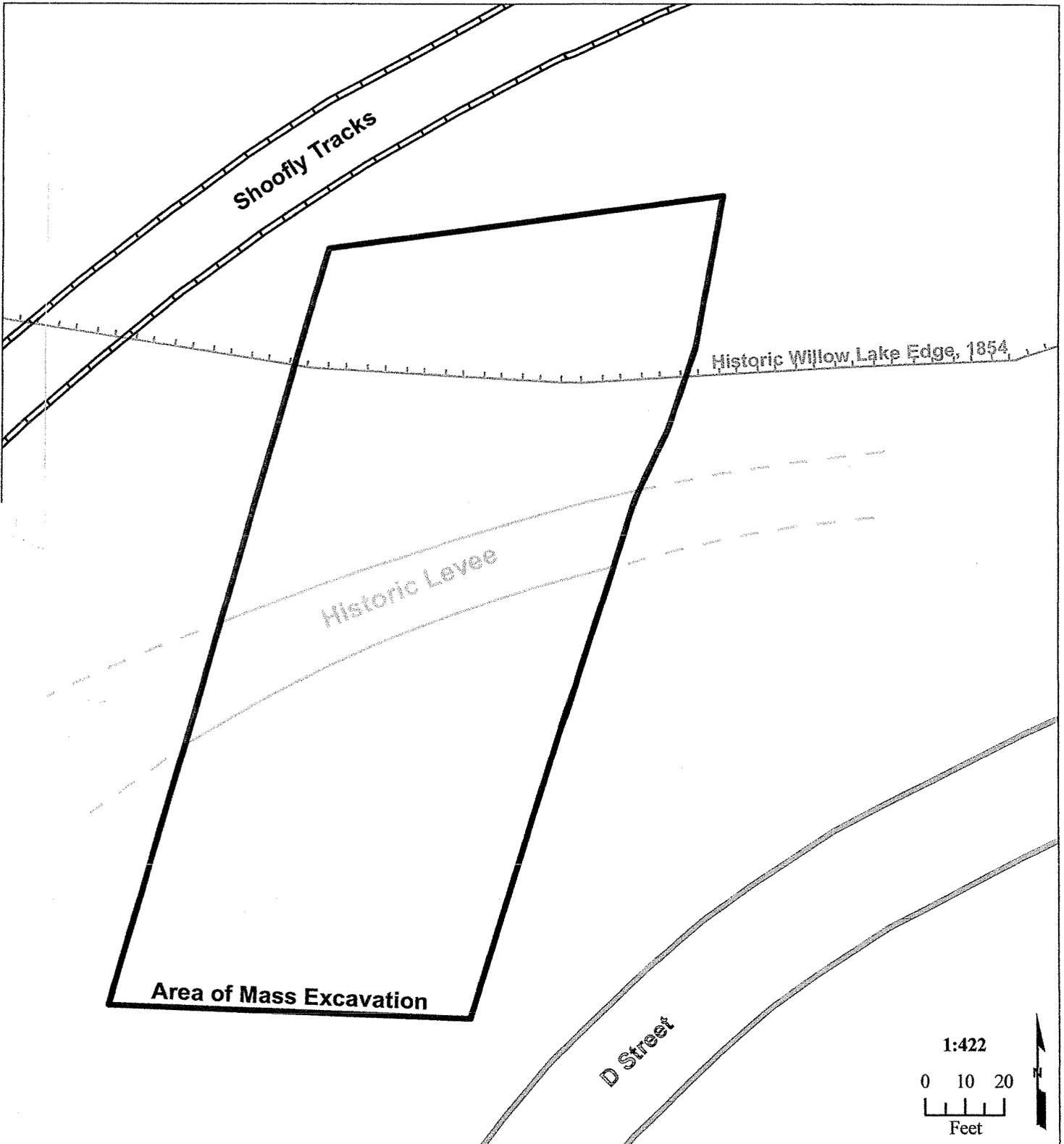
SKETCH MAP

Page # 4 of 5

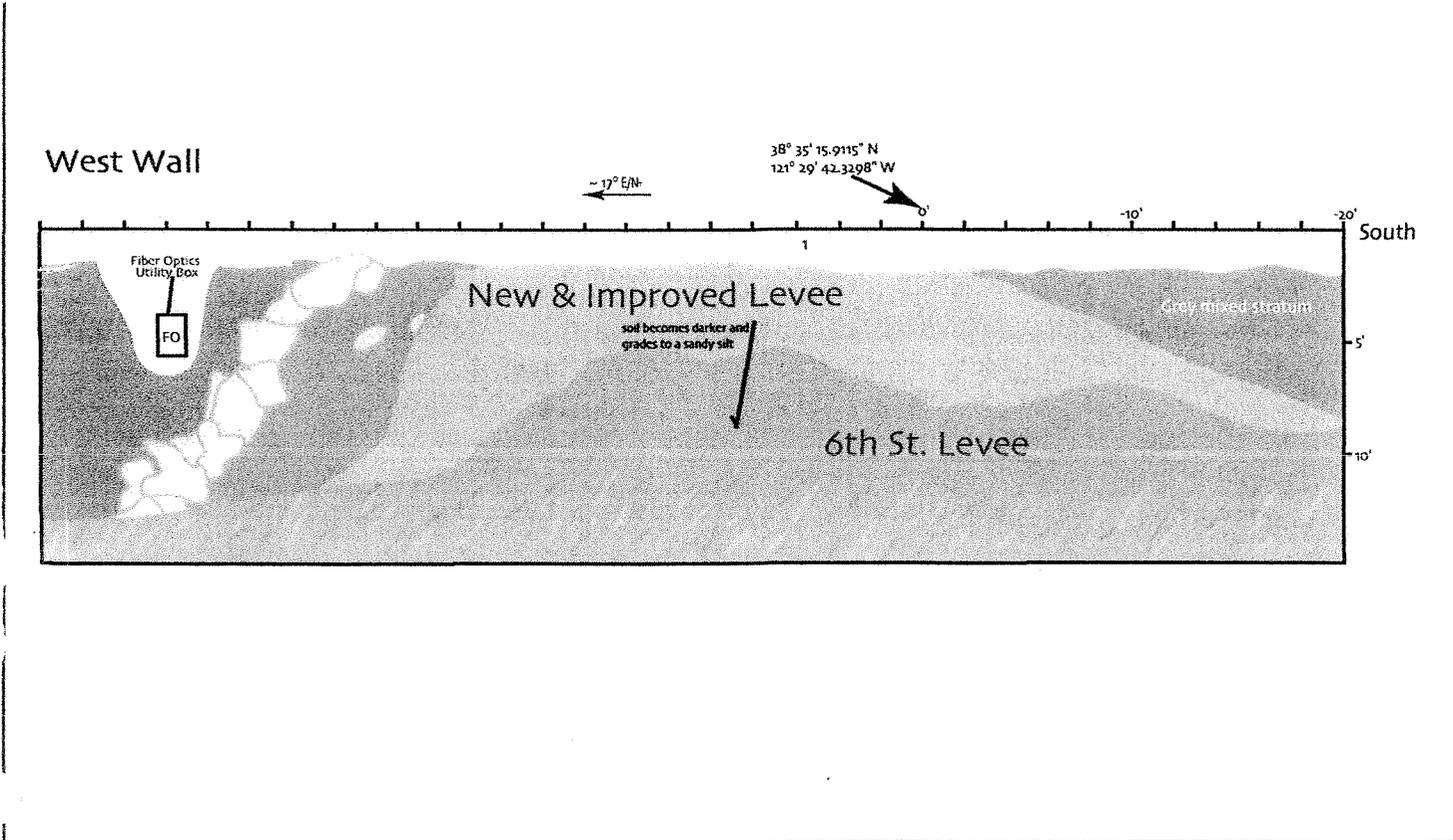
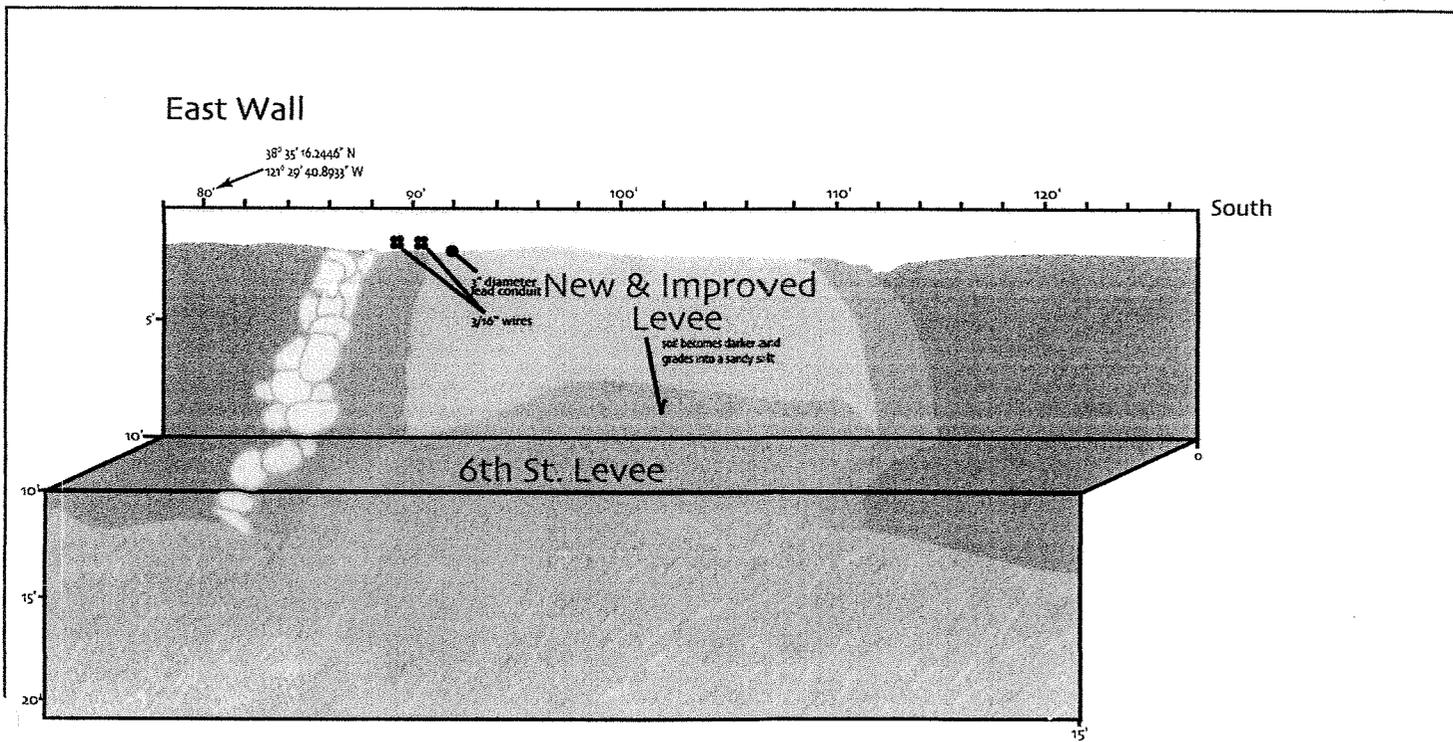
Resource name or # **6th Street Levee**

Drawn by: **Kim Tremaine**

Date of Map: **7/3/02**



CONTINUATION SHEET



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 3 *Resource Name or #: Train Shed Curbs (Element of Central Shops Historic District)

P1. Other Identifier: Map Reference #13

***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:** 1994 T 9 N; R 4 E ; ¼ of ¼ of Sec ; M.D. **B.M.**

c. Address: City: Zip:

d. UTM: 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 resource is a non-contributing element of the Central Shops Historic District, a National Register of Historic Places (NRHP)-eligible historic district. The district, as originally conceived by Historic Environment Consultants (1998:11), consists of the 10 extant fabrication, repair, and maintenance shops. The Central Shops Historic District is eligible for inclusion on the NRHP under Criteria A and C because the "structures have strong associations with the development of the Central Pacific Railroad Company (CPRR), the creators of the western portion of the historic transcontinental railroad. The structures were also central features in what became one of the largest manufacturing complexes in the western United States" (Mellon 2001:2). Historic Environment Consultants (1998:14) adds that the "Sacramento Shops were highly notable for their construction and maintenance of all types of railroad cars and locomotives."

The only surviving evidence of the former Train Shed consists of three concrete curbs that once bound two sets of standard-gauge rails. The curbs extend 350 ft on an east-west axis and 62.5 ft on a north-south axis. The Train Shed is not depicted on historic maps dating prior to 1951 and appears to have been built between 1920 and 1951 (Sacramento Archives and Museum Collection Center 2002; Sanborn Map Co. 1915, 1951; Sanborn-Perris Map Co. 1895; Southern Pacific 1920). See Continuation Sheet.

***P3b. Resource Attributes:** (List attributes and codes) AH2. Foundations/structure pads

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



P5b. Description of Photo: (View, date, accession #)
 Facing east, 06/27/2008

***P6. Date Constructed/Age and Sources:** Historic
 Prehistoric Both
 Ca. 1920 (Southern Pacific 1920)

***P7. Owner and Address:**
 S. Thomas Enterprises of Sacramento. 431 I St, Ste. 202
 Sacramento, CA 95814

***P8. Recorded by:** (Name, affiliation, and address)
 Gabriel Roark, ICF Jones & Stokes
 630 K Street, Suite 400
 Sacramento, CA 85814

***P9. Date Recorded:**

***P10. Survey Type:** (Describe)
 Reconnaissance survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") ICF Jones & Stokes 2008a, 2008b (see Continuation Sheet)

***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):

*Recorded by: Gabriel Roark, ICF Jones & Stokes

*Date: 10/31/2008 Continuation Update

P3a (Continued). The superstructure depicted on the 1951 Sanborn map (Sanborn Map Co. 1951) has been demolished and is no longer present, and the northern pair of rails has been removed. Immediately north of and contemporaneous with the Train Shed was an east-west-oriented row of about six railroad buildings and structures: a store (storage), offices, a car maintenance shop, and an ice house. No evidence for these structures was evident during the survey. The current railroad alignment and Passenger platforms (part of the Sacramento SPRR Station District) were located immediately south of the Train Shed between 1920 and 1951 (Sanborn Map Co. 1951; Southern Pacific 1920). The Train Shed Curbs are also located in close proximity to the Ancillary Train Shed Curbs, remnants of a contemporary structure.

All that remains of the former Train Shed are three concrete curbs; the rails and ties have been pulled and moved off-site. The Train Shed Curbs lack association with the appurtenant facilities for which trains were diverted from the main tracks to the Train Shed – maintenance of the vehicles – because the car maintenance shop, offices, and stores are no longer evident. No subsurface archaeological manifestations, such as refuse deposits or buried structural remains, are anticipated to be present at the Train Shed Curbs given the nature of activities that occurred there. The Train Shed curbs do not meet any of the National Register criteria, either individually or as a contributor to the Central Shops District. Although doubtless an important functional unit of the Central Shops, the Train Shed Curbs lacks integrity of design, workmanship, materials, feeling, and association. Integrity of setting is compromised, as the majority of railroad structures with which the Train Shed was associated also lack superstructure or are absent altogether. The only uncompromised aspect of the Train Shed Curb's integrity, therefore, is location, which is insufficient to warrant an assignment of contributing status to this resource. This resource does not appear to meet the significance criteria of the California Register, either. Similarly, the Train Shed Curbs do not appear to meet any of the California Register significance criteria.

This resource has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. It is a not historical resource for purposes of CEQA.

REFERENCES CITED

Historic Environment Consultants. 1998. *Historic Property Inventory and Evaluation Report for the Central Pacific/Southern Pacific Railroad Railyards Project, Sacramento County*. Submitted to Union Pacific Railroad Company.

ICF Jones & Stokes. 2008a. *Archaeological Survey Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

— — —. 2008b. *Historical Resources Evaluation Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

Mellon, Knox. 2001. Letter Regarding Seventh Street Extension Project, City of Sacramento, Sacramento County. September 4. Office of Historic Preservation, Department of Parks and Recreation, Sacramento, California. FHWA010423G. Submitted to California Division, Region Nine, Federal Highway Administration, Sacramento.

Sanborn Map Co. 1951. Insurance Maps of Sacramento, California, Volume 1. 2 vols. Sanborn Map Co., New York. Electronic document, <http://sanborn.umi.com.ezproxy.lapl.org>, accessed June 24, 2008.

Southern Pacific. 1920. Sacramento Shops, Showing Buildings. Map. On file, California State Railroad Museum Library, Sacramento, California.

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 3 *Resource Name or #: Ancillary Train Shed Curbs (Element of Central Shops Historic District)

P1. Other Identifier: Map Reference #14

***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:** 1994 T 9 N; R 4 E ; ¼ of ¼ of Sec ; M.D. **B.M.**
 c. Address: City: Zip:
 d. UTM: 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 resource is a non-contributing element of the Central Shops Historic District, a National Register of Historic Places (NRHP)-eligible historic district. The district, as originally conceived by Historic Environment Consultants (1998:11), consists of the 10 extant fabrication, repair, and maintenance shops. The Central Shops Historic District is eligible for inclusion on the NRHP under Criteria A and C because the "structures have strong associations with the development of the Central Pacific Railroad Company (CPRR), the creators of the western portion of the historic transcontinental railroad. The structures were also central features in what became one of the largest manufacturing complexes in the western United States" (Mellon 2001:2). Historic Environment Consultants (1998:14) adds that the "Sacramento Shops were highly notable for their construction and maintenance of all types of railroad cars and locomotives."

This resource is situated east and slightly north of the former Train Shed. The resource consists of two concrete curbs oriented on a northwest-southeast trajectory 137.5 ft long and 25.0 ft wide. Between the curbs is a set of regularly spaced, pressure-treated wood railroad ties. The rails have been removed. Aerial photographs (ICF Jones & Stokes 2008a:Figure 3) suggest that a third concrete curb and a second set of tracks were located along the northern edge of the Ancillary Train Shed, but these features were not evident during the survey. The age of the resource is unknown, not being evident on historic maps dating from 1875 to 1952 (Sacramento Archives and Museum Collection Center 2002; Sanborn Map Co. 1915, 1951, 1952; Sanborn-Perris Map Co. 1895; Southern Pacific 1920).

***P3b. Resource Attributes:** (List attributes and codes) AH2. Foundations/structure pads. AH7. Railroad grades.

***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.)
 No photograph available.

P5b. Description of Photo: (View, date, accession #)
 Facing east, 06/27/2008

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

***P7. Owner and Address:**
 S. Thomas Enterprises of
 Sacramento. 431 I St, Ste. 202
 Sacramento, CA 95814

***P8. Recorded by:** (Name, affiliation, and address)
 Gabriel Roark, ICF Jones & Stokes
 630 K Street, Suite 400
 Sacramento, CA 85814

***P9. Date Recorded:**

***P10. Survey Type:** (Describe)
 Reconnaissance survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") ICF Jones & Stokes 2008a, 2008b (see Continuation Sheet)

***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):

*Recorded by: Gabriel Roark, ICF Jones & Stokes

*Date: 10/31/2008 Continuation Update

All that remains of the former Ancillary Train Shed are two concrete curbs and the railroad ties; the rails have been pulled and moved off-site. No subsurface archaeological manifestations, such as refuse deposits or buried structural remains, are anticipated to be present at the Ancillary Train Shed given the nature of activities that occurred there. The Ancillary Train Shed Curbs do not meet any of the National Register criteria, either individually or as a contributor to the Central Shops District. Although possibly an important functional unit of the Central Shops, the Ancillary Train Shed lacks integrity of design, workmanship, materials, feeling, and association. Integrity of setting is compromised, as the majority of railroad structures with which the Ancillary Train Shed was associated also lack superstructure or are absent altogether. The only uncompromised aspect of the Ancillary Train Shed Curb's integrity, therefore, is location, which is insufficient to warrant an assignment of contributing status to this resource. The resource does not appear to be eligible for listing in the NRHP on its own merit, either. Moreover, this resource cannot be reliably assigned to the Central Shops Historic District's period of significance. This resource also does not appear to meet the significance criteria of the California Register.

This resource has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. It is a not historical resource for purposes of CEQA.

REFERENCES CITED

Historic Environment Consultants. 1998. *Historic Property Inventory and Evaluation Report for the Central Pacific/Southern Pacific Railroad Railyards Project, Sacramento County*. Submitted to Union Pacific Railroad Company.

ICF Jones & Stokes. 2008a. *Archaeological Survey Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

— — —. 2008b. *Historical Resources Evaluation Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

Mellon, Knox. 2001. Letter Regarding Seventh Street Extension Project, City of Sacramento, Sacramento County. September 4. Office of Historic Preservation, Department of Parks and Recreation, Sacramento, California. FHWA010423G. Submitted to California Division, Region Nine, Federal Highway Administration, Sacramento.

Sacramento Archives and Museum Collection Center. 2002. Map Showing Lands Owned by the Central Pacific Rail Road Company of California, in the City of Sacramento, with the Tracks, Buildings, and Other Improvements thereon. Sacramento Archives and Museum Collection Center, Sacramento, California. Originally published 1875 by Steam Lithographers Britton & Rey, San Francisco.

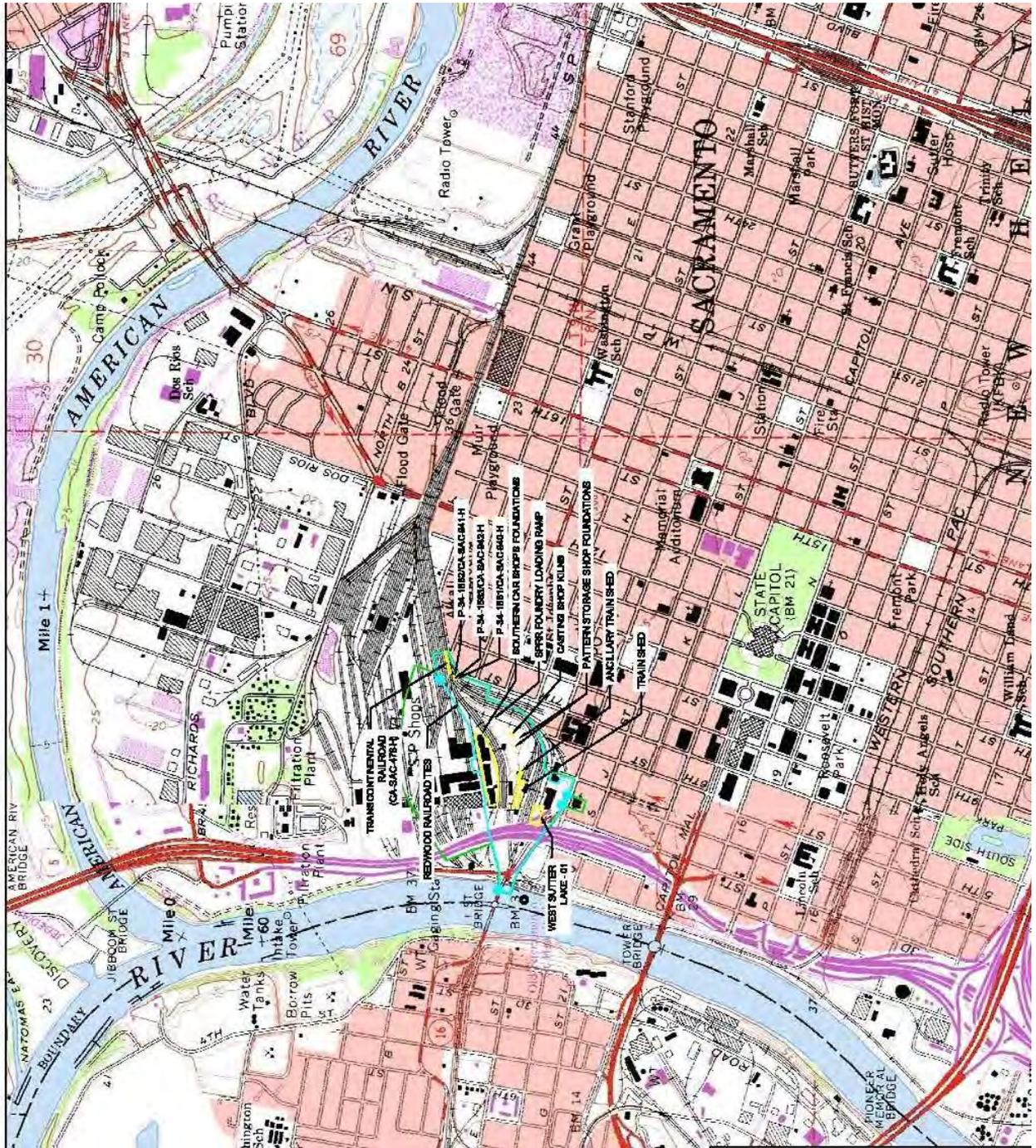
Sanborn Map Co. 1915. Insurance Maps of Sacramento, California, Volume 1. 2 vols. Sanborn Map Co., New York. Electronic document, <http://sanborn.umi.com.ezproxy.lapl.org>, accessed June 24, 2008.

— — —. 1951. Insurance Maps of Sacramento, California, Volume 1. 2 vols. Sanborn Map Co., New York. Electronic document, <http://sanborn.umi.com.ezproxy.lapl.org>, accessed June 24, 2008.

— — —. 1952. Insurance Maps of Sacramento, California, Volume 1. 2 vols. Sanborn Map Co., New York. Electronic document, <http://sanborn.umi.com.ezproxy.lapl.org>, accessed June 24, 2008.

Sanborn-Perris Map Co. 1895. Insurance Maps of Sacramento, California, 1895. Electronic document, <http://sanborn.umi.com.ezproxy.lapl.org>, accessed June 24, 2008.

Southern Pacific. 1920. Sacramento Shops, Showing Buildings. Map. On file, California State Railroad Museum Library, Sacramento, California.



Other Listings
Review Code

Reviewer

Date

Page 1 of 3

*Resource Name or #: Casting Shop Kilns (Element of Central Shops Historic District)

P1. Other Identifier: Map Reference #11

*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: 1994 T 9 N; R 4 E ; ¼ of ¼ of Sec ; M.D. B.M.

c. Address:

City:

Zip:

d. UTM: 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 resource is a contributing element of the Central Shops Historic District, a National Register of Historic Places (NRHP)-eligible historic district. The district, as originally conceived by Historic Environment Consultants (1998:11), consists of the 10 extant fabrication, repair, and maintenance shops. The Central Shops Historic District is eligible for inclusion on the NRHP under Criteria A and C because the "structures have strong associations with the development of the Central Pacific Railroad Company (CPRR), the creators of the western portion of the historic transcontinental railroad. The structures were also central features in what became one of the largest manufacturing complexes in the western United States" (Mellon 2001:2). Historic Environment Consultants (1998:14) adds that the "Sacramento Shops were highly notable for their construction and maintenance of all types of railroad cars and locomotives."

The resource consists of eight brick-lined kilns, four of which were identified below ground surface in the profile of an excavated pit and four in plan at the ground surface immediately east of the kilns identified in profile. The location of the kilns corresponds to the Southern Pacific Railroad (SPRR) Casting Shop, an ancillary structure to the SPRR Foundry (located to the east of the Casting Shop), as depicted on historic maps (Sanborn Map Co. 1951:Sheet 5; Southern Pacific 1920). The kilns are circular, exhibit clear evidence of repeated firing, and are filled with ash and slag. A number of ceramic forms or patterns are located in the pit stratigraphically beneath the kilns; these artifacts were used in the manufacture of numerous railroad parts, such as springs.

*P3b. Resource Attributes: (List attributes and codes) AH16. Other (Kilns)

*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 #)
Facing east, 06/27/2008

*P6. Date Constructed/Age and Sources: Historic
 Prehistoric Both
Ca. 1920 (Southern Pacific 1920)

*P7. Owner and Address:

S. Thomas Enterprises of
Sacramento. 431 I St, Ste. 202
Sacramento, CA 95814

*P8. Recorded by: (Name, affiliation, and address)
Gabriel Roark, ICF Jones & Stokes
630 K Street, Suite 400
Sacramento, CA 85814

*P9. Date Recorded:

*P10. Survey Type: (Describe)
Reconnaissance survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") ICF Jones & Stokes 2008a, 2008b (see Continuation Sheet)

*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):

*Recorded by: Gabriel Roark, ICF Jones & Stokes

*Date: 10/31/2008 Continuation Update

The Casting Shop Kilns are part of the Foundry complex responsible for the manufacture of parts essential to operations of the Central Shops. Moreover, the Casting Shop Kilns enabled the Central Shops to maintain self-sufficiency in manufacturing. The Casting Shop Kilns are the sole representative of parts-casting operations extant at the Railyards. They also provide a unique representation of casting operations in that four of the kilns are preserved intact (visible in plan at the ground surface), whereas four have been truncated, permitting observation of the kilns and their contents in cross-section. The Casting Shop Kilns retain most aspects of integrity: location, workmanship, materials, setting (partially compromised), feeling (partially compromised), association (partially compromised), and design. The Casting Shop Kilns appear to contribute to the significance of the Central Shops District under Criterion A and C for its representation of a critical function of the district. Similarly, the Casting Shop Kilns would be considered a contributor to a California Register of Historical Resources-eligible historic district.

This resource has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. It is a historical resource for purposes of CEQA.

REFERENCES CITED

Historic Environment Consultants. 1998. *Historic Property Inventory and Evaluation Report for the Central Pacific/Southern Pacific Railroad Railyards Project, Sacramento County*. Submitted to Union Pacific Railroad Company.

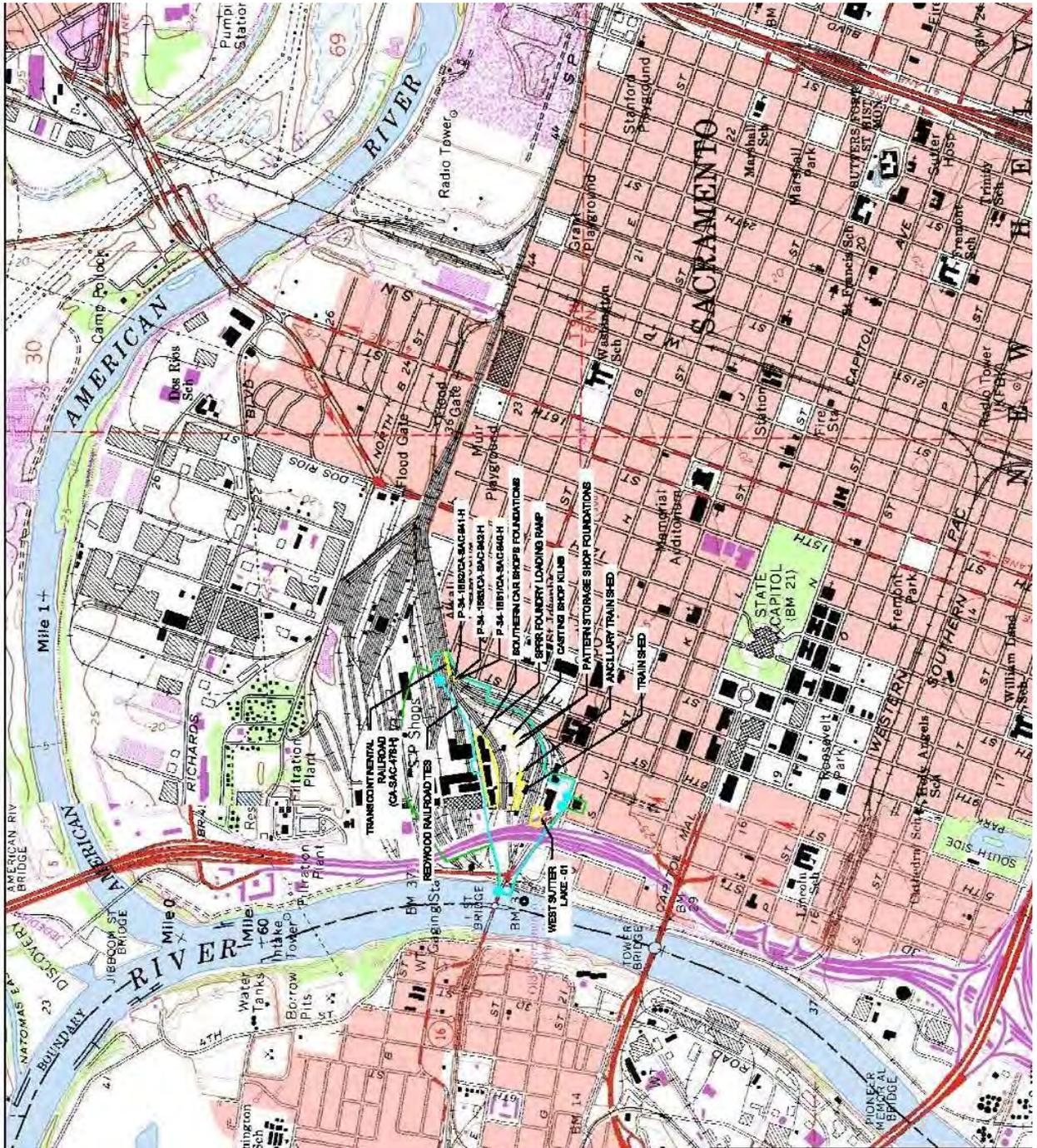
ICF Jones & Stokes. 2008a. *Archaeological Survey Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

— — —. 2008b. *Historical Resources Evaluation Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

Mellon, Knox. 2001. Letter Regarding Seventh Street Extension Project, City of Sacramento, Sacramento County. September 4. Office of Historic Preservation, Department of Parks and Recreation, Sacramento, California. FHWA010423G. Submitted to California Division, Region Nine, Federal Highway Administration, Sacramento.

Sanborn Map Co. 1951. Insurance Maps of Sacramento, California, Volume 1. 2 vols. Sanborn Map Co., New York. Electronic document, <http://sanborn.umi.com.ezproxy.lapl.org>, accessed June 24, 2008.

Southern Pacific. 1920. Sacramento Shops, Showing Buildings. Map. On file, California State Railroad Museum Library, Sacramento, California.



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 3 *Resource Name or #: Pattern Storage Shop Slab Foundations (Element of Central Shops Historic District)

P1. Other Identifier: Map Reference #15

*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: 1994 T 9 N; R 4 E ; ¼ of ¼ of Sec ; M.D. B.M.

c. Address: City: Zip:

d. UTM: Zone: ; mE/ mN

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

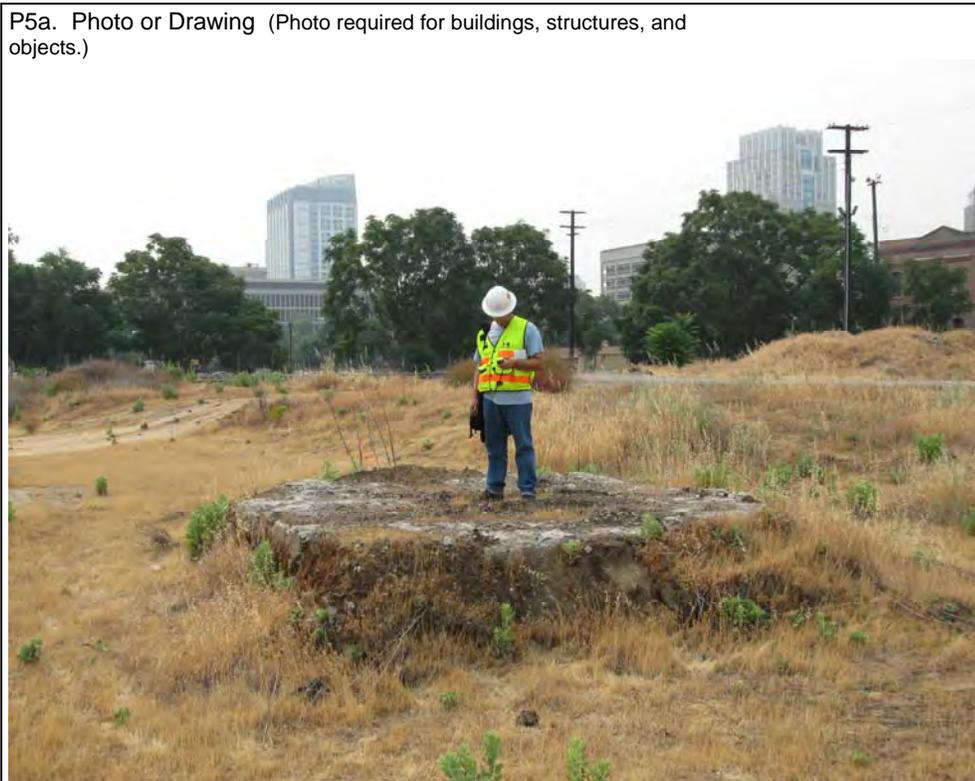
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
 This resource is a non-contributing element of the Central Shops Historic District, a National Register of Historic Places (NRHP)-eligible historic district. The district, as originally conceived by Historic Environment Consultants (1998:11), consists of the 10 extant fabrication, repair, and maintenance shops. The Central Shops Historic District is eligible for inclusion on the NRHP under Criteria A and C because the "structures have strong associations with the development of the Central Pacific Railroad Company (CPRR), the creators of the western portion of the historic transcontinental railroad. The structures were also central features in what became one of the largest manufacturing complexes in the western United States" (Mellon 2001:2). Historic Environment Consultants (1998:14) adds that the "Sacramento Shops were highly notable for their construction and maintenance of all types of railroad cars and locomotives."

The Pattern Storage Shop Slab Foundations are two separate foundation remnants of the Pattern Storage Shop, construction of which commenced after the fire of November 7, 1898. The Pattern Storage Shop was completed in 1900. The structure measured approximately 140 ft east-west by 65 ft north-south, was two stories tall, built of brick on concrete foundation, and was divided into fireproof sections (Joslyn 1948:42; Sanborn-Perris Map Co. 1895:Sheet 5a; Sanborn Map Co. 1915:Sheet 5). The building's purpose was for storage of the patterns used to make dies and castings of iron and brass.

*P3b. Resource Attributes: (List attributes and codes) AH2. Foundations/structure pads.

*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 #)
 Facing northeast, 06/27/2008

*P6. Date Constructed/Age and Sources: Historic
 Prehistoric Both
 Constructed 1900 (Joslyn 1948:42)

*P7. Owner and Address:
 S. Thomas Enterprises of
 Sacramento. 431 I St, Ste. 202
 Sacramento, CA 95814

*P8. Recorded by: (Name, affiliation, and address)
 Gabriel Roark, ICF Jones & Stokes
 630 K Street, Suite 400
 Sacramento, CA 85814

*P9. Date Recorded:

*P10. Survey Type: (Describe)
 Reconnaissance survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") ICF Jones & Stokes 2008a, 2008b (see Continuation Sheet)

*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):

*Recorded by: Gabriel Roark, ICF Jones & Stokes

*Date: 10/31/2008 Continuation Update

P3a (Continued). The easternmost foundation remnant contains the metal-and-concrete recess that housed the base of the Pattern Storage Shop's center support post (Sanborn Map Co. 1915: Sheet 5, 1951:Sheet 5, 1952:Sheet 5). No other features or artifacts associated with the Pattern Storage Shop were evident at the time of survey (ICF Jones & Stokes 2008a). During the Central Shops Historic District's period of significance, the Pattern Storage Shop was located in close proximity to the SPRR Foundry and its ancillary buildings, such as the Castings Shop. No subsurface archaeological deposits (e.g., refuse deposits, buried structure remains) are anticipated at the Pattern Storage Shop Slab Foundations given the nature of activities that occurred there. The Pattern Storage Shop Slab Foundations do not meet any of the National Register criteria, either individually or as a contributor to the Central Shops District. Similarly, this resource does not appear to meet the significance criteria of the California Register.

This resource has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. It is a not historical resource for purposes of CEQA.

REFERENCES CITED

Historic Environment Consultants. 1998. *Historic Property Inventory and Evaluation Report for the Central Pacific/Southern Pacific Railroad Railyards Project, Sacramento County*. Submitted to Union Pacific Railroad Company.

ICF Jones & Stokes. 2008a. *Archaeological Survey Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

— — —. 2008b. *Historical Resources Evaluation Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

Joslyn, D. L. 1948. *Sacramento General Shops, Southern Pacific Company – Pacific Liner*. Unpublished typescript. On file, District 3, California Department of Transportation, Marysville.

Mellon, Knox. 2001. *Letter Regarding Seventh Street Extension Project, City of Sacramento, Sacramento County*. September 4. Office of Historic Preservation, Department of Parks and Recreation, Sacramento, California. FHWA010423G. Submitted to California Division, Region Nine, Federal Highway Administration, Sacramento.

Sanborn Map Co. 1915. *Insurance Maps of Sacramento, California, Volume 1*. 2 vols. Sanborn Map Co., New York. Electronic document, <http://sanborn.umi.com.ezproxy.lapl.org>, accessed June 24, 2008.

— — —. 1951. *Insurance Maps of Sacramento, California, Volume 1*. 2 vols. Sanborn Map Co., New York. Electronic document, <http://sanborn.umi.com.ezproxy.lapl.org>, accessed June 24, 2008.

— — —. 1952. *Insurance Maps of Sacramento, California, Volume 1*. 2 vols. Sanborn Map Co., New York. Electronic document, <http://sanborn.umi.com.ezproxy.lapl.org>, accessed June 24, 2008.

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Southern Pacific. 1920. *Sacramento Shops, Showing Buildings*. Map. On file, California State Railroad Museum Library, Sacramento, California.

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 3 *Resource Name or #: SPRR Foundry Loading Ramp (Element of Central Shops Historic District)

P1. Other Identifier: Map Reference #16

*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: 1994 T 9 N; R 4 E ; ¼ of ¼ of Sec ; M.D. B.M.

c. Address: City: Zip:

d. UTM: 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 resource is a non-contributing element of the Central Shops Historic District, a National Register of Historic Places (NRHP)-eligible historic district. The district, as originally conceived by Historic Environment Consultants (1998:11), consists of the 10 extant fabrication, repair, and maintenance shops. The Central Shops Historic District is eligible for inclusion on the NRHP under Criteria A and C because the "structures have strong associations with the development of the Central Pacific Railroad Company (CPRR), the creators of the western portion of the historic transcontinental railroad. The structures were also central features in what became one of the largest manufacturing complexes in the western United States" (Mellon 2001:2). Historic Environment Consultants (1998:14) adds that the "Sacramento Shops were highly notable for their construction and maintenance of all types of railroad cars and locomotives."

The SPRR Foundry Loading Ramp appears to be the only surface feature remaining of the Southern Pacific Railroad (SPRR) Foundry, built ca. 1883 (Joslyn 1948:41). The loading ramp is a simple concrete structure 3 ft tall, 12 ft long, and accessed from the north. The Foundry, of which the loading ramp is a part, operated from 1883 to at least 1952 (Joslyn 1948:41; Sanborn Map Co. 1915, 1951, 1952; Sanborn-Perris Map Co. 1895: Sheet 5a).

*P3b. Resource Attributes: (List attributes and codes) AH2. Foundations/structure pads.

*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 #)

Facing northeast, 06/27/2008

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

Ca. 1883 (Joslyn 1948:41)

*P7. Owner and Address:

S. Thomas Enterprises of Sacramento. 431 I St, Ste. 202 Sacramento, CA 95814

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

Gabriel Roark, ICF Jones & Stokes 630 K Street, Suite 400 Sacramento, CA 85814

*P9. Date Recorded:

*P10. Survey Type: (Describe)

Reconnaissance survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") ICF Jones & Stokes 2008a, 2008b (see Continuation Sheet)

*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):

*Recorded by: Gabriel Roark, ICF Jones & Stokes

*Date: 10/31/2008 Continuation Update

The Foundry at 6th Street was a critical element of the Central Shops' manufacturing capabilities (see Joslyn 1948:41-42); however, the loading ramp, as the only surviving element, is incapable of conveying the significance of operations at the Foundry. Further, no subsurface archaeological deposits (e.g., refuse deposits, buried structure remains) are anticipated at the Foundry given the nature of activities that occurred there. Consequently, the Foundry Loading Ramp does not meet any of the National Register criteria, either individually or as a contributor to the Central Shops District. This resource also does not appear to meet the California Register significance criteria.

This resource has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. It is a not historical resource for purposes of CEQA.

REFERENCES CITED

Historic Environment Consultants. 1998. *Historic Property Inventory and Evaluation Report for the Central Pacific/Southern Pacific Railroad Railyards Project, Sacramento County*. Submitted to Union Pacific Railroad Company.

ICF Jones & Stokes. 2008a. *Archaeological Survey Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

— — —. 2008b. *Historical Resources Evaluation Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

Joslyn, D. L. 1948. *Sacramento General Shops, Southern Pacific Company — Pacific Liner*. Unpublished typescript. On file, District 3, California Department of Transportation, Marysville.

Mellon, Knox. 2001. *Letter Regarding Seventh Street Extension Project, City of Sacramento, Sacramento County*. September 4. Office of Historic Preservation, Department of Parks and Recreation, Sacramento, California. FHWA010423G. Submitted to California Division, Region Nine, Federal Highway Administration, Sacramento.

Sanborn Map Co. 1915. *Insurance Maps of Sacramento, California, Volume 1*. 2 vols. Sanborn Map Co., New York. Electronic document, <http://sanborn.umi.com.ezproxy.lapl.org>, accessed June 24, 2008.

— — —. 1951. *Insurance Maps of Sacramento, California, Volume 1*. 2 vols. Sanborn Map Co., New York. Electronic document, <http://sanborn.umi.com.ezproxy.lapl.org>, accessed June 24, 2008.

— — —. 1952. *Insurance Maps of Sacramento, California, Volume 1*. 2 vols. Sanborn Map Co., New York. Electronic document, <http://sanborn.umi.com.ezproxy.lapl.org>, accessed June 24, 2008.

Sanborn-Perris Map Co. 1895. *Insurance Maps of Sacramento, California, 1895*. Electronic document, <http://sanborn.umi.com.ezproxy.lapl.org>, accessed June 24, 2008.

Southern Pacific. 1920. *Sacramento Shops, Showing Buildings*. Map. On file, California State Railroad Museum Library, Sacramento, California.

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 3 *Resource Name or #: Redwood Railroad Ties (Element of Central Shops Historic District)

P1. Other Identifier: Map Reference #17

*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: 1994 T 9 N; R 4 E ; ¼ of ¼ of Sec ; M.D. B.M.

c. Address: City: Zip:

d. UTM: 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 resource is a non-contributing element of the Central Shops Historic District, a National Register of Historic Places (NRHP)-eligible historic district. The district, as originally conceived by Historic Environment Consultants (1998:11), consists of the 10 extant fabrication, repair, and maintenance shops. The Central Shops Historic District is eligible for inclusion on the NRHP under Criteria A and C because the "structures have strong associations with the development of the Central Pacific Railroad Company (CPRR), the creators of the western portion of the historic transcontinental railroad. The structures were also central features in what became one of the largest manufacturing complexes in the western United States" (Mellon 2001:2). Historic Environment Consultants (1998:14) adds that the "Sacramento Shops were highly notable for their construction and maintenance of all types of railroad cars and locomotives."

This resource consists of five redwood railroad ties visible in plan in an existing gravel road. The ties are oriented on a southwest-northeast trajectory. The ties are located alongside the route of the CPRR's second mainline railroad, which was constructed from August through December 1879. The second mainline extended from the First Transcontinental Railroad at 6th and D streets southwest to skirt the southern end of Central Shops to a new passenger depot near the Second Street Extension (Wyatt 2007:8-4).

*P3b. Resource Attributes: (List attributes and codes) AH7. Roads/trails/railroad grades

*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 #)
 Detail, 06/27/2008

*P6. Date Constructed/Age and Sources: Historic
 Prehistoric Both
 Ca. 1879 (Wyatt 2007:8-4)

*P7. Owner and Address:
 City of Sacramento, CA

*P8. Recorded by: (Name, affiliation, and address)
 Gabriel Roark, ICF Jones & Stokes
 630 K Street, Suite 400
 Sacramento, CA 85814

*P9. Date Recorded:

*P10. Survey Type: (Describe)
 Reconnaissance survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") ICF Jones & Stokes 2008a, 2008b (see Continuation Sheet)

*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):

*Recorded by: Gabriel Roark, ICF Jones & Stokes

*Date: 10/31/2008 Continuation Update

The Redwood Railroad Ties represent an isolated portion of a historic spur line to the second CPRR mainline tracks. As a small remnant of one of many spur lines in the Railyards, the Redwood Railroad Ties do not contribute to the Central Shops District's significance under any criteria. The resource does not appear to be eligible for listing in the NRHP on its own merit, either. Moreover, this resource cannot be reliably assigned to the Central Shops Historic District's period of significance. This resource also does not appear to meet the significance criteria of the California Register.

This resource has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. It is a not historical resource for purposes of CEQA.

REFERENCES CITED

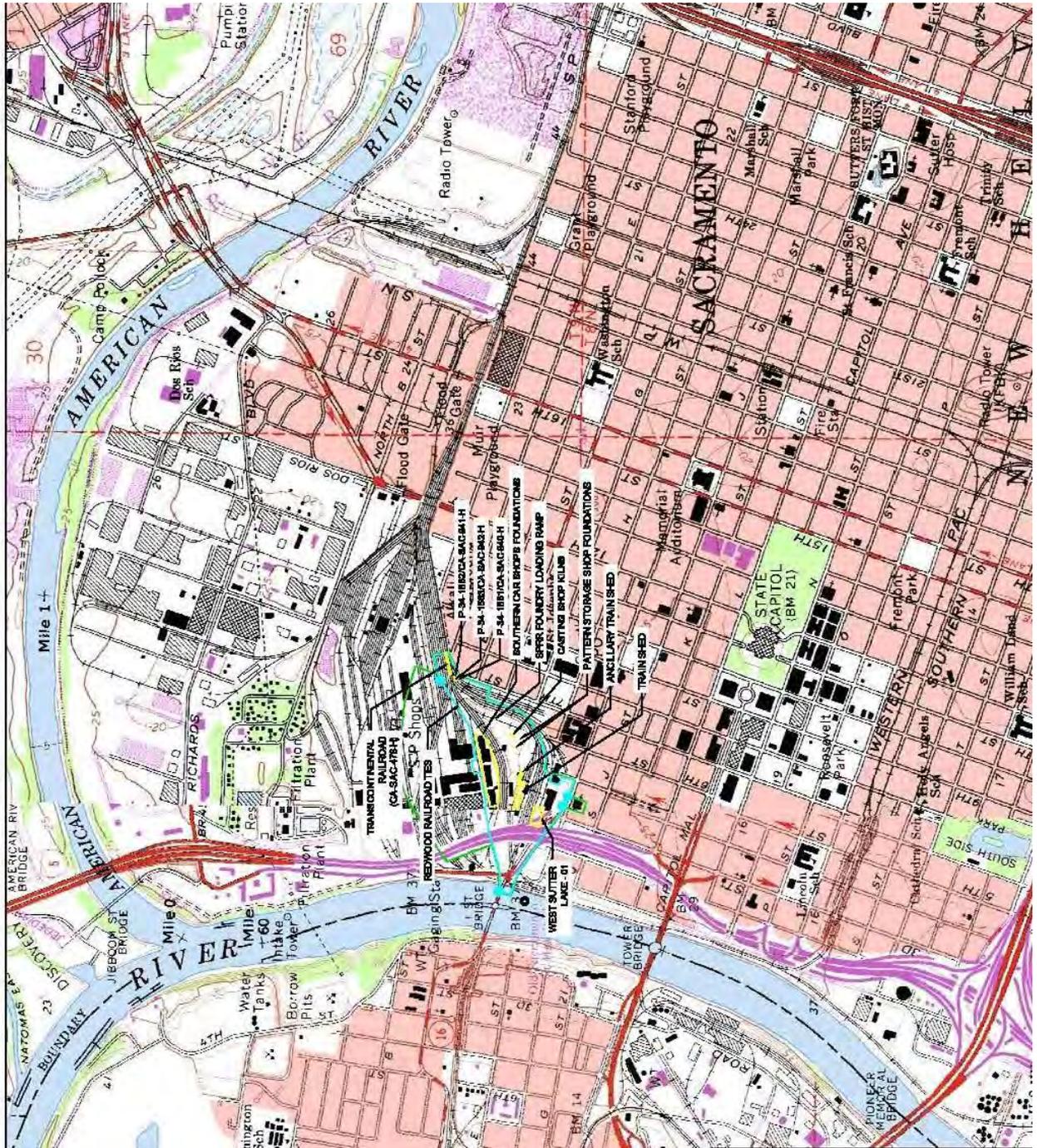
Historic Environment Consultants. 1998. *Historic Property Inventory and Evaluation Report for the Central Pacific/Southern Pacific Railroad Railyards Project, Sacramento County*. Submitted to Union Pacific Railroad Company.

ICF Jones & Stokes. 2008a. *Archaeological Survey Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

— — —. 2008b. *Historical Resources Evaluation Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

Mellon, Knox. 2001. Letter Regarding Seventh Street Extension Project, City of Sacramento, Sacramento County. September 4. Office of Historic Preservation, Department of Parks and Recreation, Sacramento, California. FHWA010423G. Submitted to California Division, Region Nine, Federal Highway Administration, Sacramento.

Wyatt, Kyle K. 2007. National Register of Historic Places Registration Form: Transcontinental Railroad Terminus and Shops Historic District. August 15. California State Railroad Museum, Sacramento. Submitted to National Park Service, U.S. Department of the Interior, Washington, D.C.



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 3 *Resource Name or #: Southern Car Shops Slab Foundations (Element of Central Shops Historic District)

P1. Other Identifier: Map Reference #18

*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: 1994 T 9 N; R 4 E ; ¼ of ¼ of Sec ; M.D. B.M.

c. Address: City: Zip:

d. UTM: Zone: ; mE/ mN

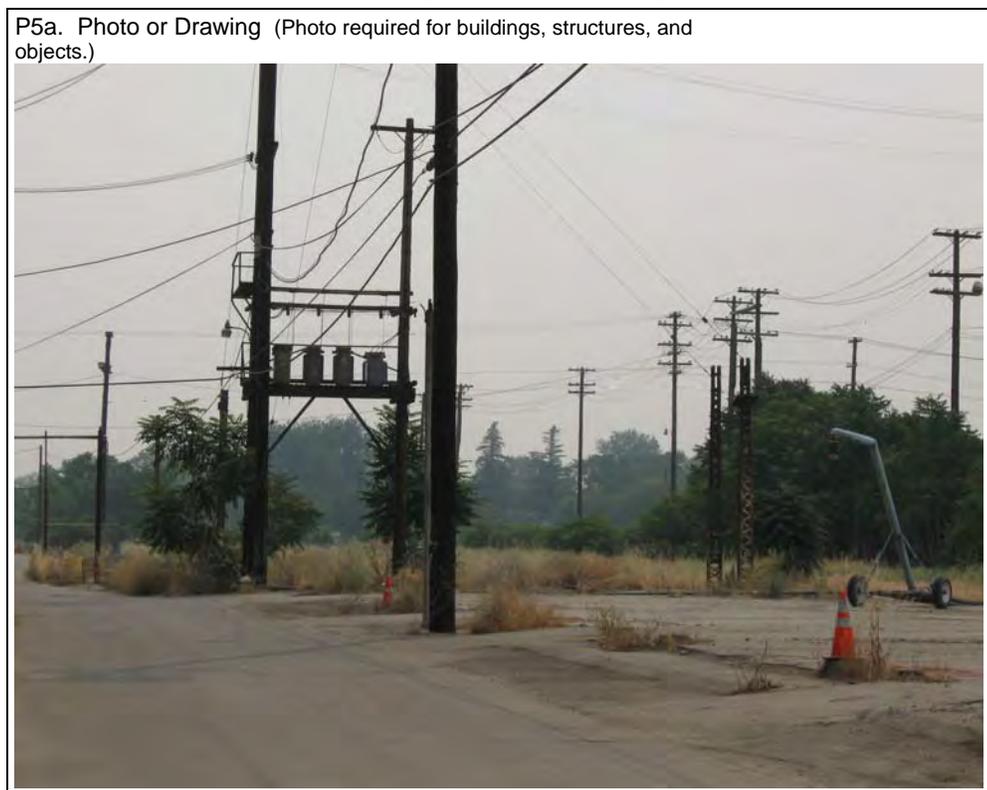
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate):

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
 This resource is a non-contributing element of the Central Shops Historic District, a National Register of Historic Places (NRHP)-eligible historic district. The district, as originally conceived by Historic Environment Consultants (1998:11), consists of the 10 extant fabrication, repair, and maintenance shops. The Central Shops Historic District is eligible for inclusion on the NRHP under Criteria A and C because the "structures have strong associations with the development of the Central Pacific Railroad Company (CPRR), the creators of the western portion of the historic transcontinental railroad. The structures were also central features in what became one of the largest manufacturing complexes in the western United States" (Mellon 2001:2). Historic Environment Consultants (1998:14) adds that the "Sacramento Shops were highly notable for their construction and maintenance of all types of railroad cars and locomotives."

Numerous foundations are present immediately south of the Central Shops. Between 1890 and the 1950s, this area contained the Copper Shop, Coal Bin, Coal Shed, Tin and Copper Shed, Hammer Shop, Pipe Shop, Pipe Shed, Bolt Shop, Blacksmith Shop, Rolling Mill, and miscellaneous storage sheds and offices, which are collectively referred to here as the "Southern Car Shops" (Elliott 1890; Sanborn-Perris Map Co. 1895; Sanborn Map Co. 1915, 1951, 1952; Southern Pacific 1920).

*P3b. Resource Attributes: (List attributes and codes) AH7. Roads/trails/railroad grades

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



P5b. Description of Photo: (View, date, accession #)
 View to east, 06/27/2008

*P6. Date Constructed/Age and Sources: Historic
 Prehistoric Both
 1890-1950s (see P3a for citations)

*P7. Owner and Address:
 City of Sacramento, CA

*P8. Recorded by: (Name, affiliation, and address)
 Gabriel Roark, ICF Jones & Stokes
 630 K Street, Suite 400
 Sacramento, CA 95814

*P9. Date Recorded:

*P10. Survey Type: (Describe)
 Reconnaissance survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") ICF Jones & Stokes 2008a, 2008b (see Continuation Sheet)

*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):

*Recorded by: Gabriel Roark, ICF Jones & Stokes

*Date: 10/31/2008 Continuation Update

The foundations represent the only surviving surface manifestation of the Southern Car Shops buildings. No superstructure or machinery remains at the Southern Car Shops Slab Foundations. No evidence of subsurface archaeological deposits was noted or is anticipated at the Southern Car Shop Slab Foundations. The Southern Car Shops Foundations lack sufficient integrity to convey significance as a potential contributor to the Central Shops Historic District and are not individually eligible for the NRHP under any criteria. The resource does not appear to be eligible for listing in the NRHP on its own merit, either. Moreover, this resource cannot be reliably assigned to the Central Shops Historic District's period of significance. This resource also does not appear to meet the significance criteria of the California Register.

This resource has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. It is a not historical resource for purposes of CEQA.

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— — —. 2008b. *Historical Resources Evaluation Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

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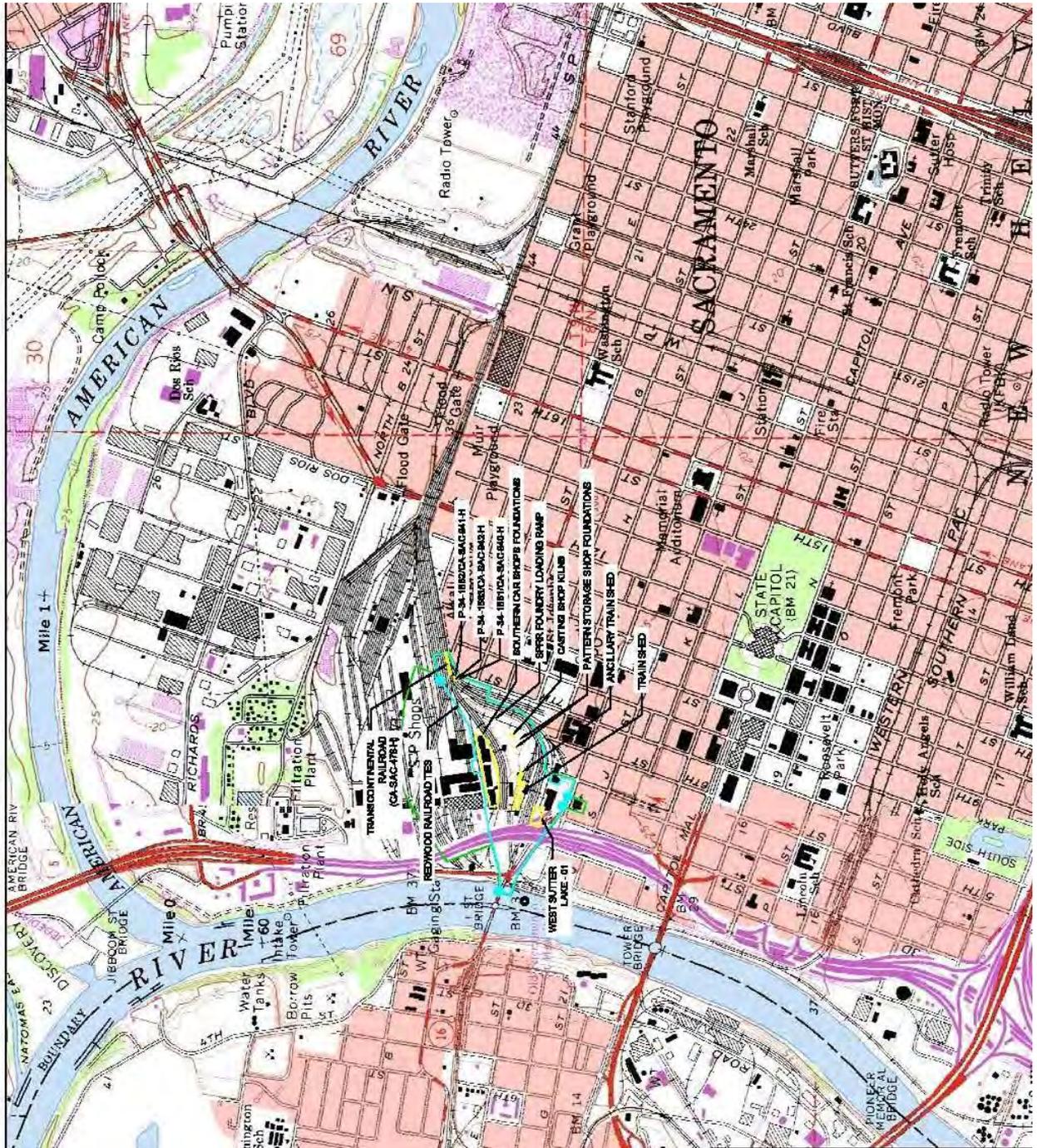
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Attachment D. Archaeological Survey Report

Archaeological Survey Report for the Sacramento Intermodal Transportation Facility, City of
Sacramento, Sacramento County, California

03-Sac-00
PM
EA 03-965100 3ENVR
Sacramento Intermodal Transportation Facility

USGS 7.5-minute Quadrangle: Sacramento East, CA (PR1980); Sacramento West, CA (PR1980)

Size of Study Area is approximately 33 acres

Keywords: T 9 N, R 4 E, M.D.B.M.; City of Sacramento; Sacramento County; archaeological survey; P-34-1563/CA-SAC-942-H (7th Street Historic-Era Refuse Deposit); P-34-1562/CA-SAC-941-H (7th Street Railroad Trestle Bents); P-34-1561/CA-SAC-940-H (6th Street Levee); CA-SAC-478-H (Transcontinental Railroad); Ancillary Train Shed Curbs; Train Shed Curbs; Casting Shop Kilns; Pattern Storage Shop Slab Foundations; SPRR Foundry Loading Ramp; Southern Car Shops Slab Foundations; West Sutter Lake-01

Prepared by:

Gabriel Roark, B.A., Archaeologist
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Reviewed by:

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Associate Environmental Planner (Archaeology)
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Approved by:

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October 2008

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Acronyms and Abbreviations

ac	acres
ADA	Americans with Disabilities Act
ADI	area of direct impact
APE	area of potential effects
ASR	archaeological survey report
B.P.	before present
Caltrans	California Department of Transportation
CCTS	Central California Taxonomic System
CHRIS	California Historical Resources Information System
City	City of Sacramento
CPRR	Central Pacific Railroad
CRHR	California Register of Historical Resources
DNA	Downtown-Natomas-Airport
EIR	environmental impact report
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FSTIP	Federal Statewide Transportation Improvement Program
ft	feet
GPS	global positioning system
HRER	historic resources evaluation report
HRI	historic resources inventory
mi	mile
NAHC	Native American Heritage Commission
NCIC	North Central information Center
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
PA	January 1, 2004, <i>Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California</i>

*State Historic Preservation Officer, and the
California Department of Transportation*

RSP	Sacramento Railyards Specific Plan
RT	Regional Transit
SACOG	Sacramento Area Council of Government
SITF	Sacramento Intermodal Transportation Facility
SPRR	Southern Pacific Railroad
Station	Sacramento Valley Station
UPRR	Union Pacific Railroad

Chapter 1. Summary of Findings

The Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans), in conjunction with the City of Sacramento (City), propose to expand the existing Sacramento Valley Station (Station) to meet current needs and to establish a state-of-the-art regional transportation center to meet future needs of rail and bus transit passengers and service operators in the Sacramento region through the year 2025 and beyond. The proposed project requires federal funding from the FHWA and possibly the Federal Transit Administration and Federal Railroad Administration. The purpose of this study is to evaluate the potential for the project to affect archaeological sites eligible for listing in the National Register of Historic Places (NRHP). This archaeological survey report (ASR) is intended to document compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, whose regulations pertain to federally funded undertakings and their impacts on historic properties. More specifically, this report was prepared in accordance with the January 1, 2004, *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation (PA)*. This report documents the results of an archaeological records search at the North Central Information Center (NCIC) California Historical Resources Information System (CHRIS) and literature review, as well as the results of an archaeological reconnaissance of the direct area of potential effects (APE) conducted on June 27, 2008, by ICF Jones & Stokes (formerly Jones & Stokes) professional archaeologist Gabriel Roark.

The records search, literature review, and archaeological reconnaissance of the direct APE resulted in the identification of 16 cultural resources, 12 of which constitute archaeological resources. These are:

- 7th Street Historic-Era Refuse Deposit (P-34-1563/CA-SAC-942-H),
- 7th Street Railroad Trestle Bents (P-34-1562/CA-SAC-941-H),
- 6th Street Levee (P-34-1561/CA-SAC-940-H),
- Transcontinental Railroad (CA-SAC-478-H),
- Ancillary Train Shed Curbs,
- Train Shed Curbs,
- Casting Shop Kilns,
- Pattern Storage Shop Slab Foundations,
- SPRR [Southern Pacific Railroad] Foundry Loading Ramp,
- Redwood Railroad Ties,
- Southern Car Shops Slab Foundations, and
- West Sutter Lake-01 (historic artifacts, railroad refuse, and prehistoric isolate).

Four archaeological resources are located in the Phase 1 area of direct impact (ADI): 7th Street Railroad Trestle Bents (P-34-1562/CA-SAC-941-H), 6th Street Levee (P-34-1561/CA-SAC-940-H), Train Shed Curbs, and Southern Car Shops Slab Foundations. All identified archaeological resources are evaluated in the project historic resources evaluation report (HRER) (ICF Jones & Stokes 2008).

The ASR also identifies the need for the preparation of a late discovery plan to ensure the appropriate treatment of any inadvertent archaeological discoveries that may occur during project construction.

It is Caltrans' policy to avoid cultural resources whenever possible. If cultural resources cannot be avoided, additional work may be necessary. If buried cultural materials are encountered during construction, it is Caltrans' policy that work in that area must halt until a qualified archaeologist can evaluate the nature and significance of the find (California Department of Transportation 2001). Additional archaeological survey will be needed if the project limits are extended beyond the present survey limits.

Chapter 2. Introduction

PROJECT DESCRIPTION AND LOCATION

The City proposes to expand the existing Station to meet current needs and to establish a state-of-the-art regional transportation center to meet future needs of rail and bus transit passengers and service operators in the Sacramento region through the year 2025 and beyond. Developed in phases, the Sacramento Intermodal Transportation Facility (SITF) (proposed project) would encompass a realignment of existing mainline rail tracks (Phase 1), improvements to the existing Station (Phase 2), and eventual transformation of the Station into a multimodal transportation center (Phase 3).

The proposed project would provide a centralized transfer point for regional passenger rail, light rail, and bus services (Figure 1). In the near term, the City proposes to implement Phase 1, relocating the existing rail and passenger tracks and facilities. In subsequent phases, the City proposes to improve the existing Station, expand the facility, and provide new uses to meet projected service levels and passenger growth.

The proposed project site consists of approximately 33 acres (ac), including the existing Station facilities that are owned by the City. The City is in the process of acquiring land for the project immediately north of the Station, which contains the approximately 3,300-foot-long Union Pacific Railroad (UPRR) rail corridor (current alignment and proposed realignment) (Figures 2 and 3).

For passenger rail and freight rail service, Phase 1 of the project would upgrade existing track and related facilities, eliminate a bottleneck, and reduce conflicts among transportation modes to result in increased capacity, more operational flexibility, and service improvements. In Phase 2, the City would implement minor improvements to the existing Station. Phase 3 would encompass further facility expansion and new uses to meet projected service levels and passenger growth.

Funding for the SITF project is included in the fiscal year 2007 Federal Statewide Transportation Improvement Program (FSTIP). This project also is included in the Sacramento Area Council of Government's (SACOG's) 2005/07 Metropolitan Transportation Improvement Program and 2006 *Metropolitan Transportation Plan* (I.D. SAC20350).

PHASE DESCRIPTIONS

There are two build alternatives in addition to the no-build alternative: Alternative 1, "Don't Move the Depot"; and Alternative 2, "Move the Depot." The build alternatives are identical in design for Phase 1 and Phase 2 and differ only in the design of the ultimate SITF in Phase 3. The improvements proposed in Phase 1 and Phase 2 are independent of the future

decision of whether or not to move the Depot. The Phase 1 track relocation activities do not depend on the implementation of Phase 2, nor do the Phase 1 improvements foreclose alternatives (location and size) of the Phase 2 improvements. Similarly, neither the Phase 1 nor Phase 2 improvements depend on or foreclose the alternatives for the future implementation of Phase 3, irrespective of the future decision to relocate the Depot.

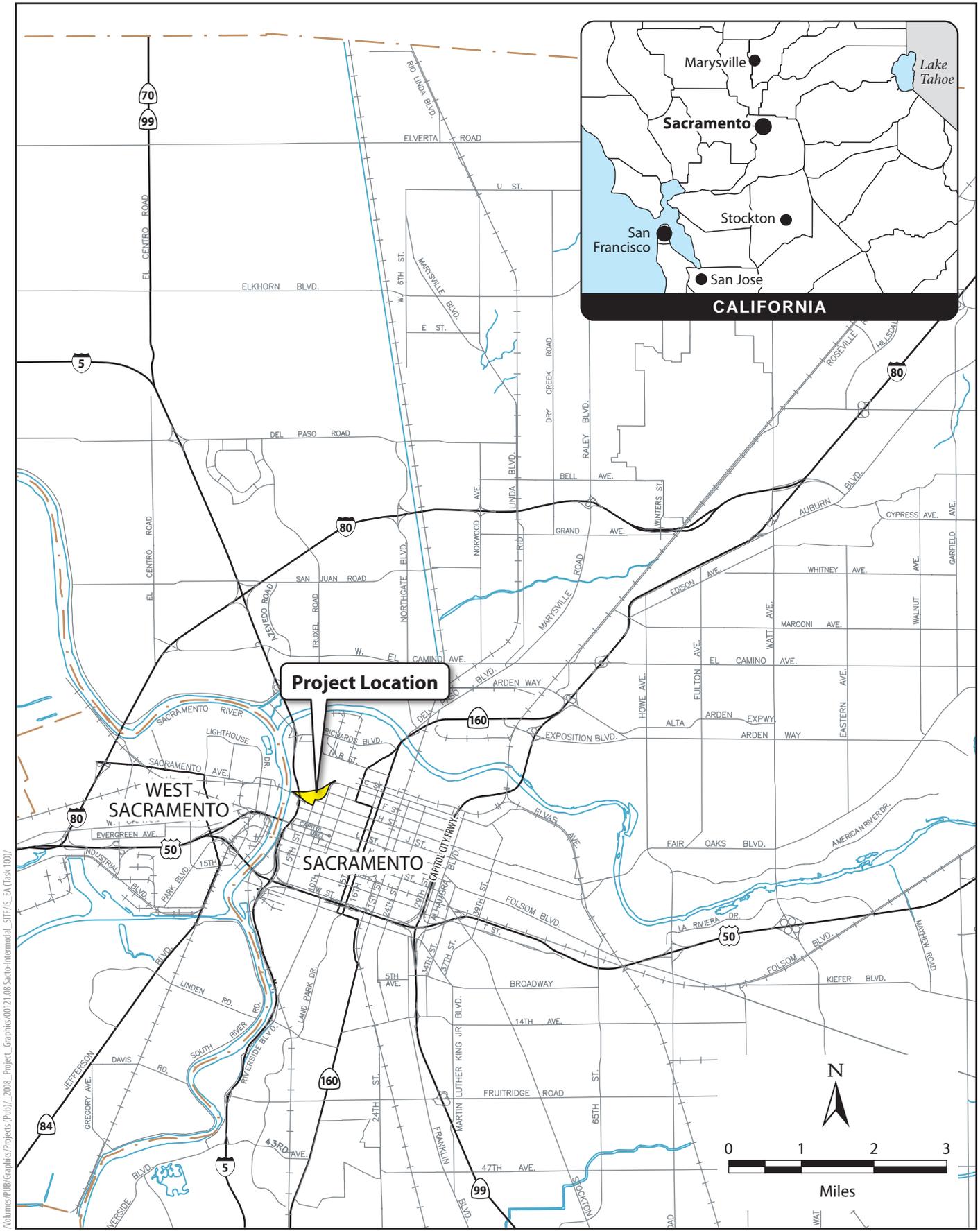
For all phases, construction staging, equipment lay down, and access and material storage for all work would occur within the project footprint or on existing access roads. Track installation materials would be brought in by rail. Phase 1 would be constructed and fully operational in 2010. Phase 2 would be able to start construction in the first quarter of 2011, after the completion of Phase 1, and would have an approximately 3-year construction duration. Phase 3 would start construction and proceed depending on the alternative selected and the availability of funding.

Phase 1—Track Relocation

Phase 1 consists of the following components, which are identical for both build alternatives (Figure 3). (The build alternatives are discussed below.)

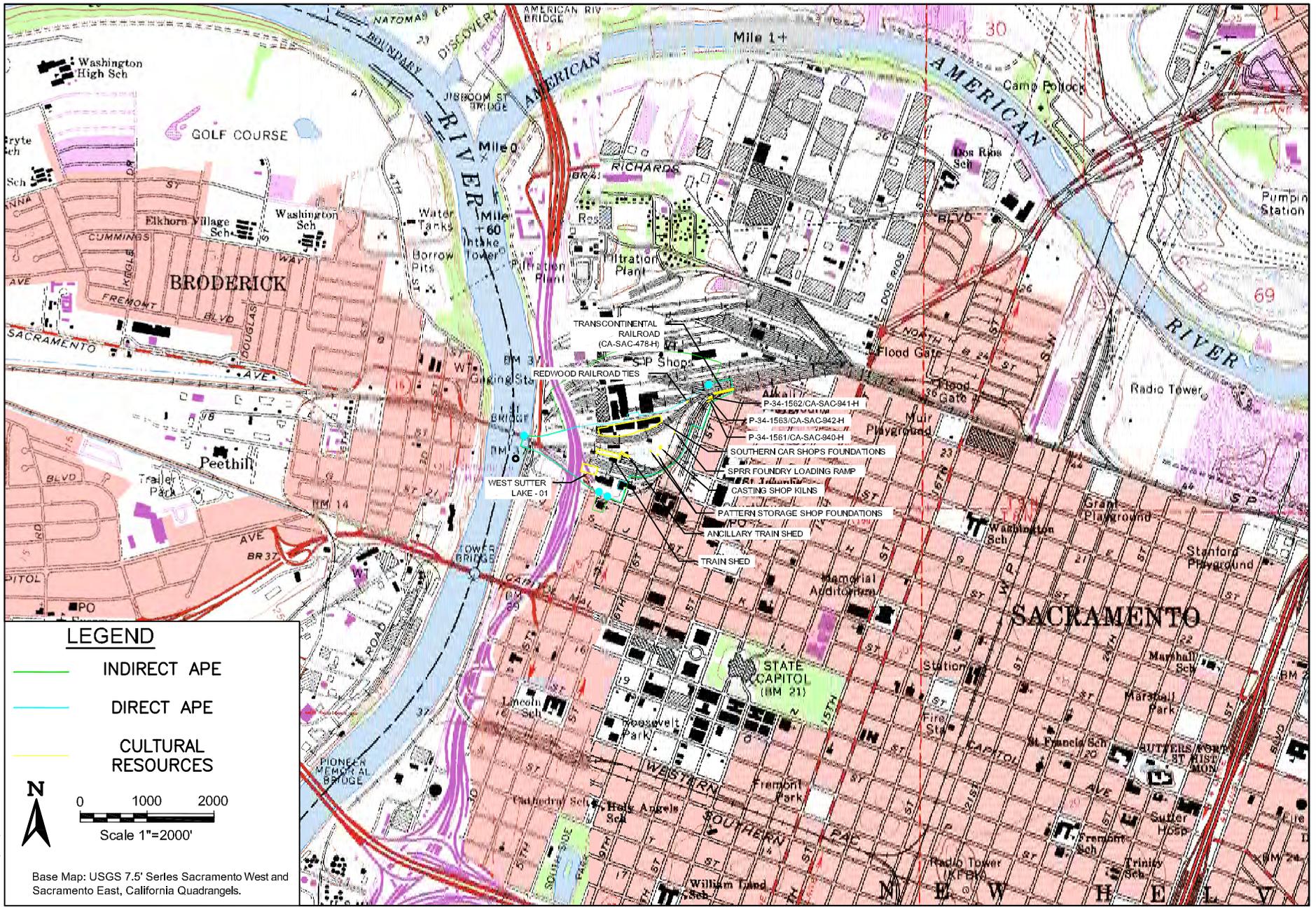
- Preparing the new alignment for relocation of the existing mainline freight and passenger tracks.
- Installing new freight tracks, new passenger tracks, and associated equipment within the platform area.
- Constructing new double-sided passenger platforms.
- Constructing a new passenger platform tunnel under the relocated tracks.
- Constructing a pedestrian/bicycle walkway from the passenger platform tunnel to the Depot building on the south side of the rail corridor.
- Constructing the pedestrian ramp and staircase from the passenger platform tunnel to the north side of the rail corridor opening into the north side of the rail corridor.
- Constructing a service access pathway from the Depot to the proposed new passenger tracks, consisting of an at-grade crossing of the tracks on the west side of the platforms, the service roadway between the platforms, and the paved drive between the Depot and the at-grade crossing.
- Removing the existing mainline tracks and passenger platforms behind the Depot once the new track alignment is operational. The ramps to the platform that are part of the existing pedestrian tunnel at the Depot would be subsequently connected to the new at-grade walkway.

The *Sacramento Railyards Specific Plan* (RSP) environmental impact report (EIR) previously evaluated the Phase 1 components at a project level of detail (PBS&J 2007; PBS&J/EIP 2007). The City is currently using federal funding for preliminary engineering for Phase 1. The City is securing state funding for relocating the tracks and the other improvements and is pursuing federal funding for Phase 1 from the Federal Railroad Administration (FRA),



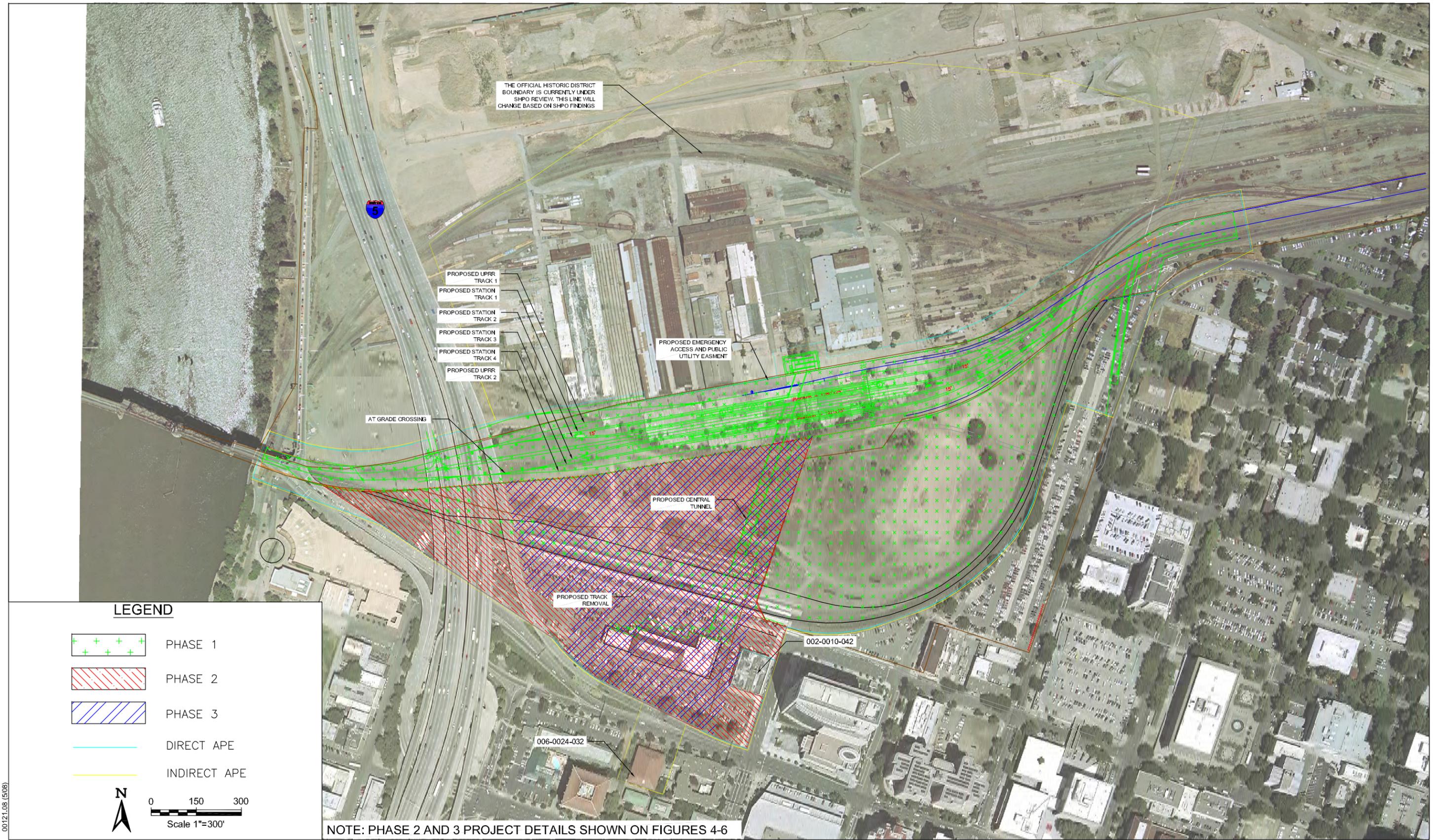
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Figure 1
Project Vicinity

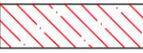


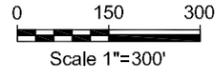
00121.08 (7/08)

Figure 2
Project Location



LEGEND

-  PHASE 1
-  PHASE 2
-  PHASE 3
-  DIRECT APE
-  INDIRECT APE



NOTE: PHASE 2 AND 3 PROJECT DETAILS SHOWN ON FIGURES 4-6

00121.08 (5/08)

Figure 3
Project Detail

pending completion of the environmental documentation for National Environmental Policy Act (NEPA) compliance. Following NEPA approval, the City would commence construction in late 2009–early 2010.

Phase 1 Components

The draft engineering conceptual submittal contains a detailed description of the track work details and the components of the passenger platform facilities. A general description of the Phase 1 work is provided below.

Track Work

New tracks, switches, and equipment would be installed within the relocated UPRR alignment for a distance of approximately 0.75 mile (mi), as shown in Figure 3. The relocated tracks would be installed approximately 600 feet (ft) north of the current tracks at the Station. Freight tracks would be installed on the outer north and south sides of the alignment, and the passenger tracks would be located within the interior of the track corridor. Excavation to install the new trackage would be 3 ft below the present ground surface. The width of excavation would be 5 ft from either side of the track centerline. Measured from the outside excavation offset for the northernmost and southernmost tracks, the maximum width of excavation (immediately south of the Central Shops) would be 162.5 ft. After the new tracks were operational, the existing tracks would be removed, soil remediation would be undertaken as needed, and the ground level would be restored to grade. Excavation for track removal also would not extend deeper than 3 ft below ground surface and also would include a 5-ft-wide offset from the centerline of existing trackage. The depth of excavation required for soil remediation is unknown, depending entirely upon the results of contaminant testing. The realigned tracks on the west portion of the corridor would be designed to accommodate the California State Railroad Museum's need for a continued rail connection between its sites in Old Sacramento and the Central Shops buildings that are used for locomotive maintenance and repair.

Utilities

An existing underground utility easement is located on the north side of the track realignment within the UPRR right-of-way. The existing storm drain and water systems would be upgraded and relocated to this utility corridor. The project is expected to possibly include some relocation of wet and dry utilities that serve the existing Shops buildings and existing Depot building, so that these facilities can remain in use. Where possible, existing utilities would be left in place until new replacement facilities could be built. New wet and dry utilities to serve the relocated platforms are included as part of this project. The project also would include provisions for utility corridors for utilities that need to pass through the footprint of the track relocation project. New utilities associated with this project are envisioned as underground utilities. Abandoned utilities buried more than 3 ft below ground surface would be left in place.

Utilities buried up to 3 ft deep would be removed. Design and depth of excavation for placement of new and relocated utilities are not complete at this time.

New Platforms and Passenger Platform Tunnel Connections

Two new, straight, double-sided passenger platforms would be constructed adjacent to the relocated passenger tracks. The platforms would range from 1,200 to 1,600 ft in length and would be approximately 25 ft wide, which is much wider than the existing platforms, to accommodate more passengers and baggage and to improve accessibility for disabled passengers. In comparison, the existing platforms vary in length and width; the longest is about 960 ft long, and the width ranges from approximately 10 to 15 ft. The new, 323-ft-long passenger tunnel underneath the relocated platforms would include ramps and possibly stairs on the north side of the corridor that would connect at grade in the adjacent Railyards development. The ramp on the south side would connect to grade and to a pedestrian walkway leading to the Depot. The tunnel, ramps, and pedestrian walkway would comply with the Americans with Disabilities Act (ADA). The asphalt walkway would have no cover or landscaping as part of Phase 1. The new passenger platform tunnel ramps may be configured to accommodate baggage carts. Baggage service between the Depot and the new platforms would be by carts that travel at grade from the Depot and cross the tracks along the west side of the site. Baggage carts also would use the pedestrian tunnel. Amtrak prefers to have both options for its baggage service; secondary baggage access from the central tunnel to the ramps would be equivalent to the existing tunnel and could accommodate only carts with a maximum of two trailers. These carts also would carry disabled passengers who are unable to walk to the passenger platforms, consistent with current operations, using either the west side crossing or the passenger platform tunnel. Excavation for construction of the new passenger platforms would not exceed 5 ft in depth. Excavation for the new passenger tunnel would be 20 ft deep and 40 ft wide.

Phase 2—Sacramento Valley Station Improvements

Phase 2 would consist of improvements to the existing Station that would upgrade its facilities and relocate transportation uses for more efficient operations, including improvements to the existing Depot. The Phase 2 improvements are needed currently, have independent utility, and would contribute to the transportation goals of the overall project over their lifespan. Phase 2 consists of the following components (Figures 3–4).

- Relocating, reconfiguring, and repaving/restriping the existing Regional Transit (RT) and Amtrak bus berths.
- Relocating the existing light rail transit station to a north-south alignment on the eastern edge of the site as planned by RT, which would create better internal site circulation and proximity to the bus berths and to the long-distance passenger rail service from light rail trains.
- Providing enhanced passenger connections, including walkway upgrades (e.g., street furniture, a shade/weather covering, landscaping/lighting) from the new



Figure 4. Phase 2 - Sacramento Valley Station Improvements
 For more information see the Project Description in the Environmental Documents

July 2008



Source: SMWM/Arup



passenger platforms to the Depot and a tunnel extension that connects the existing Depot tunnel and the new passenger platform tunnel constructed in Phase 1.

- Relocating and reconfiguring passenger vehicle and bicycle parking to accommodate existing parking demand and to improve the drop-off area in front of the Depot.
- Upgrading the electrical system at the station and within the Depot that meets functional needs and requirements.
- Providing a transit way along the north side of the site connecting the west side access point to the extension of F Street to facilitate bus circulation on site and provide shortcuts separate from congested city streets.

Phase 2 Components

Regional Transit and Amtrak Bus Berths

The existing RT and Amtrak bus berths would be relocated and reconfigured from their current east-west orientation on the north side of the Depot to a north-south orientation west of the relocated light rail station to improve passenger access from the passenger rail platforms, the at-grade walkway, and the light rail station. The bus area would be a combination of front-in and platform-sided berths and would provide a similar number of spaces as are currently available. Permanent structures providing weather protection for the buses, passenger benches and shade structures, lighting, and similar enhancements would be incorporated into the relocated bus loading area. The bus berths would consist of paving and striping.

Light Rail Station Relocation

The existing light rail station would be relocated as planned by RT to improve internal circulation and proximity to the bus berths and the rail platforms. Currently, the Gold Line of the light rail terminates at a station located immediately north of the Depot along the H Street alignment. RT long has planned to relocate this existing station to accommodate its planned Downtown-Natomas-Airport (DNA) project routing through the proposed project site. The tracks and shelters at the light rail station were designed to be relocated. RT's draft program EIR (Sacramento Regional Transit 2007) for the DNA project assumed relocation of the tracks and light rail station as necessary for the DNA project's viability, and the City and RT have entered into an agreement already to provide for such a relocation.

This light rail station would be a major station and transfer point along the DNA line. In this area, from south to north, its ultimate routing would extend generally from H Street north along an alignment west of 5th Street to the future extension of F Street planned for in the RSP. Then light rail trains would travel east on F Street to 7th Street. To accommodate RT's future project, the existing light rail station would be rebuilt to orient in a north-south alignment on the east side of the proposed project area. The Phase 2 improvements would consist of the construction of a single light rail side platform and a single track and removal of the existing

station and tracks after relocation of light rail operations to the new station. RT would construct a second track and platform at this light rail station in the future as part of its DNA project.

Enhanced Passenger Connections

Enhancements, such as benches, street furniture, a shade/weather covering, landscaping, and lighting, would be provided for the at-grade walkway. These improvements also would serve as the bus waiting area upon relocation of the bus berths. The existing tunnel north of the Depot (that now connects to the existing passenger platforms) would be extended to the new passenger platform tunnel constructed during Phase 1. This tunnel also would be used for baggage carts and “Red-Cap Service,” which provides passenger carts to transport mobility-challenged passengers to the trains, consistent with ADA requirements. The ramp access to the north from the central tunnel would not handle baggage carts, but the access to the south toward the Depot would handle baggage carts.

Passenger Parking and Site Access

The existing parking facilities would be relocated and reconfigured to accommodate existing parking demand and to expand the size of the drop-off area in front of the Depot, including the work described below.

- Reconfiguration of the existing parking lot under Interstate 5 and creation of new parking between the former track alignment and the relocated tracks, to provide approximately 180 parking spaces.
- Provision of temporary access from 2nd Street for this reconfigured parking lot under the freeway.
- Construction of an interim surface parking lot in the area north of the existing Depot and the new rail corridor to provide approximately 400–450 spaces. This parking would replace the spaces currently located in front of the Depot and the two lots along H Street and along 7th Street next to the existing tracks, which are privately owned and scheduled for redevelopment in the RSP, after implementation of Phase 1 of the proposed project.
- Provision of a bicycle service area, such as a bicycle station, offering services and secured bicycle storage for cyclists, on site.

Depot Rehabilitation

During Phase 2, the Depot building would be rehabilitated to upgrade core building systems and infrastructure. Rehabilitation would focus on replacing the station’s existing electrical system, which is worn, outdated, and beyond repair and cannot accommodate any additional loads. The proposed work includes:

- providing an electrical room with new transformers, switchboards, panels, and related equipment in accordance with codes and recommended practices;
- providing subpanels, conduits, and distribution systems throughout the station to supply localized power and lighting; and
- rehabilitating the Depot in accordance with the Secretary of the Interior’s standards for rehabilitation.

Phase 3—Intermodal Improvements

Phase 3 consists of the transformation of the existing Station into a regional intermodal transportation center. Completed in 1926, the existing historic Depot building is a three-story facility with approximately 57,000 square ft consisting of passenger facilities and offices, an attic, and a basement. The Depot serves as the Station for Amtrak, Capitol Corridor, and San Joaquin Corridor passenger rail service; local bus and light rail service by RT; and parking managed by the City of Sacramento Department of Transportation. Although this facility is listed on the NRHP and is a cherished Sacramento landmark, as a rail station it is deficient in program space for operators and in amenities for passengers.

The ultimate SITF in Phase 3 would include a new terminal building to accommodate projected service providers and passengers. The approximate sizes of the terminal improvements are shown in Table 1, below, which provides the program space needs and approximate square footages for a typical intermodal facility plan, as proposed by the current transit operators at the Station. The joint development square footage ranges from 27,000 to 73,000 square feet.

Table 1. Assumptions for the SITF Terminal Program

Program Use	Square Footage
Ticketing	2,660
Baggage	5,758
Waiting area	25,146
Passenger amenities	10,553
Administration and employee uses	60,632
Joint development	22,762
Total	127,511

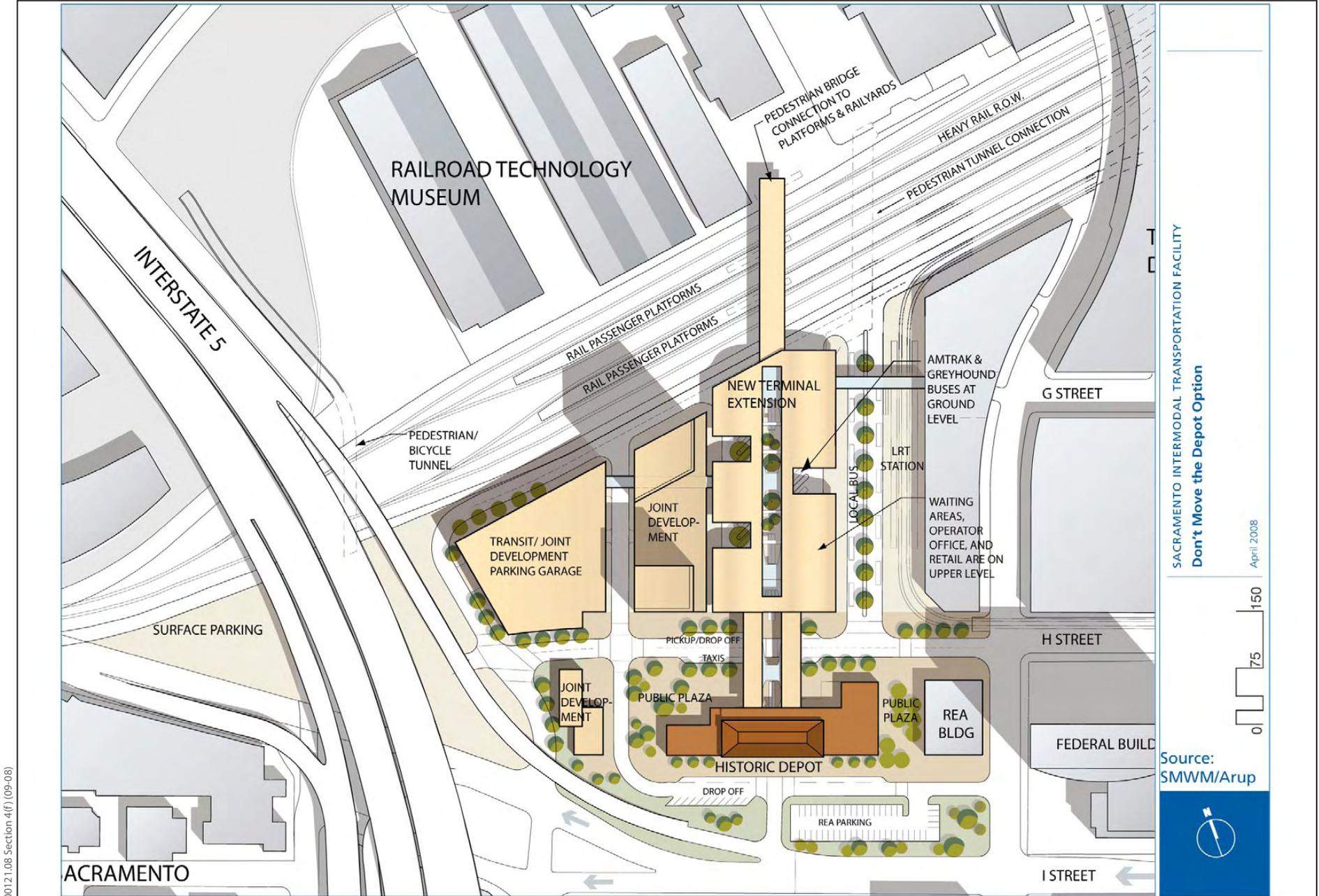
SMWM/Arup and Associated Consultants 2004.

Phase 3 Components

Common Components to Both Build Alternatives

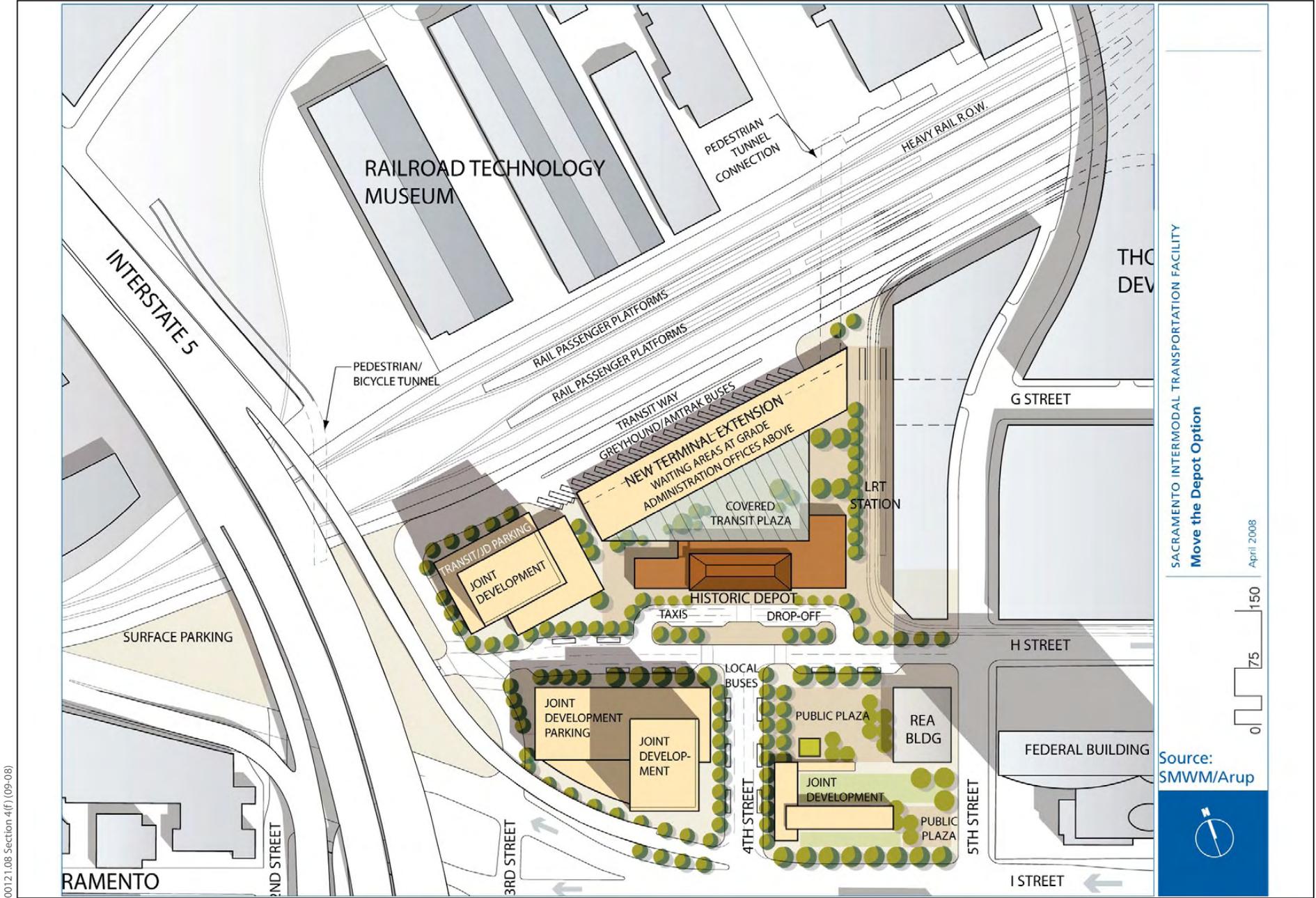
The following features are common to both build alternatives considered for Phase 3 (Figure 5 and 6).

- Both build alternatives would include a new terminal building with passenger waiting areas, baggage drop-off and pickup, ticketing, and other passenger services to accommodate additional service providers (such as local and regional bus operators, Greyhound, trolley service, regional rail service, and high-speed rail). The new terminal also would provide for unmet travel-related passenger needs (such as food and services purveyors) and the needs of service providers (office lessees). Additional passenger ticketing and waiting areas would be needed to serve expansion and transit ridership growth for current operators (such as increased Capitol Corridor service), as well as new operators (such as regional rail).
- Upgraded connections, including a possible pedestrian overcrossing linking the new terminal building, passenger platforms, and Central Shops area, to supplement the tunnel connections constructed in earlier phases.
- State-of-the-art baggage services and ticketing for passenger rail and regional bus operators.
- Improved site access points and circulation, including west-side access, an extension of the H Street alignment, and other on-site roadways.
- Renovation of the historic Depot in accordance with the Secretary of the Interior's standards for rehabilitation, including relocating the ticket counter to its original location, restoring openings and building features, and other measures to enable areas to be functional.
- Upgraded bicycle access and storage facilities and passenger drop-off areas.
- On-site parking structures to meet future needs for additional parking, particularly for long-distance travelers and those who need to park close to their destinations.
- Passenger amenities focusing on Amtrak, RT, and possibly Greyhound customers (such as restrooms, telephones, food and vending service, custodial service, and an internal circulation system).
- Expanded local bus berths and waiting areas.
- Administrative operations and employee office areas.
- Plazas, public open spaces, passenger amenities, landscaping, and pedestrian connections.
- Way-finding, signage, and information systems.
- Public services and infrastructure as required for the facility.



00121.08 Section 4(f) (09-08)

Figure 5
Phase 3 - Don't Move the Depot Option



00121.08 Section 4(f) (09-08)

SACRAMENTO INTERMODAL TRANSPORTATION FACILITY
Move the Depot Option
 April 2008

0 75 150

Source: SMWM/Arup

Figure 6
Phase 3 - Move the Depot Option

- Access to and from the surface parking areas for users and to and from the bus area for transit would be reconfigured to match Phase 3 site development.

Components Specific to the “Don’t Move the Depot” Alternative (Alternative 1)

In Alternative 1 (Figure 5), additional major features in Phase 3 would consist of those listed below.

- Expanded regional bus (Greyhound) and Amtrak bus facilities in a multilevel concourse north of the existing Depot that would contain ticketing, administrative and waiting areas, leased support areas, and direct vertical connections to the bus boarding.
- A concourse with skywalk (upper level) connections to the second floor of the existing Depot, to commercial development to the east, and to future joint development and parking structures to the west.
- A bridge overcrossing extending from the concourse level across the rail corridor to the passenger platforms and to the Central Shops.
- Multilevel terminal areas with overlooks, open and enclosed roof areas, landscape planters extending through levels, passenger walkways, way-finding measures, and other user-friendly features.
- Modifications to the local bus area developed in Phase 2 to accommodate increased berths.
- Upgrades and adjustments to the location of the passenger walkway between the Depot and the passenger rail platforms immediately to the west of its existing location, including improved cover, landscaping, and urban design features.
- On-site building pads for a parking structure used for transit passenger parking.

Alternative 2: “Move the Depot”

Under Alternative 2 (Figure 6), the Depot would be relocated to the north adjacent to the realigned tracks, convenient to multiple modes of transportation. Moving the Depot would ensure that it would become the anchor for the new Depot District and generally would shorten the connections between passenger modes. The new Depot District plan would enhance and emphasize the stature of the Depot by making it the centerpiece of the development, creating an open public entrance plaza oriented to I Street, and framing it with joint development. The joint development would visually buffer the project’s public spaces from Interstate 5 to the west.

The new transit facility would be composed of two distinct building elements: the rehabilitated Depot and a new terminal extension. Although the majority of the operator-requested program would be retained inside the Depot building, the terminal extension would provide pre-boarding waiting rooms for bus and rail passengers and other transit-related program elements, as well as spaces for joint development. An underground ramp would provide

passenger access from the terminal extension to the rail platforms. A covered open-air landscaped plaza would connect the terminal extension and the historic Depot.

The multiple modes of transit would be organized in two broad categories: Local city-level connections, such as light rail and local buses, would be located adjacent to pedestrian plazas and streets, while regional transit such as intercity (Greyhound) bus and passenger rail (Amtrak) would be grouped together adjacent to the rail tracks and bus arrival/departure zones for ease of passenger connection and efficiency for the operators. The arrangement of transit operations would allow for convenient transfers among all operators within minimal walking distance.

Alternative 2 would be implemented in three phases, as described below.

Phase 1: Track Relocation

The improvements for Phase 1 under this alternative would be the same as those described above for Alternative 1 (Figure 3).

Phase 2: Sacramento Valley Station Improvements

The improvements for Phase 2 under this alternative would be the same as those described above for Alternative 1 (Figure 4).

Phase 3: Intermodal Improvements

Under Alternative 2, Phase 3 consists of components similar to those described for Alternative 1, but in a different design (Figure 6).

- Converting the existing Station into a large, multimodal regional transportation facility that integrates a classic transportation building and a new terminal.
- Expanding bus bays.
- Expanding baggage facilities.
- Constructing multiple waiting areas.
- Expanding site features that serve passengers and providers.
- Meeting sustainable design objectives.

The ultimate intermodal facility in Phase 3 would include a new terminal building to accommodate projected service providers and passengers. The approximate size of the terminal

improvements are shown in the Table 1, which provides the program space needs and approximate square footages for a typical intermodal facility plan, as proposed by the current transit operators at the Station. The joint development square footage ranges from 27,000 to 73,000 square feet.

Components Common to Both Build Alternatives

See the description of components common to both alternatives described above under Alternative 1.

Components Specific to Alternative 2

Under Alternative 2 (Figure 6), additional major features constructed in Phase 3 would consist of the following.

- Relocation of the existing Depot building approximately 650 ft to the north; the building would be jacked and rolled onto a new foundation—see SMWM/Arup and Associated Consultants (2008) in Appendix A for an explanation of the building relocation procedure.
- Construction of a new terminal building for Amtrak and Greyhound buses, baggage, and administrative and leased support areas situated across a plaza from the newly relocated historic Depot.
- A modified passenger/baggage tunnel between the terminal/Depot and the passenger platform tunnel.
- Transit parking on the former Depot site.
- Modification of certain Phase 2 improvements, such as in the parking on-site and areas south of the original station location and between the old and new station sites, as required.
- Relocation of the local bus area to on-street bus berths south of the terminal area.

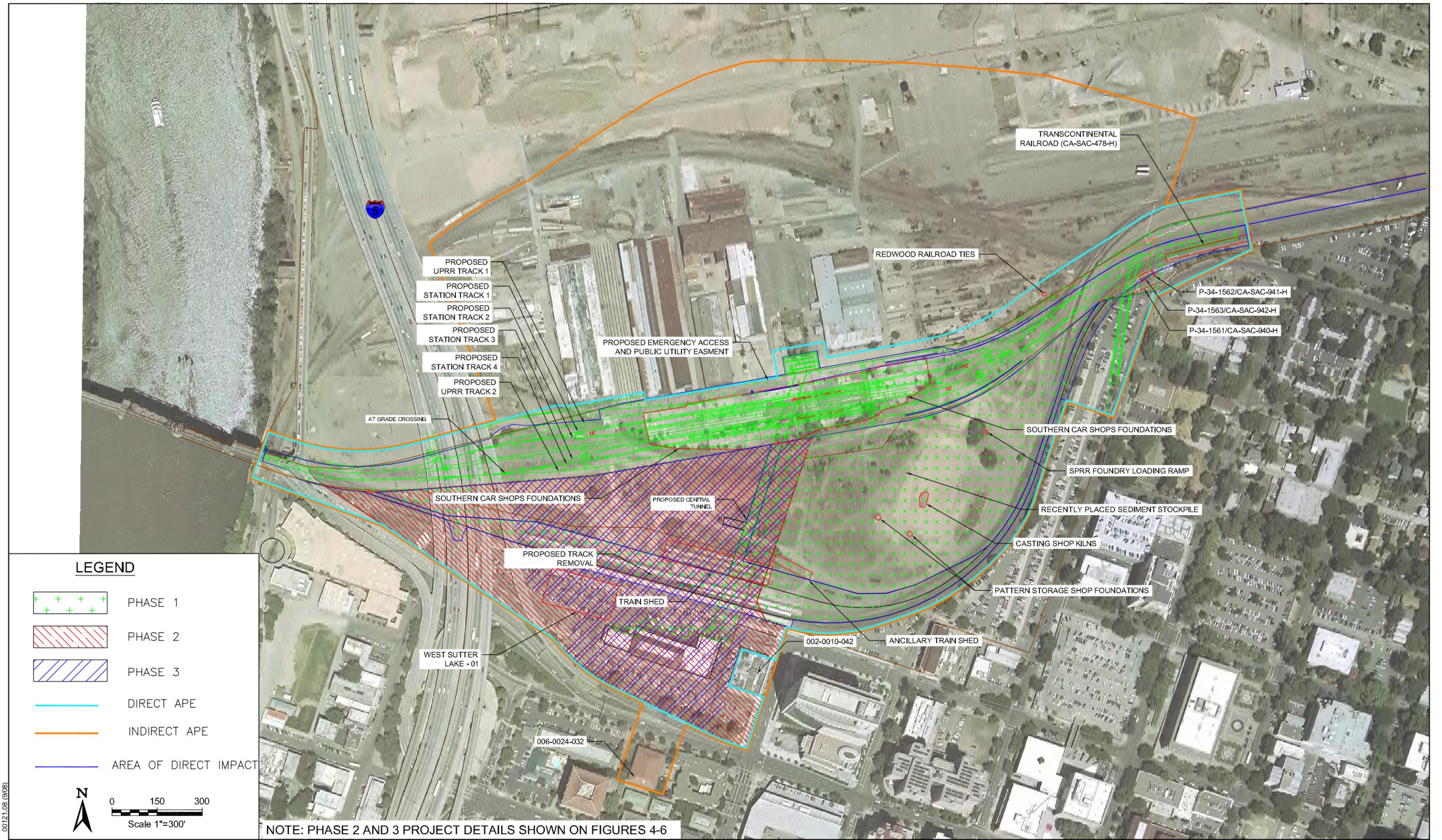
AREA OF POTENTIAL EFFECTS

The APE is indicated in Figure 7. The APE for this undertaking was established by Caltrans in accordance with Stipulations VI.B.7 and VIII.A of the PA. Most relevant to this report, the direct APE follows the maximum possible area of direct impact resulting from the proposed project, including all new construction, easements, and staging areas. An ADI for Phase 1 also is delineated in Figure 7 because much of the direct APE would not be excavated during Phase 1.

The horizontal and vertical limits of the ADI were defined in consultation with TranSystems, the project engineering firm, and via examination of 30-percent design plans (TranSystems 2008a, 2008b). The horizontal limits are depicted in Figure 7, whereas the vertical limits of the ADI are described below.

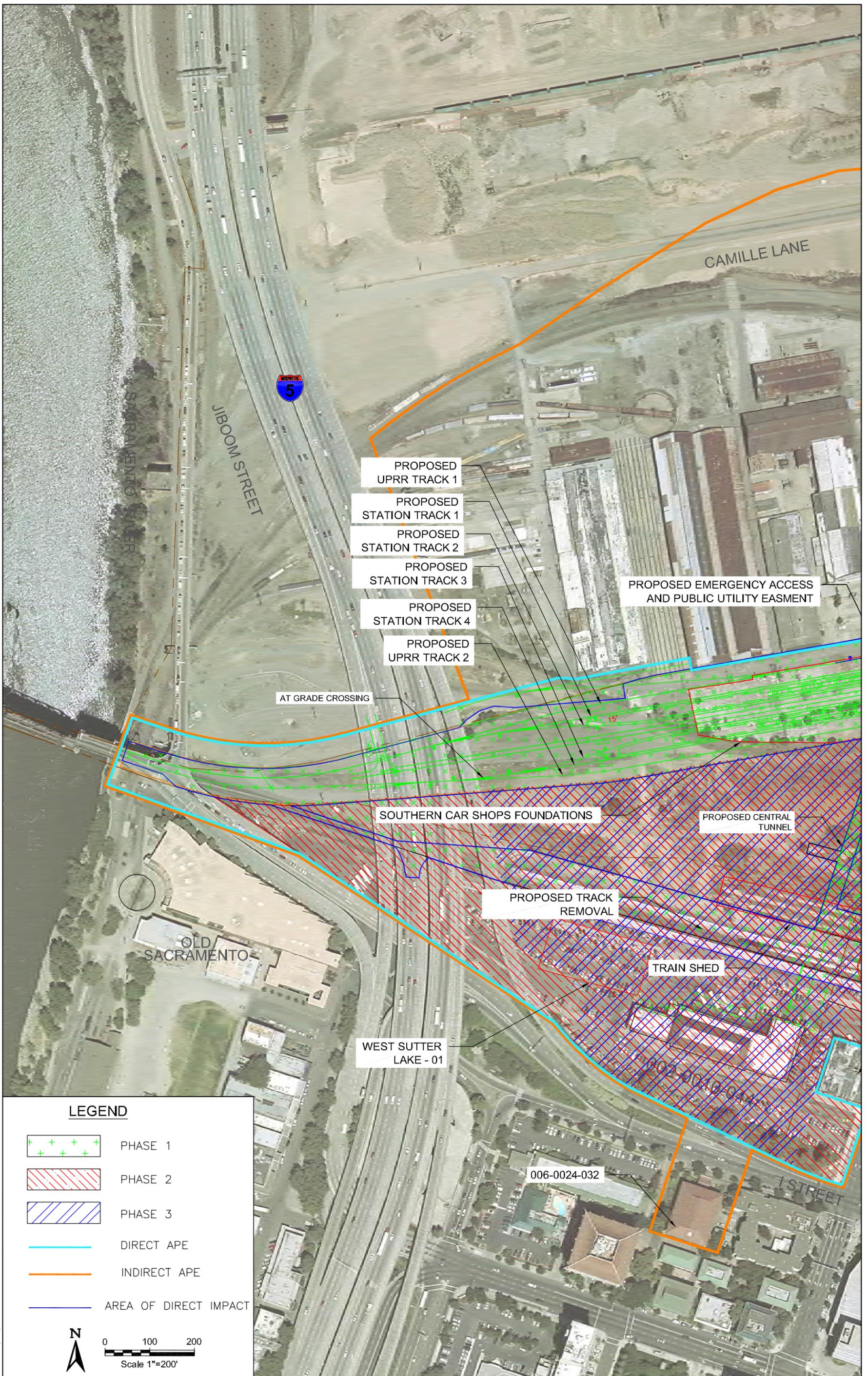
- Track removal: Excavation would not exceed 3 ft below present grade.
- New track construction: Excavation to prepare surface for trackage would not exceed 3 ft below present grade.
- Pedestrian tunnel construction: Excavation would be 20 ft below present grade within a 40-ft-wide corridor. The tunnel would extend from its northern terminus at the Central Shops to a point 323 ft south, at which point excavation would not exceed 3 ft in depth to accommodate the Depot–tunnel pedestrian walkway.
- Buried utilities: Excavation to remove buried utilities would not exceed 3 ft below current grade. Utilities buried deeper than 3 ft would be abandoned in place.

In consideration of the two proposed build alternatives under consideration for Phase 3 of the SITF, the APE for potential indirect effects (e.g., visual, auditory, and vibratory) includes parcels adjacent to the direct APE that contain buildings, structures, or objects of sufficient age to warrant evaluation for listing in the NRHP (see the project HRER [ICF Jones & Stokes 2008]). Because of the extended lead time for construction of Phase 3, the project HRER considers any building constructed in or prior to 1972.



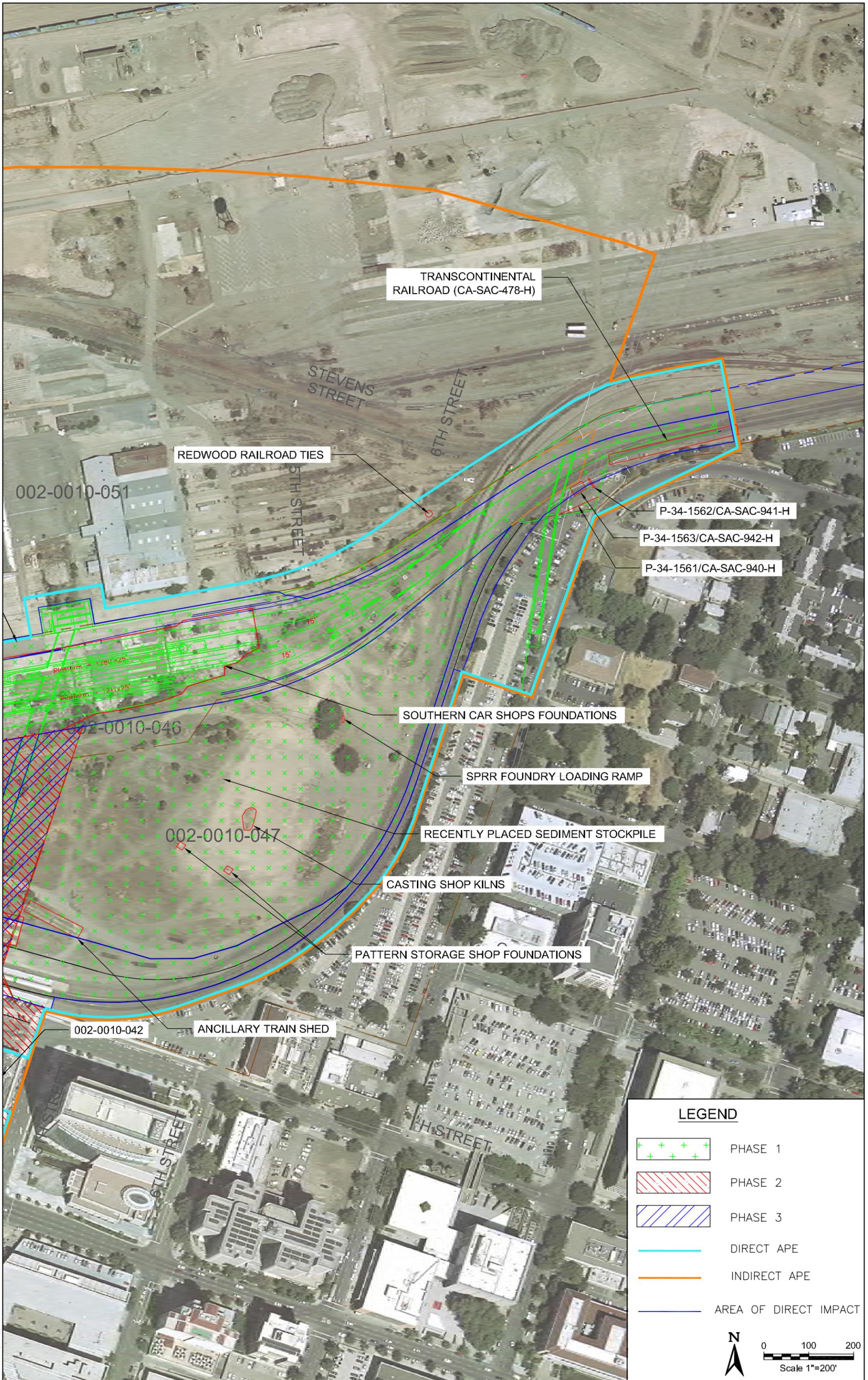
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Figure 7a
Archaeological Survey Coverage and Known Cultural Resources



00121.08 (9/08)

Figure 7b
Archaeological Survey Coverage and Known Cultural Resources



00121.08 (9/08)

Figure 7c
Archaeological Survey Coverage and Known Cultural Resources

Chapter 3. Sources Consulted

RECORDS SEARCH AND LITERATURE REVIEW

On May 28, 2008, ICF Jones & Stokes archaeologist Dylan Stapleton conducted a records search at the NCIC of the California Historical Resources Information System (Record Search Number SAC-08-73; see Appendix B). The records search was conducted for the APE as well as a 0.25-mi buffer surrounding the APE. Sources consulted included base maps marked with the locations of previous cultural resource studies and known cultural resources. In addition, the following sources were consulted:

- *California Inventory of Historic Resources* (California Department of Parks and Recreation 1976 and updates),
- *California Points of Historical Interest* (California Department of Parks and Recreation 1992 and updates),
- *California Historical Landmarks* (California Department of Parks and Recreation 1996 and updates),
- *Survey of Surveys* (Office of Historic Preservation 1989)
- *Gold Districts of California* (Clark 1970),
- *California Gold Camps* (Gudde 1975),
- *California Place Names* (Gudde 1996),
- *Historic Spots in California* (Hoover et al. 1966; Hoover et al. 1990),
- *Official Register Containing Structures of Architectural or Historical Significance* (City of Sacramento 1983),
- *Directory of Properties for Sacramento County* (Office of Historic Preservation 2008:33–56),
- the NRHP (National Park Service 2008),
- the California Register of Historical Resources (CRHR) (2008),
- Caltrans Local Agency Bridges and State Bridges Inventories (1987 and 2000), and
- historic maps (Sacramento Archives and Museum Collection Center 2002).

In addition to the records search, ICF Jones & Stokes consulted historic maps, photographs, and lithographs of the APE and vicinity (Baker 1854; Elliott 1890; Fire Department of the City of Sacramento 1857; Koch 1870; Ray 1873; Sanborn Map Co. 1915:Sheets 3–6, Sanborn Map Co. 1951; Sanborn-Perris Map Co. 1895:Sheets 4a–6b; Southern Pacific 1920).

The records search indicates that 40 previous cultural resource studies have been conducted in and adjacent to the APE (Table 2).

Table 2. Previous Cultural Resource Studies in and adjacent to the APE

Author/Reference	Location with Respect to APE	Title/Type of Study	Notes
Henley 1974	In APE	NRHP nomination	Southern Pacific Railroad Company's Sacramento Depot
McGowan et al. 1979a	Adjacent (HI56 Block)	Literature review of historic block development	Cited in A. Praetzellis and M. Praetzellis 1990a:2
McGowan et al. 1979b	In APE (HI34 Block)	Literature review of historic block development	Cited in A. Praetzellis and M. Praetzellis 1990a:2
McGowan et al. 1979c	In APE (HI45 Block)	Literature review of historic block development	Cited in A. Praetzellis and M. Praetzellis 1990a:2
Brienes, West and Schulz 1981a ^a	Adjacent (HI56 Block)	Archaeological research design	Cited in A. Praetzellis and M. Praetzellis 1990a:2
Brienes, West and Schulz 1981b ^a	In APE (HI34 and HI45 blocks)	Archaeological research design	Cited in A. Praetzellis and M. Praetzellis 1990a:2
Brienes, West and Schulz 1981c ^a	Adjacent (IJ56 and IJ67 blocks)	Archaeological research design	Cited in A. Praetzellis and M. Praetzellis 1990a:2
City of Sacramento Planning Department and Sacramento Old City Association ^b	In APE (Central Shops)	Citywide historic inventory (1981)	Referenced in Office of Historic Preservation 1989:40
M. Praetzellis and A. Praetzellis 1982	Adjacent (HI56 Block)	Historic archaeological excavation	
A. Praetzellis and M. Praetzellis 1989	In APE (the Station)	Cultural resource assessment (literature-based)	
A. Praetzellis and M. Praetzellis 1990a	In APE (Central Pacific Railroad [CPRR]/SPRR Railyards)	Records search, historical research, and cursory survey	Negative archaeological survey
A. Praetzellis and M. Praetzellis 1990b	In APE (CPRR/SPRR Railyards)	Records search, historical research, and survey	Negative archaeological survey
Linda Peirce Associates 1990 ^a	In APE	Historic architectural survey	Cited in JRP Historical Consulting 2007:13
Lindström 1990	In APE	Literature review and windshield survey	

Author/Reference	Location with Respect to APE	Title/Type of Study	Notes
Lindström 1991	Adjacent	Literature review and windshield survey	Surrounds APE
M. Praetzellis and A. Praetzellis 1991	In APE	Archaeological research design	
Praetzellis et al. 1993	Adjacent (federal courthouse and 5th and H Street extensions)	Archaeological research design	
Historic Environment Consultants 1998	In APE (CPRR/SPRR Railyards)	Historic architectural inventory	
JRP Historical Consulting Services and Far Western Anthropological Research Group 1999	In APE (the Station)	Cultural resource inventory	No archaeological survey in APE
Gross 2000	In APE (CPRR/SPRR Railyards)	Cultural resources assessment for the Railyards soil remediation	Records search, literature review, monitoring plan
Historic Environment Consultants 2000	In APE (CPRR/SPRR Railyards)	Historic architectural inventory	
Ziesing 2001; Carey & Co. 2001; Praetzellis et al. 2000	In APE (7th Street Extension Project)	Cultural resources inventory	
Baker and Dougherty 2001	In APE (linear survey along western margin of APE)	Cultural resource inventory	Negative archaeological survey
Dougherty et al. 2002	In APE (Central Shops)	Historic American Engineering Record study	
Boghosian 2002	In APE (REA building)	Historic American Buildings Survey study	Cited in EIP Associates 2004:6.2-2
Parsons 2002	In APE (the Station)	Cultural resources inventory	No archaeological survey
Carey & Co. 2003	In APE (REA building)	Cultural resources inventory and evaluation	Cited in EIP Associates 2004:6.2-1
Gross 2004	In APE	Archaeological monitoring	
Hope 2004a	In APE (bridge overcrossings in western portion of APE)	Historic bridge inventory	
Architectural Resources Group 2006	In APE	Central Shops adaptive reuse study	
Carper 2006 ^a	In and adjacent to APE (the Station and northwest corner of H Street/6th Street intersection)	Archaeological discovery response and excavation	Cited in Walker et al. 2006:G-6, G-23

Author/Reference	Location with Respect to APE	Title/Type of Study	Notes
Tremaine and Nelson 2006	In APE (7th Street Extension Project)	Archaeological testing (presence/absence and evaluative) and monitoring	
Walker et al. 2006	In APE	Program-level sensitivity assessment for Railyards	Records search, historical research
JRP Historical Consulting 2007	In APE	Historic architectural inventory	
Rich and Valpey 2007	In APE (Central Shops)	City of Sacramento historical nomination	
Walker et al. 2007	In APE (CPRR/SPRR Railyards)	Records search, literature review	
Wyatt 2007	In APE (Central Shops)	NRHP nomination of Central Shops	
Tremaine & Associates 2008	In APE (the Station)	Archaeological monitoring	Construction monitoring, presence/absence excavation

^a This source was not found during the NCIC records search.

^b This citywide inventory of historic buildings and structures did not result in a formal report, but a series of individual historic resources inventory (HRI) forms; the HRI forms covering the Central Shops are included in ICF Jones & Stokes 2008.

These previous studies vary in scope and purpose, falling into nine general types of study:

- historic contexts and overviews;
- archaeological research designs, typically concerning historic archaeological resources;
- historical archaeological excavations;
- cultural resource/archaeological sensitivity assessments;
- cultural resource assessments with limited field studies (cursory level, windshield survey);
- construction monitoring and archaeological discovery response;
- intensive cultural resource inventories;
- historic structure inventories; and
- historic resource nominations and mitigation studies.

Table 2 shows that numerous previous studies discussed the cultural resources potential of all or a portion of the former CPRR/SPRR Railyards, with the emphasis typically being the

Central Shops buildings and structures. Archaeological studies within the APE were conducted for projects related to the Railyards as well as unrelated projects. Most previous archaeological assessments have been primarily literature-based reviews; only A. Praetzellis and M. Praetzellis (1990a, 1990b) have conducted an archaeological survey of the entire direct APE as defined for the present undertaking. No archaeological resources have been recorded in the APE as a result of previous pedestrian surveys.

Tremaine and Nelson (2006), on the other hand, through electromagnetic surveying, map research, presence/absence testing, and construction monitoring, recorded four archaeological resources in the direct APE:

- 7th Street Historic-Era Refuse Deposit (P-34-1563/CA-SAC-942-H);
- 7th Street Railroad Trestle Bents (P-34-1562/CA-SAC-941-H);
- 6th Street Levee (P-34-1561/CA-SAC-940-H); and
- Chinese artifacts, railroad refuse, and prehistoric isolate (West Sutter Lake-01).

In 2006, Tremaine & Associates documented a noteworthy Nisenan archaeological site adjacent to the direct APE, at the northwestern corner of the H Street–6th Street intersection. The site was discovered while an RT construction crew excavated a trench eastward through Sutter Lake fill along H Street. At approximately 9 ft below the ground surface and corresponding with the eastern margin of Sutter Lake (beneath modern and historic street fill placed in the nineteenth century for flood protection), two Native American burials, six cremations, and human bone in isolated and disturbed contexts were identified, along with a large house pit—possibly a dance house. The house pit contained well-preserved grass matting, which appears to be part of the structure’s collapsed roof. A ¹⁴C assay obtained from the house pit yielded an age estimate of 340±20 B.P. East of the house pit, construction monitoring resulted in the identification of hearth features nearer to the present street level. The hearths are found closer to street level because as one heads east on H Street, the elevation increases slightly, and the blocks east of the H Street/6th Street intersection were not raised to 9 ft above the original ground surface. It should be noted that these archaeological manifestations were identified within a utility trench where surrounding pavement precluded the determination of site boundaries beyond the trench. Therefore, archaeological materials associated with this site may extend into the southeastern corner of the direct APE. (Kim Tremaine, personal communication 2008.) Given the shallow depth (3 ft) of excavation involved in the track relocation relative to the depth of fill in the southeastern corner of the direct APE, however, this archaeological site (at 9 ft below ground surface) does not extend into the ADI.

In total, previous cultural resource studies resulted in the recordation of nine cultural resources in the APE, the majority of which are historic buildings, structures, and archaeological sites (Table 3). In addition, five prehistoric archaeological sites have been recorded in downtown Sacramento: CA-SAC-34, CA-SAC-36, CA-SAC-37, CA-SAC-38, and an unnumbered site at 5th and H streets (Gross 2000:Figure 4; Walker et al. 2006:G-6). The close proximity of the APE to the latter discovery and CA-SAC-38 is especially consequential to an assessment of the prehistoric archaeological sensitivity of the APE. Both sites were identified beneath 9–10 ft of historic fill (that is, 9–10 ft below the present street surface). CA-SAC-38,

once recorded as occupying the Cesar Chavez Plaza block, was found to extend north to the northern edge of H Street during excavation for the new city hall building and parking garage. Clearly, the APE has the potential to contain prehistoric archaeological deposits below the historic-period fill covering the area. High historic archaeological sensitivity for the APE is indicated, with numerous historic archaeological deposits and building foundations having been identified in the Railyards. Historic archaeological deposits and structural remnants in the Railyards are located beneath and within historic fill layers (Gross 2004; Jones & Stokes 2007a, 2007b; Tremaine & Associates 2008; Tremaine and Nelson 2006; Kim Tremaine, personal communication 2008).

NATIVE AMERICAN CONTACTS

On May 23, 2008, ICF Jones & Stokes requested (via electronic mail) a search of the Sacred Lands File and a list of local Native American contacts from the Native American Heritage Commission (NAHC). ICF Jones & Stokes followed up with a facsimile request on August 19, 2008, because no response had been received by that time. The NAHC responded by facsimile on August 20, 2008, indicating that the Sacred Lands File contained no record of Native American cultural resources in the APE. The NAHC also provided contact information for four individuals and one organization to correspond with concerning cultural resources. On August 27, 2008, ICF Jones & Stokes mailed letters, with project maps, describing the proposed undertaking and requesting direct communication about cultural resources information and project concerns. Follow-up telephone calls were placed on September 24, 2008. No responses to the letters or phone calls have been received to date. All items of correspondence with Native Americans are presented in Appendix C.

HISTORICAL SOCIETY CONTACTS

Historical society contacts are described in the HRER for this project (ICF Jones & Stokes 2008).

Table 3. Previously Recorded Cultural Resources in the APE

Resource Name	Resource No.	Location/Notes	In Phase 1 ADI?	Management Status	Reference
Sacramento Southern Pacific Railroad Company Station District/Sacramento Valley Station and Railway Espress Agency (REA) Building	P-34-1004	Amtrak Depot, 401 I Street (Railyards)	Yes	NRHP-listed	Boghosian 2002; Carey & Co. 2003; EIP Associates 2004; Gueyger 2002; Henley 1974; Historic Environment Consultants 1981, 1998, 2000; Parsons 2002
Jibboom Street Overhead	P-34-1374	Bridge 24C0006	No	Ineligible for NRHP listing; not a CEQA historical resource	Hope 2004a, 2004b
I Street Viaduct	P-34-1375	Bridge 24C0364L	No	Ineligible for NRHP listing; not a CEQA historical resource	Hope 2004a, 2004c
7th Street Historic-Era Refuse Deposit	P-34-1563 (CA-SAC-942-H)	North of 7th Street/D Street intersection	No	Recommended as ineligible for NRHP listing; destroyed during construction	Tremaine and Nelson 2006; Tremaine et al. 2002a
7th Street Railroad Trestle Bents	P-34-1562 (CA-SAC-941-H)	North of 7th Street/D Street intersection	Yes	Recommended as eligible for NRHP listing; CEQA historical resource	Tremaine and Nelson 2006; Tremaine et al. 2002b
6th Street Levee	P-34-1561 (CA-SAC-940-H)	North of 7th Street/D Street intersection	Yes	Recommended as eligible for NRHP listing; CEQA historical resource	Tremaine and Nelson 2006; Tremaine et al. 2002c
Transcontinental Railroad	CA-SAC-478-H	Unrecorded segment	No	Unrecorded segment unevaluated	
Historic artifacts, railroad refuse, and prehistoric isolate	West Sutter Lake-01	Tip of former Slater's Addition, vicinity of Station light rail tracks	No	Unknown	Carper 2006, cited in Walker et al. 2007:G-23; Tremaine & Associates 2008
Southern Pacific Railyards Historic District/Central Shops District		401 I Street	No	Meets NRHP criteria; listed on the Sacramento Register (City of Sacramento 1983)	Historic Environment Consultants 1981; Rich and Valpey 2007; Wyatt 2007

Chapter 4. Investigative Resume

ICF Jones & Stokes archaeologist Gabriel Roark prepared this ASR with the assistance of ICF Jones & Stokes archaeologist Andrea Nardin. Mr. Roark holds a B.A. in anthropology (archaeological emphasis) from California State University, Sacramento, and has 9 years of professional experience in California archaeology and cultural resources management. Mr. Roark conducted an archaeological reconnaissance of the direct APE on June 27, 2008. Mr. Roark meets Caltrans' criteria for lead archaeological surveyor. Ms. Nardin holds an M.A. in anthropology (bioarchaeological and paleopathological emphasis) from Ohio State University and a B.A. in anthropology from the University of California, Davis. Ms. Nardin has 7 years of professional experience in California archaeological and cultural resources management. She meets Caltrans' criteria for lead archaeological surveyor.

The *Depositional Environment of the APE* was written by ICF Jones & Stokes geomorphologist Jeff Peters, with assistance from the principal author. Mr. Peters holds an M.A. in geography from the University of Oregon and a B.A. in geology from Colby College. Mr. Peters has assisted ICF Jones & Stokes archaeologists with geomorphologic and geoarchaeological investigations in the Central Valley.

Chapter 5. Setting

ENVIRONMENT

Overview and Climate

The proposed undertaking is in the Sacramento Valley, the northern half of California's Central Valley. This area is primarily defined as a hydrographic unit—the contiguous watershed drained by the Sacramento River and its tributaries. This vast drainage stretches 384 mi, from the headwaters in the northern Sacramento Valley to the Sacramento–San Joaquin River Delta. These watercourses moved alluvium from the Sierra Nevada and the Coast Ranges to cover the Cenozoic nonmarine basement rocks of the valley (Schoenherr 1992:518, 520).

Before Euro-American settlement of the Sacramento Valley, the dominant native vegetation in the valley consisted of *Nassella pulchra*, or purple needlegrass (Heady 1977). This perennial grass is the distinctive and characteristic species for the Central Valley prairie. Plant succession cycles in the prairie tended toward perennial bunchgrasses, such as purple needlegrass, on all well-drained upland sites (Heady 1977). Although purple needlegrass is a quintessential and indicator species for the California prairie, the valley supported a mosaic of other plant communities. In particular, the numerous waterways bisecting the valley supported many riparian species. Common riparian species are willow (*Salix* sp.), buttonbush (*Cephalanthus occidentalis*), California sycamore (*Platanus racemosa*), and Fremont's cottonwood (*Populus fremontii*).

Native fauna in the region included pronghorn antelope (*Antilocarpa americana*), deer (*Odocoileus hemionus*), jackrabbit (*Lepus californicus*), California ground squirrel (*Spermophilus beecheyi*), kangaroo rat (*Dipodomys heermanni*), pocket gopher (*Thomomys bottae*), and tule elk (*Cervus elophus nannodes*). The development of subspecies and strains unique to the Central Valley among this fauna suggest a long association between the floristic and faunal communities (Heady 1977).

The Holocene environment of the region was characterized by a general warming trend that subsumed episodes of relatively cool climates. Most paleoclimatic reconstructions for the Central Valley are based on Ernst Antevs' (1948, 1953, 1955) three-part global climatic sequence. The sequence spans the Holocene, consisting of the moderately cool/moist Anathermal (ca. 10,000–7500 before present [B.P]), the warm and dry Altithermal (ca. 7500–4000 B.P.), and the Medithermal (ca. 4000 B.P. to present). Tree-ring growth chronologies from central eastern California, glacial chronologies, and pollen cores generally corroborate Antevs' sequence, with the caveat that California's Holocene environment exhibited regional variation (Adam 1967; Birkeland et al. 1976; Birman 1964; Curry 1969, 1970; Moratto et al. 1978; Šercelj and Adam 1975). Pollen diagrams from the Lake Tahoe and Yosemite areas indicate a vegetation shift that suggests a general increase in temperature from 9000 to 2900 B.P., although six relatively cool and moist periods, each lasting 400–1,500 years, punctuated the general warm

and dry trend (Moratto et al. 1978:150–151). Modern average temperatures vacillate between 56° and 62° Fahrenheit annually. Most precipitation occurs as rain: 5–25 inches per year.

Depositional Environment of the APE

Quaternary Evolution

The landscape in Sacramento County is the result of erosional and constructional processes acting on or affected by various geologic and constructional processes, which occurred in response to alternating changes in climate and fluctuating sea levels and were influenced by tectonic activities. In addition to periods of landscape instability during which the active processes of degradation and aggradation took place, periods of landscape stability also occurred (Shlemon 1972). The development or modification of the landscape in the area took place during the Pleistocene and Holocene epochs and was controlled by Pleistocene climate change, possibly superimposed on sediments deposited into a slowly subsiding basin (Shlemon 1972; Shlemon and Begg 1975). Along the lower American River, there is sufficient evidence to show that the region has passed through at least four cycles of landscape change within the last 600,000 years (Shlemon 1972).

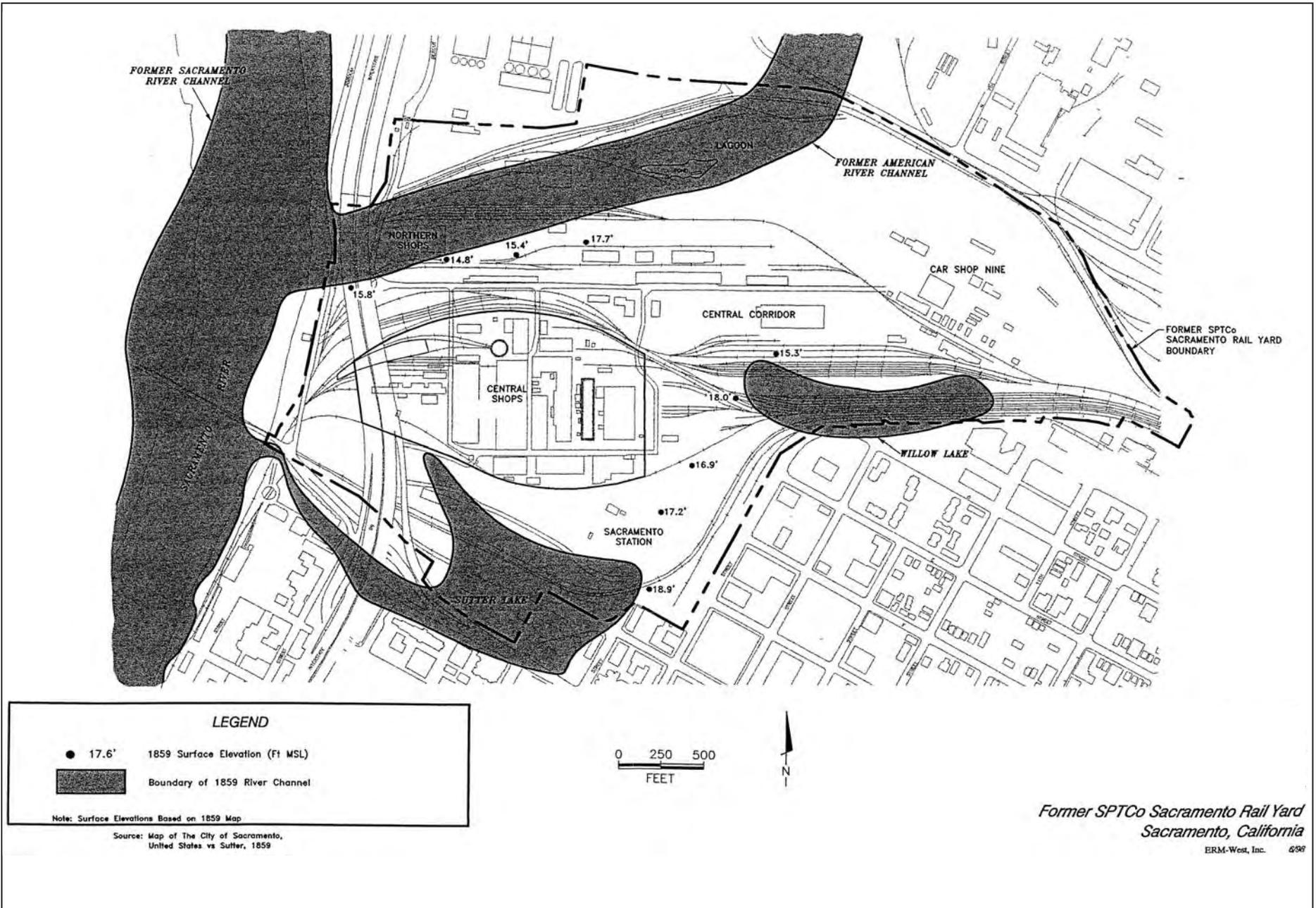
Any amount of significant soil formation would have occurred only during interglacial periods, which are characterized by relatively stable landscapes (Shlemon 1972). During these periods of “landscape stability,” hydrologic variables of major rivers would have been adjusted so that terraces and interfluves were neither significantly eroded nor aggraded. Soils would have had time to adequately form. As such, the soils and geomorphic conditions described herein would have formed since the Last Glacial Maximum, approximately 10,000 B.P.

Prehistoric Geomorphic Setting (pre-1860s)

The APE is located at the confluence of the Sacramento and American rivers (Figure 8). Both of these rivers had different geographic positions relative to their current positions—the ancestral Sacramento River was generally situated in its present position, although it was considerably wider; the ancestral American River was positioned farther south (immediately north of the Central Shops) (ERM 2002:Figure 1-5; Ray 1873). Prior to being filled, the APE contained two water bodies, specifically oxbow lakes. The northern lake was known as Willow Lake, and the southern was referred to as Sutter Lake, Sutter Slough, or China Lake. These lakes, their edges, and their associated adjacent marshlands made up what is now the APE. (Baker 1854; Elliott 1890; Fire Department of the City of Sacramento 1857; Koch 1870; Sacramento Archives and Museum Collection Center 2002; Sanborn-Perris Map Co. 1895:Sheets 4 and 5.)

In prehistoric times and the early historic period, both lakes were connected to the Sacramento and American rivers by narrow channels through which floodwaters flowed, creating lakes during high water periods and marsh-like conditions during lower water periods (Walker et al. 2006). Sutter Lake’s channels to the Sacramento and American rivers were breaches in the

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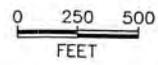


LEGEND

- 17.6' 1859 Surface Elevation (Ft MSL)
- Boundary of 1859 River Channel

Note: Surface Elevations Based on 1859 Map

Source: Map of The City of Sacramento, United States vs Sutter, 1859



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Sacramento, California
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Figure 8
Former River Channel, Sutter Lake and Willow Lake Locations

natural levees along the rivers' banks (Walker et al. 2007). Low-lying marshes bordered Sutter Lake to the north, while woodlands encompassed the lakes on all other sides (Baker 1854; Elliott 1890; Fire Department of the City of Sacramento 1857; Koch 1870; Sacramento Archives and Museum Collection Center 2002; Ray 1873; Sanborn-Perris Map Co. 1895:Sheets 4 and 5). An area of high ground, which in the early historic period became Slater's Addition or the American Fork Addition, projected into the west side of Sutter Lake (Baker 1854; Fire Department of the City of Sacramento 1857; Koch 1870; Ray 1873).

According to the Rosgen Level I valley classification, the APE in prehistoric times was located in a Type X (10) valley system (Rosgen 1996). A Type X valley system indicates a very wide, alluvium-dominated river environment with an extensive floodplain containing lacustrine deposits, alluvial flats, or wetlands (or all three). Since the Last Glacial Maximum, stream gradients most likely decreased (relative to the previous glacial period) as the Sacramento and American rivers adjusted to an influx of glacial melt-water sediments (Shlemon and Begg 1975). Channel form most likely consisted of meandering and anabranching (meandering with stable island formation) rivers with slightly sinuous to sinuous planform. Based on general geomorphic principles relating to floodplain sedimentation (Schumm 1981), floodplain development in the project vicinity most likely consisted of lateral accretion of sediments on the edges of the rivers and vertical accretion of sediments farther out onto the floodplain.

As mentioned previously, in the prehistoric and early historic periods, Sutter and Willow lakes were connected to the Sacramento and American rivers by narrow channels through which floodwaters flowed, creating lakes during high water periods and marsh-like conditions during lower water periods (Walker et al. 2006). In general, inflowing channels control the physical sedimentation in lakes. Deposition of most of the sediment load is near the entry point of a lake in the form of deltas or fans. Bedload deposits are near the entry point and carry suspended load for varying distances into the lake. Although sediments fine outward into the lake, they coarsen upward as the lake fills (Davis 1983). In brief, the finest materials usually occur in the center of a lake, where the energy of deposition is lowest (Daniels and Hammer 1992). During high flow events, scour of the narrow channels and lakes would have been more pronounced. As floodwaters receded, sedimentation would have become the dominant geomorphic process.

Historic Geomorphic Setting (post-1860s)

Presently, the land surface in the APE is highly disturbed compared with prehistoric conditions. Rendering the area suitable for the Railyards and its associated buildings entailed the gradual filling of both Willow and Sutter lakes and the surrounding marshland. An impressive corpus of geotechnical tests and test logs numbering into the hundreds of individual tests (see Figures 9–12 for a portion of this work) reveals that the depth of fill deposits throughout the APE varies from 0.5 to 13 ft below ground surface.

Levees were constructed in phases starting as early as the 1850s. In 1862, the American River was rechanneled to meet the Sacramento River about 0.5 mi north of the Railyards property; the levees were strengthened; and, south and west of Sutter Lake, a decade-long effort of street-raising commenced. In some places, the streets were raised as much as 10 ft (Itogawa

1976:220–222; Lagomarsino 1976:199). Since the levee construction, the APE and surrounding area has still been subject to flooding. Flooding events have been marked primarily by deposition of overbank materials. Since 1905, the river has experienced several floods exceeding 90,000 cubic feet per second. These include flood events during the winter of 1927–1928, February 1986, and January 1997 (Redmond 2008).

Historic geomorphic river valley conditions were similar to those of prehistoric American River and Sacramento River geomorphology (Type X valley system). However, as Sutter and Willow lakes were filled, more levees were built and strengthened, and the American River was relocated to the north, the extensive floodplain sedimentation that dominated throughout the Holocene Epoch abruptly came to a halt. The APE and its surroundings became (and remain) a dry floodplain dominated by anthropogenic, not geomorphic, processes. Channel form now consists of meandering, channelized rivers with slightly sinuous planform with levees confining the channel in its position.

Topography and Surficial Geology

The alluvial deposits within the APE consist primarily of weathered and transported sedimentary, metamorphic, volcanic, and plutonic material derived from the Sierra Nevada mountain range to the east. The modern Sacramento and American rivers are incised into Pleistocene alluvium and terraces. Underlying these terraces and alluvial fans are several distinct gravel-filled channels laid down by ancestors of the present American River during the Pleistocene Epoch. (Shlemon 1972.)

The present-day, virtually flat topography of the APE is the product of land reclamation and early flood control efforts focused on Sutter Lake and the Sacramento and American rivers (Walker et al. 2007). The APE is located in one distinct geologic unit as identified by published geologic maps: Quaternary alluvium (Helley and Harwood 1985; Wagner et al. 1987).

Quaternary alluvial deposits are composed of loose to medium dense, unweathered gravel, sand, silt, and clay. These deposits form levees and floodplains east of the Sacramento River and south of the American River, respectively. It is estimated that these sediments were continuously deposited between 200 B.P. and 10,000 B.P. (Shlemon 1972.)

Soils and Stratigraphy

One distinct soil map unit as identified by the Soil Conservation Service (now called the Natural Resources Conservation Service) is present within the APE: Orthents-Urban land complex, 0 to 2 percent slopes (Tugel 1993). However, information about past depositional environments cannot be fully derived from the soil description for this soil map unit because of its anthropogenic alteration. Instead, subsurface stratigraphy provides the best insight.

The stratigraphy of the APE has been defined to a depth of approximately 250 ft below ground surface by ERM (2002:3-2 and 3-3) and subdivided into three general geologic

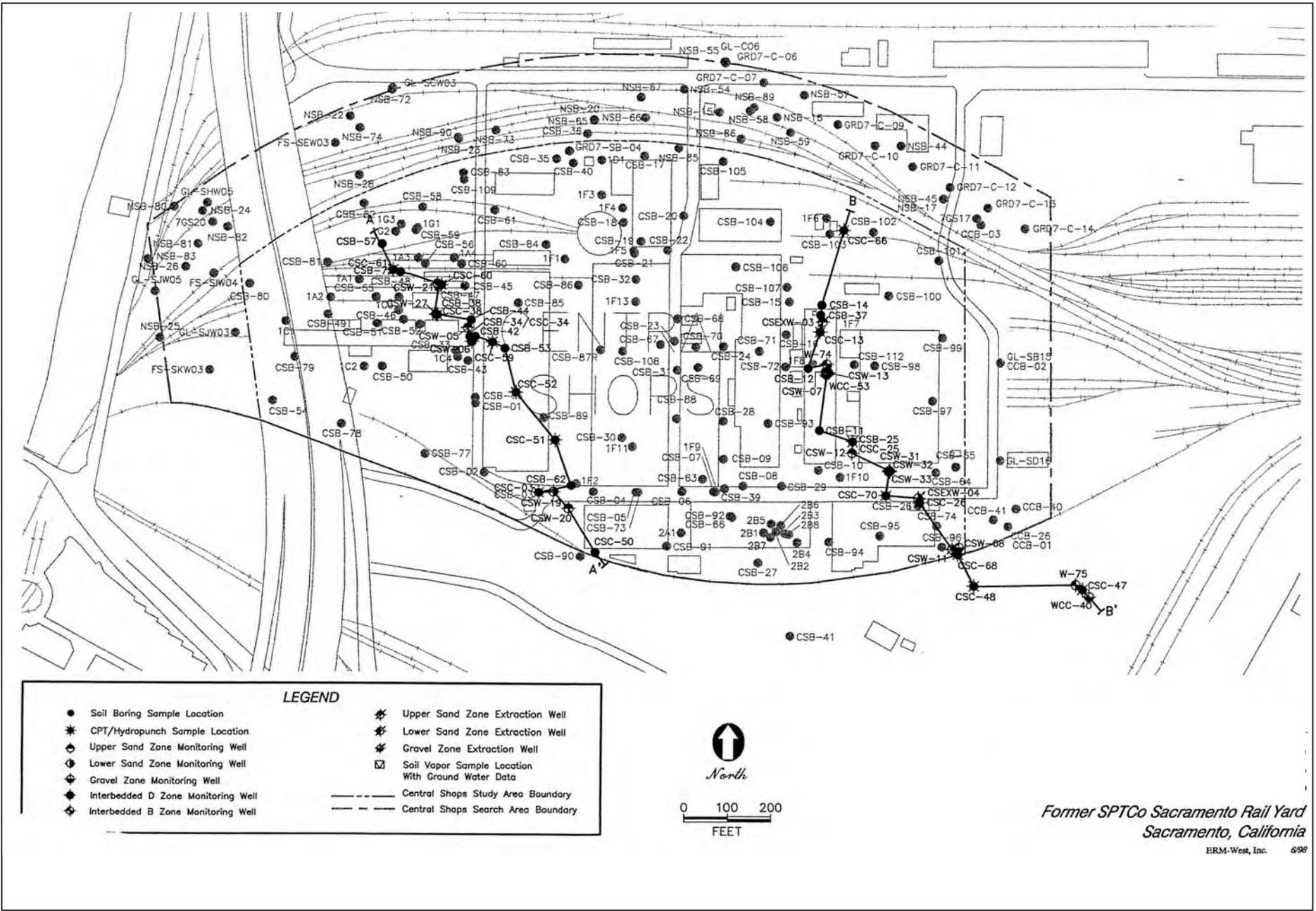


Figure 9
Geologic Cross Section Location Map

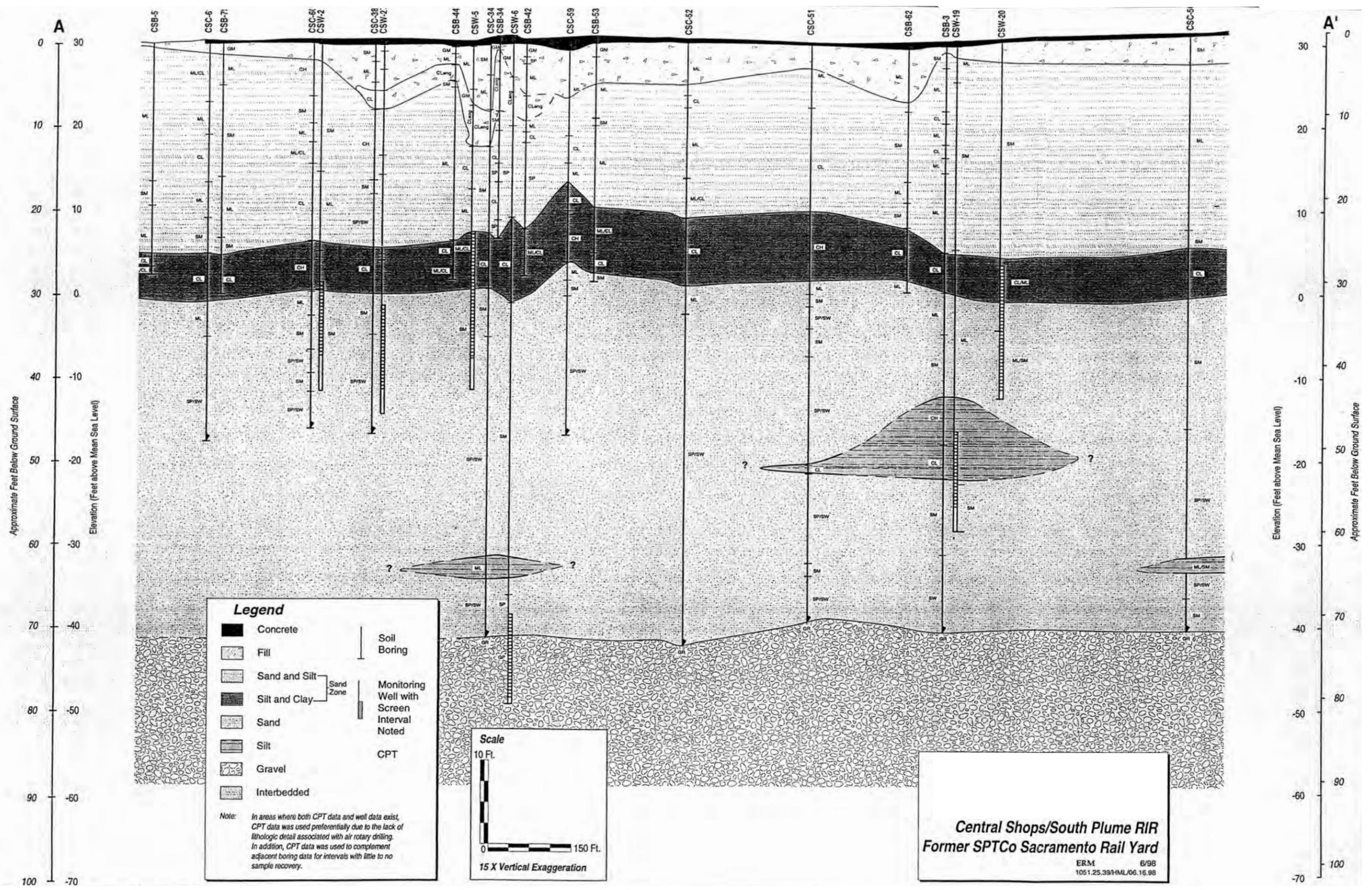


Figure 10
Geologic Cross Section A-A'

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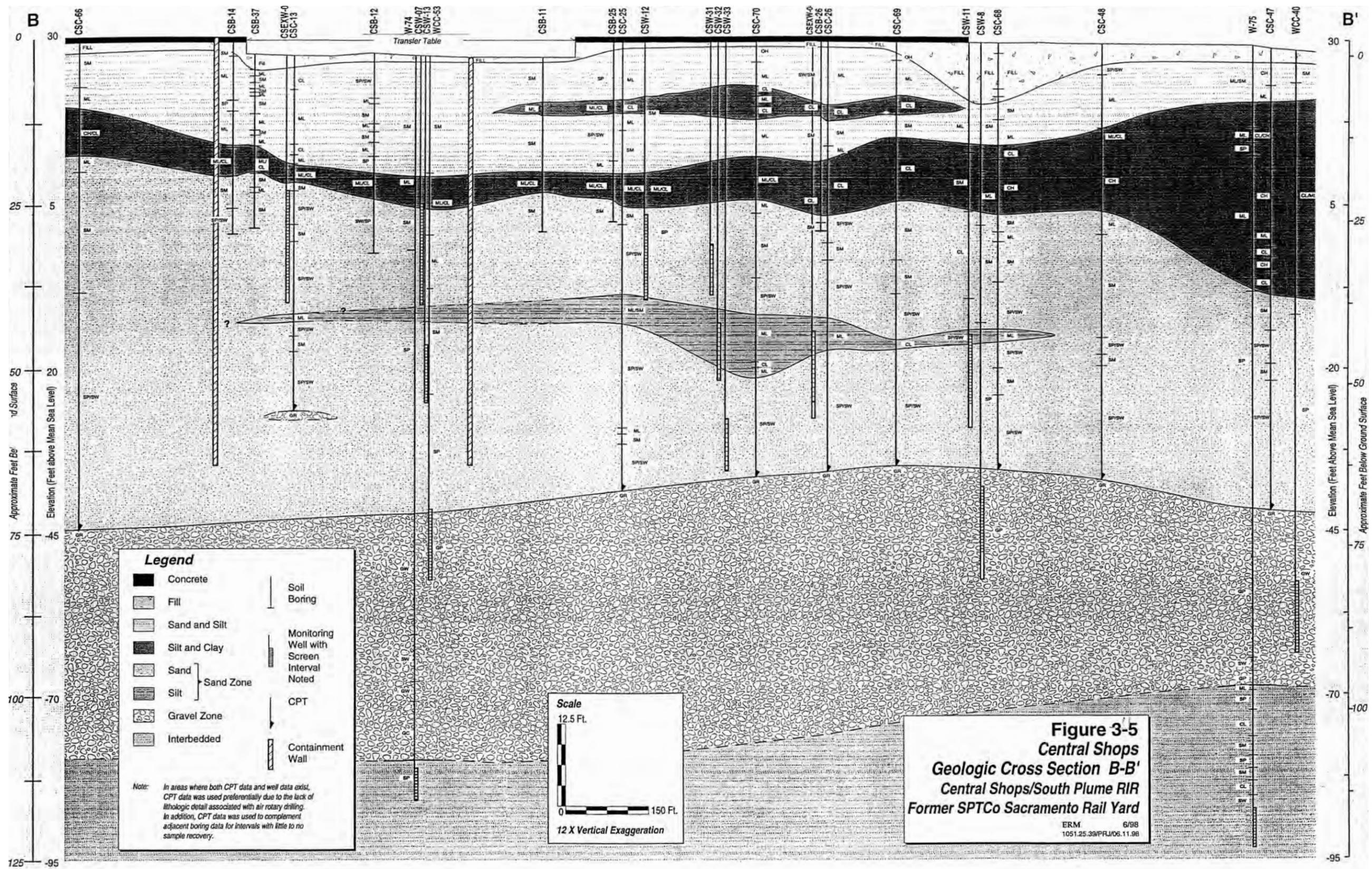
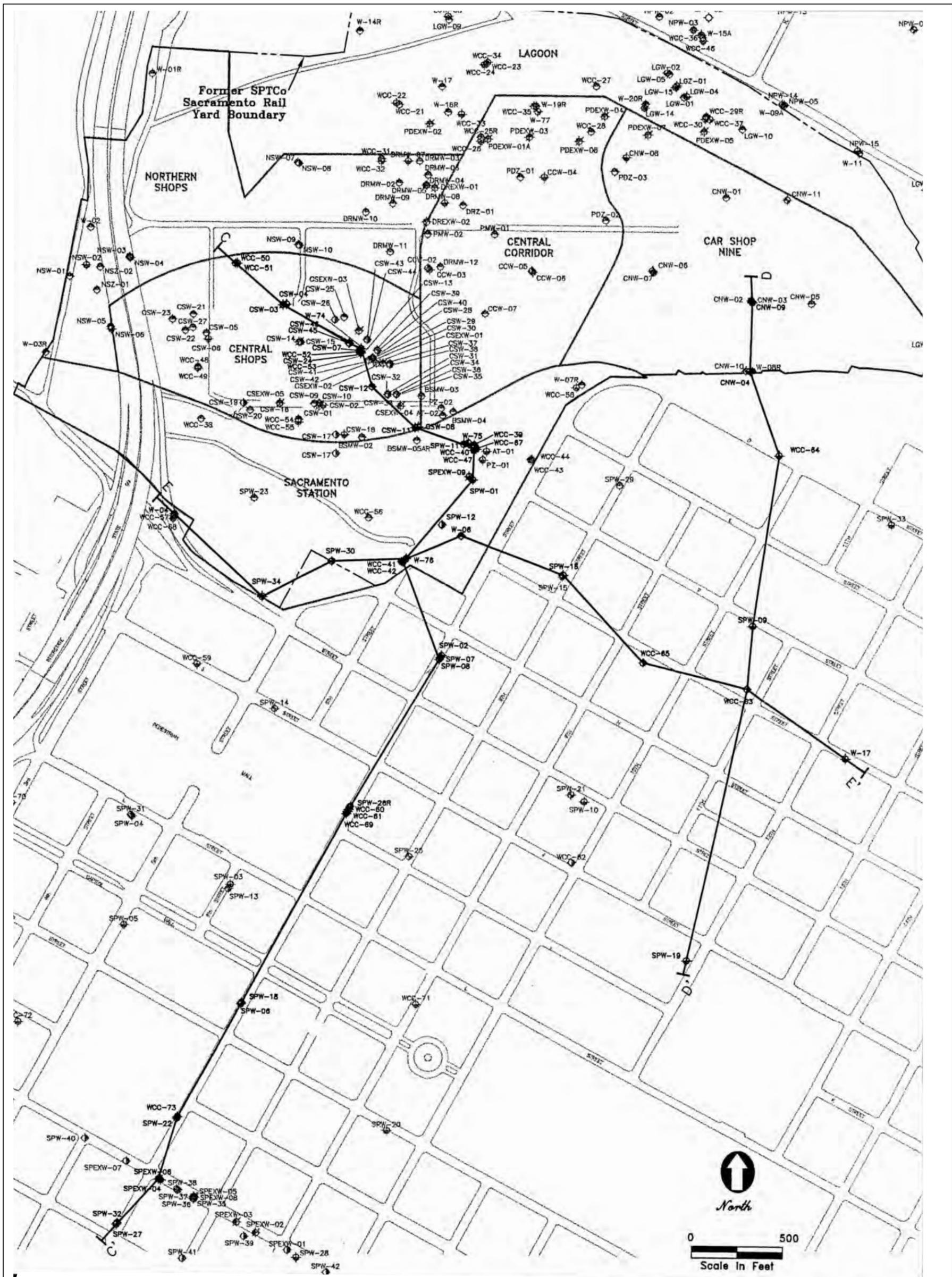


Figure 11
Geologic Cross Section B-B'



LEGEND

- SPW-32 ● Upper Sand Zone Monitoring Well
- SPW-41 ● Lower Sand Zone Monitoring Well
- SPW-38 ● Gravel Zone Monitoring Well
- NPW-01 ● Interbedded B Zone Monitoring Well
- NPW-03 ● Interbedded D Zone Monitoring Well

- PDEXW-04 ● Upper Sand Zone Extraction Well
- SPEXW-06 ● Lower Sand Zone Extraction Well
- SPEXW-05 ● Gravel Zone Extraction Well
- Former SPTCo Rail Yard Boundary
- Soil Study Area Boundary
- Geologic Cross Section Line

*Central Shops / South Plume RIR
Former SPTCo Sacramento Rail Yard
Former Sacramento, California*
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**Figure 12
Geologic Cross Section Location Map**

sequences (below the surface unit, or artificial Fill Sequence). These sequences have been further subdivided into hydrostratigraphic zones for the purposes of groundwater monitoring. In descending order, the stratigraphy encountered to a depth of 250 ft below ground surface has been broadly divided by ERM (2002:Figure 3-2) into the Fill, Fining Upward, and Interbedded sequences (Figures 10–11 and 13–15).

Fill Sequence

The Fill Sequence, originating at the ground surface, consists of imported material used to fill low-lying areas of the APE. According to historical information, the ground surface was raised prior to the construction of associated facilities in the project vicinity in 1863, and the source of the fill is believed to be primarily from the adjacent waterways—especially sand dredged during the rechannelization of the American River (Lagomarsino 1976; Severson 1973:108–111). The exact contact between the Fill Sequence and the original ground surface prior to infilling is difficult to determine and doubtlessly varies across the APE as a result of mild undulations present prior to filling. The Fill Sequence is defined by the presence of anthropogenic debris. The Fill Unit materials include gravel, sand, silt, and clay with occasional to frequent occurrences of brick fragments, wood fragments, concrete, slag, newspaper, and metal debris. Thickness of the Fill Unit ranges from 0.5 to 13 ft below ground surface. (ERM 2002:3-3 and 3-4; Figures 10–11 and 13–15.)

The stratigraphy of the Fill Sequence encountered in the soil investigation of the Central Shops area below the Fill Unit includes the Silty Sand Subunit and the Clayey Silt Subunit. The Silty Sand Subunit typically underlies the Fill Unit (described above) across the majority of the project area. It is characterized by interstratified fine sand and silt layers and locally can be clayey. The differentiation between the Fill Unit and the Silty Sand Subunit is based solely on the presence of anthropogenic debris; as such, the interface between the two units is not well-defined and is likely artificial. The thickness of the Silty Sand Subunit observed in Central Shops borings ranges from 5 to 26.5 ft. (ERM 2002:3-4; Figures 10–11 and 13–15.)

The Clayey Silt Subunit beneath the Silty Sand Subunit is composed of interstratified silts and clays and typically is found throughout the APE. The thickness of the Clayey Silt Subunit observed in Central Shops borings ranges from approximately 3 to 17 ft. Because of its occurrence at a consistent depth throughout the Project area, the Clayey Silt Subunit of the Fill Sequence is the first identifiable native soil layer. (ERM 2002:3-4; Figures 10–11 and 13–15.)

Fining Upward Sequence

The Fining Upward Sequence includes the hydrostratigraphic Sand and Gravel zones, which represent a thick sequence of saturated, unconsolidated alluvium. The hydrostratigraphic Sand Zone consists of three lithologic units that display a generally fining-upward trend from the underlying hydrostratigraphic Gravel Zone. (ERM 2002:3-5.)

In descending order, the hydrostratigraphic Sand Zone includes clay, silty sand, and sand. The upper portion of the hydrostratigraphic Sand Zone (the clay lithologic unit) is characterized by brown to grayish-green silt and clay with generally discontinuous sand intervals. This unit contains natural organic matter and root casts. The thickness of the clay unit varies considerably. The silty sand portion is characterized by silty fine to medium-textured sand. It is absent in many areas and is generally less than 20 ft thick where it does occur. The sand unit is characterized by medium to coarse sand that is occasionally gravelly and varies in thickness from approximately 10 to 40 ft thick. This unit contains dark-colored, ferromagnesium minerals and light-colored quartzo-feldspathic minerals. The contacts between the three lithologic units within the hydrostratigraphic Sand Zone are gradational. (ERM 2002:3-6.)

The underlying hydrostratigraphic Gravel Zone in the Fining Upward Sequence is characterized by sandy gravel and gravelly sand that are generally coarsest in the middle of the zone. Gravels appear as lenses in some areas. The gravel ranges from pea-size to cobble up to approximately 6 inches in diameter and is typically sub-rounded to rounded. The hydrostratigraphic Gravel Zone is composed of igneous and metamorphic alluvium with minor sedimentary clasts that were derived from the Sierra Nevada to the east. Sand in the hydrostratigraphic Gravel Zone varies from fine to very coarse, although it is predominantly coarse to very coarse. The hydrostratigraphic Gravel Zone varies in thickness from approximately 20 to 35 ft. The contact with the overlying hydrostratigraphic Sand Zone is gradational. (ERM 2002:3-6 and 3-8.)

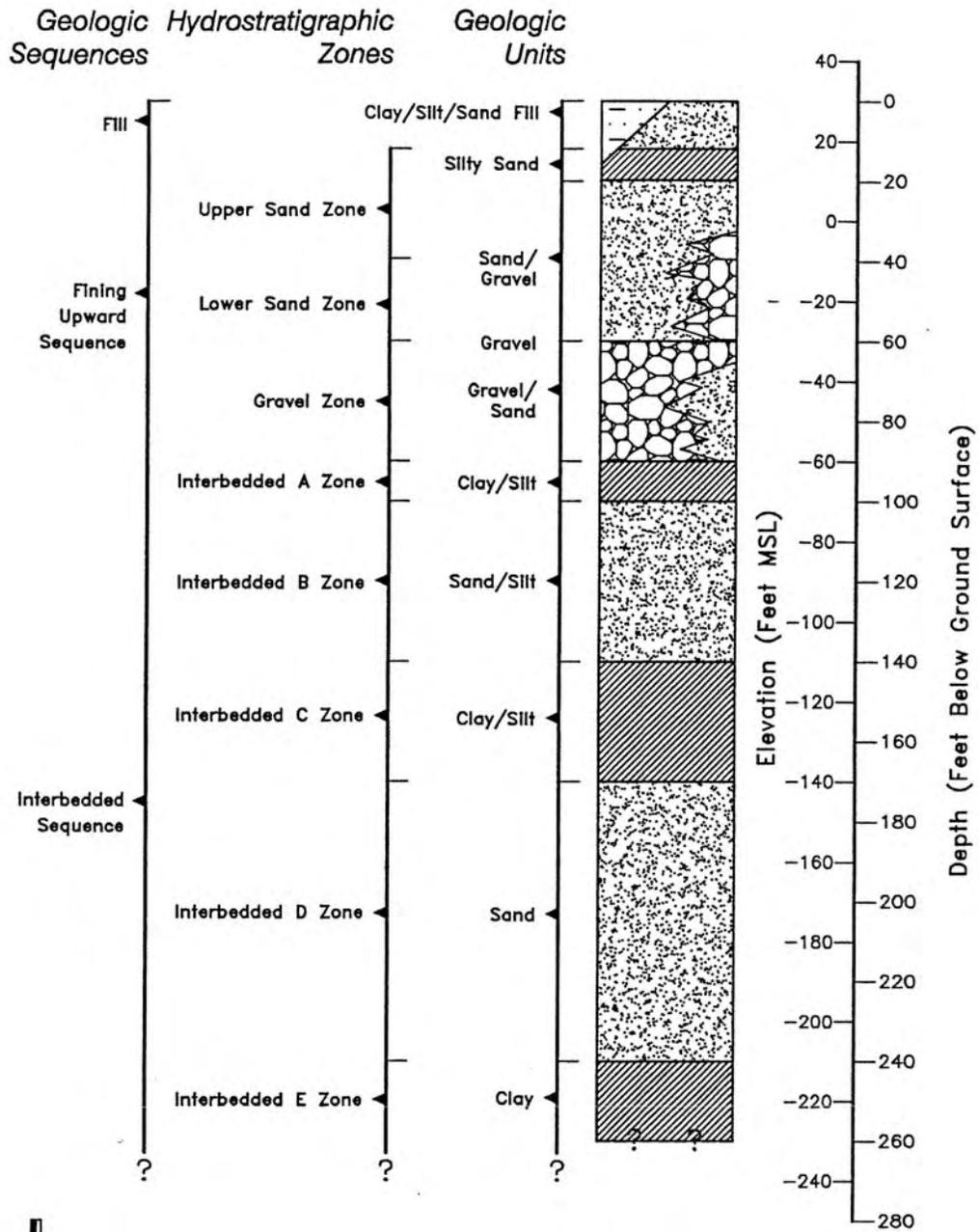
Interbedded Sequence(s)

The Interbedded Sequence comprises alternating layers of unconsolidated alluvial clay, silt, and sand layers that are identified as hydrostratigraphic zones A through E (ERM 2002:3-7 and 3-8).

The Interbedded A Zone is found directly beneath the hydrostratigraphic Gravel Zone. The Interbedded A Zone consists of tan to gray clay that typically contains an indurated (i.e., claypan or hardpan) interval. The Interbedded A Zone is typically silty, sometimes contains sandy intervals, and varies considerably in composition. It occasionally contains minor natural organic material and root casts. The contact with the overlying hydrostratigraphic Gravel Zone is sharp. The Interbedded A Zone varies from approximately 5 ft to 10 ft thick. (ERM 2002:3-7.)

The Interbedded B Zone is characterized by two tan, very fine to medium sand intervals separated by a layer of silt or clay (or both). Occasionally, the Interbedded B Zone contains only one distinct sand interval. The upper contact of the Interbedded B Zone is gradational and indistinct. It varies from approximately 25 to 40 ft thick. (ERM 2002:3-7 and 3-8.)

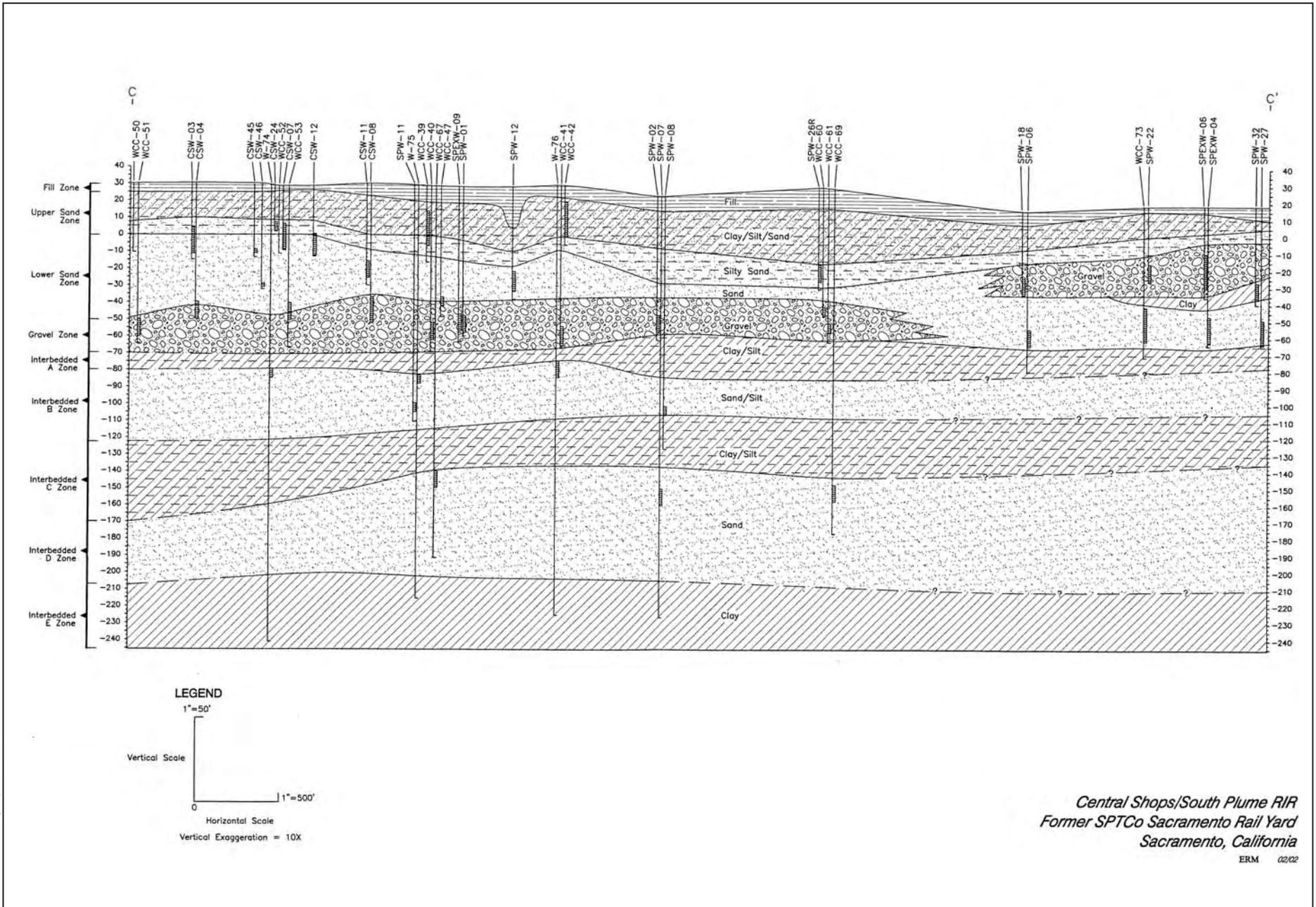
The Interbedded C Zone is characterized by fine-grained material consisting of grayish-green silt and clay (infrequently brown), with occasional thin layers of brown, silty fine to medium sand. The clay is typically dense and occasionally indurated. Thickness of the



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Figure 13
 Legend for Geologic Cross Section C-C' through E-E'



Central Shops/South Plume RIR
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Figure 14
Geologic Cross Section C-C'

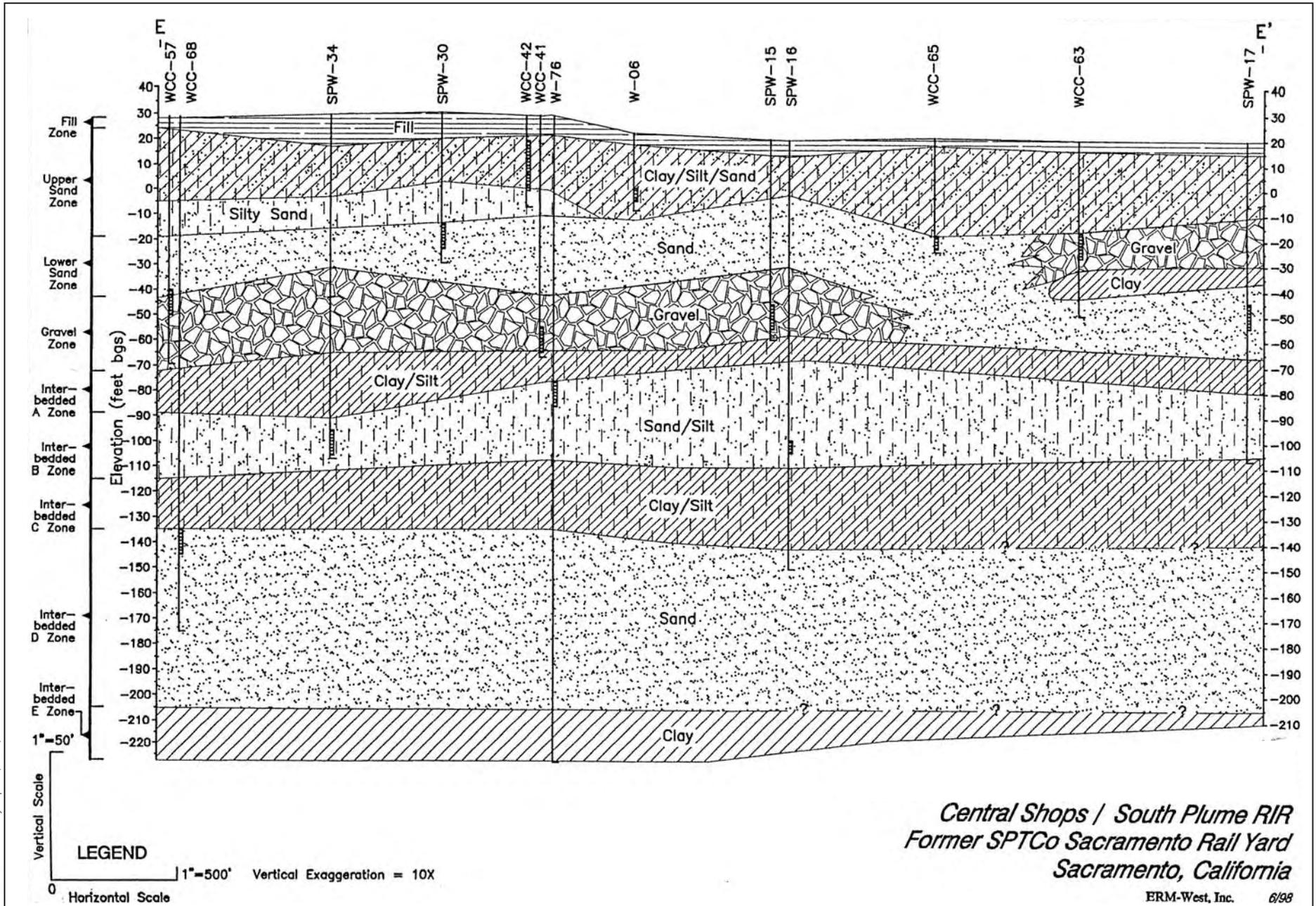


Figure 15
Geologic Cross Section E-E'

Interbedded C Zone varies from approximately 20 to 40 ft. The contact with the overlying Interbedded B Zone is distinct. (ERM 2002:3-8.)

The Interbedded D Zone is characterized by 20- to 40-ft-thick sand intervals with generally thin interbedded units of silt and clay. The sand intervals vary from silty to occasionally gravelly (pea-sized), with coarse sand predominant. The sand varies from greenish-gray to varicolored dark gray and occasionally is brown. The upper contact of the Interbedded D Zone is distinct. It varies from approximately 50 to 70 ft thick. (ERM 2002:3-8.)

The Interbedded E Zone is characterized by a thick, dense green to tan clay. The clay occasionally contains thin layers of tan, fine sand. The upper contact with the Interbedded D Zone is distinct. Geotechnical testing in the project vicinity has not encountered the lower contact of this zone, but it is known to be at least 40 ft thick north of the project vicinity. (ERM 2002:3-8.)

Discussion

Since the Last Glacial Maximum, the majority of the sediments in the APE have developed in a low- to moderate-energy environment characterized by episodes of flooding where sands, silts, and clays were deposited. During flooding events, localized scour most likely influenced channel dynamics, enlarging, deepening, and shifting the rivers, sloughs, and lake shorelines in the project vicinity. The hydrostratigraphic Gravel Zone (composed of igneous and metamorphic alluvium with minor sedimentary clasts that were derived from the Sierra Nevada) may represent ancestral river (American River) deposits that were laid down immediately after the Last Glacial Maximum, approximately 10,000 B.P. The presence of gravels at a depth of approximately 50 ft below ground surface and the fact that it has a gradational contact with the Fining Upward Sequence above suggests that the sediment transport capacity of the glacial melt waters originating from the Sierra Nevada decreased with time. The composition of sediments in the APE is compatible with those found in the lower reaches of glacial outwash deposits (West 1997).

As the energy (essentially the amount of water available) and the bedload of the rivers decreased, the APE shifted from a high energy environment characterized by localized scour and deposition of coarse materials to a lower energy environment characterized by fine material deposition. The lower-energy environment created a situation where sloughs, oxbow lakes, and low-lying swampy areas could form.

As the Holocene progressed, deposition of sands, silts, and clays continued and created what has been observed as the Fining Upward Sequence. This sequence represents thousands of years of deposition of fine materials. The composition and condition of sedimentary samples taken from the former Sutter Lake area suggest rapid deposition with little physical or chemical alteration after deposition. The plant communities in the project vicinity most likely consisted of the riparian gallery forest and the freshwater marsh communities (West 1997:273). Temperatures during the Holocene Epoch were variable, but the alluvial sedimentation influenced the geomorphology of the APE until the inception of historic-period reclamation and

flood-control efforts. Once the APE started to become filled in, and levees were built on the surrounding rivers, the geomorphic processes that created the thick sequence of alluvial sediments were permanently, though not completely, interrupted.

Because of the presence of the thick Fill Sequence, soil development is limited within the APE. As mentioned previously, the Clayey Silt Subunit of the Fill Sequence is the first unit that is wholly identifiable as a native soil layer. Accordingly, determining the depositional environment since the onset of soil development (i.e., pedogenic depositional history) is constrained. Instead, this analysis has sought only to explain the overall depositional environment of the geomorphic surfaces on which the soils are located (i.e., geologic depositional environment).

Summary

Determining the exact age of these soils is difficult; however, age can be inferred from the age of the geomorphic surface on which the soils are found (Bettis 1992; Parsons et al. 1970; Stafford 2004:1056). Soil development depends on a variety of factors, such as climate, living organisms, time, topography, and parent material. As such, determining the pedogenic history of a particular soil profile is difficult; however, present-day soil morphology, soil characteristics, and position within the landscape have revealed the following.

- Soils in the APE have developed during the present interglacial (i.e., the last 10,000 years), but soil development has been limited.
- The majority of the sediments in the APE have developed in a low- to moderate-energy environment characterized by episodes of flooding where silts and clays were deposited.
- The dominant geomorphic process in the project vicinity prior to the filling of the lakes and marshes and construction of levees was overbank and lacustrine deposition (scour was limited to only high flow events).
- The composition and condition of sediments suggest rapid deposition with little physical or chemical alteration after deposition, corresponding to the observed minimal soil development.
- Because of the presence of the artificial Fill Sequence, any artifacts that were left behind prior to ca. 1863 are presently buried.
- Resources, including hydrophytic plants such as tules and reeds, were widespread and may have encouraged habitation on higher-elevation surfaces, where present.

PREHISTORY

Evidence for Terminal Pleistocene and Early Holocene Occupations

Although the Sacramento Valley may have been inhabited by humans as early as 10,000 years ago, the evidence for early human occupation is likely buried by deep alluvial sediments that accumulated rapidly during the late Holocene Epoch. Although rare, archaeological remains of this early period allegedly have been identified in and around the Central Valley (Ann S. Peak & Associates 1981; Johnson 1967; Treganza and Heizer 1953). Johnson (1967) presents evidence for some use of the Mokelumne River area, under what is now Camanche Reservoir, during the late Pleistocene Epoch. Archaeologists working at Camanche Reservoir found a number of lithic cores and a flake that are associated with Pleistocene-age gravels. These archaeological remains have been grouped into what is called the Farmington Complex, which is characterized by core tools and large, reworked percussion flakes (Treganza and Heizer 1953). Recent geoarchaeological investigations at CA-STA-69 (in the vicinity of Farmington Complex type site CA-STA-44), however, indicate that the Farmington Complex assemblage at the site is contained completely within Holocene-age alluvial terrace deposits, not Pleistocene-age glacial outwash deposits. These findings raise the question of whether reinvestigation of other Farmington Complex assemblages will reveal a Holocene-age assemblage. (Rosenthal et al. 2007:151.) Finally, preliminary results from Tremaine & Associates' recent excavations at Sacramento City Hall (Sacramento City Hall overlies the Nisenan village of Sacum' ne, CA-SAC-38) reveal the earliest confirmed habitation of the immediate Sacramento vicinity. Obsidian hydration readings on artifacts from the Napa (this source dominates the assemblage), Borax Lake, Annadel, Bodie, Casa Diablo, and Mount Konocti obsidian flows range from 3 to 10.4 microns, with a mean value of 5.7 microns and with most readings falling between 3.6 and 8 microns. This range of results may represent use of the site from 3000–8000 B.P. Tremaine & Associates also ran three radiocarbon assays, which yielded conventional dates of 5870, 6690, and 6700 B.P. The radiocarbon assays were taken between 9.8 ft and 11.5 ft below ground surface. (Kim Tremaine, personal communication 2004.) Later periods are better understood because of more abundant representation in the archaeological record.

Middle to Late Holocene Prehistory and Summary of Regional Research

This section provides a brief overview of the changing adaptive strategies used by the inhabitants of the Central Valley and the archaeological manifestations of these changes. Although this area of the Central Valley was known to have reached high levels of population density, the distribution of people over the landscape was variable and closely tied to food and water availability.

The archaeological record of the Central Valley has been approached in two fundamentally different ways. The first is chronological. From relative sequences in stratified occupational and burial sites, a three-stage chronology initially was developed in the late 1930s. Simply called the Early, Transitional (later called "Middle"), and Late horizons, these were defined by shifting patterns in site assemblages and mortuary morphology. Although interpretations varied, explanations for change usually were linked to the movements of people.

This chronological framework was later refined and eventually became the Central California Taxonomic System (CCTS) which, to be consistent with the Midwest Taxonomic System, substituted the term “horizon” for “period.”

The second approach grew out of the archaeological patterns developed from the CCTS. As absolute dates became available for sites with early, middle, and late assemblages, it was discovered that sites with different assemblages actually were contemporaneous. This was particularly true with sites from the Early and Middle horizons. This discovery, along with a change in archaeological paradigms to a more economic and functional orientation in the 1960s led to a reorganization of the CCTS. This new scheme used the same archaeological manifestations to differentiate sites as did the CCTS, but ordered sites into functional groups rather than temporal ones.

This approach was advanced by Fredrickson (1973), who used the term pattern to describe an “adaptive mode extending across one or more regions, characterized by particular technological skills and devices, and particular economic modes.” Three patterns were introduced: Windmill, Berkeley, and Augustine. Patterns, while generally corresponding to the Early, Middle, and Late horizons within the Central Valley, were conceptually different and free of spatial and temporal constraints. By changing the paradigm from a cultural historical orientation to a more processual/adaptive one and introducing the concept of pattern, Fredrickson addressed problems with the chronological and regional sequences that had been nagging archaeologists for several decades.

One problem with both approaches is that they have been based on an archaeological record derived primarily from village sites. This poses less of a problem under a chronological framework but presents a more substantial problem when an economic perspective is taken. Our current understanding of the prehistoric valley settlement and subsistence systems is heavily biased toward large habitation sites adjacent to permanent water sources. These sites, by their very nature, can provide only limited information on the total economic system. Much more archaeological work is needed at ephemeral and peripheral sites located away from the larger habitation sites.

The taxonomic framework of the Sacramento Valley has been described in terms of archaeological patterns, following Fredrickson’s (1973) system. A pattern is a general mode of life characterized archaeologically by technology, particular artifacts, economic systems, trade, burial practices, and other aspects of culture.

The Windmill Pattern (4500–3000 B.P.) shows evidence of a mixed economy of game procurement and use of wild plant foods. The archaeological record contains numerous projectile points with a wide range of faunal remains. Hunting was not limited to terrestrial animals, as is evidenced by fishing hooks and spears that have been found in association with the remains of sturgeon (*Acipenser* sp.), salmon (*Oncorhynchus* sp.), and other fish. Plants also were used, as indicated by ground stone artifacts and clay balls that were used for boiling acorn mush. Settlement strategies during the Windmill period reflect seasonal adaptations: Habitation sites in the valley were occupied during the winter months, but populations moved into the foothills during the summer. (Moratto 1984.)

The Windmill Pattern ultimately changed to a more specialized adaptation labeled the Berkeley Pattern (3500–2500 B.P.). A reduction in the number of manos and metates and an increase in mortars and pestles indicate a greater dependence on acorns. Although gathered resources gained importance during this period, the continued presence of projectile points and atlatls (spear-throwers) in the archaeological record indicates that hunting was still an important activity. (Fredrickson 1973.)

The Berkeley Pattern was superseded by the Augustine Pattern around 1450 B.P. The Augustine Pattern reflects a change in subsistence and land use patterns to those of the ethnographically known people of the historic era. This pattern exhibits a great elaboration of ceremonial and social organization, including the development of social stratification. Exchange became well developed, and an even more intensive emphasis was placed on the use of the acorn, as evidenced by the presence in the archaeological record of shaped mortars and pestles and numerous hopper mortars. Other notable elements of the artifact assemblage associated with the Augustine Pattern include flanged tubular smoking pipes, harpoons, clam shell disc beads, and an especially elaborate baked clay industry, which included figurines and pottery vessels (Cosumnes Brownware). The presence of small projectile point types, referred to as the Gunther Barbed series, suggests the use of the bow and arrow. Other traits associated with the Augustine Pattern include the introduction of preinterment burning of offerings in a grave pit during a mortuary ritual, increased village sedentism, population growth, and an incipient monetary economy in which beads were used as a standard of exchange. (Moratto 1984.)

ETHNOGRAPHY

The APE includes portions of territory that are historically attributed to the Valley Nisenan. However, the Plains Miwok have been included in this ethnographic context even though ethnographers did not place them in the project vicinity; depopulation and relocation of valley Native Americans in the nineteenth century resulted in conflicting and incomplete information about tribal locations (Levy 1978). Although cultural descriptions of these groups in the English language are known from as early as 1849, most of our current cultural knowledge comes from various anthropologists in the early part of the twentieth century (Levy 1978:413; Wilson and Towne 1978:397). This knowledge is briefly summarized below for both of these groups.

Both groups held territory primarily east of the Sacramento River. However, they each occupied lands west of the Sacramento River, as well (Levy 1978; Wilson and Towne 1978). The uncertainty regarding the territorial boundaries of the Nisenan and the Plains Miwok derives from the fact that ethnographers historically demarcated contact-period tribal boundaries in various and conflicting ways (Waechter 1993).

The material culture and settlement/subsistence behavior of these groups exhibit similarities, likely because of historical relationships and a shared natural environment. Historical maps and accounts of early travelers to the Sacramento Valley testify that tule marshes, open grasslands, and occasional oak groves characterized the study area (Jackson 1851; Ord 1843; Wyld 1849). The project vicinity was generally wet in the winter and often subject to

flooding; the weather was exceedingly dry in summer. Much of the floodplain was presumably sparsely inhabited, and Native Americans typically situated their larger, permanent settlements on high ground along the Sacramento and American rivers (Bennyhoff 1977; Kroeber 1925, 1932; Levy 1978; Wilson and Towne 1978).

The Nisenan and Plains Miwok languages are classified as part of the Penutian linguistic stock, the largest Native American linguistic stock in California (Shipley 1978). Linguistic, ethnographic, and archaeological data suggest that Penutian speakers entered California relatively late in time and had settled nearly half of the state by 200 years ago (Moratto 1984:Chapter 11; Waechter 1993).

Valley Nisenan

The Valley Nisenan is a subdivision of a larger group, the Nisenan, who form the southern linguistic group of the Maidu. The Maidu are a subgroup of the California Penutian linguistic family (Kroeber 1925; Shipley 1978). Three distinctive dialects, which Kroeber refers to as tongues, are known among the Maidu. The southern Maidu (the Valley Nisenan) called themselves “Nishinam” or “Nisinin” (Kroeber 1925:392). The Valley Nisenan lived in the Sacramento Valley from the Feather River north of Marysville to the Sacramento River just south of its confluence with the American River. Between these two points, the Valley Nisenan inhabited areas along the Bear and Yuba rivers, as well. Few permanent habitation sites were made between the Sacramento River and the foothills to the east; however, this area was used for gathering and hunting. (Wilson and Towne 1978.)

The political organization of the Nisenan extended to several villages organized in tribelets. Even though the leadership system is not well understood, the headman served as an adviser to a village. The headman of the dominant village in a cluster of villages (a tribelet) had the authority to call upon the aid of surrounding villages in social and political situations. What makes one village more influential than another is not well-known; however, near the project’s APE there are three well-known villages that are part of the larger system of tribelets and centers. The Pushune, also known as the “Pusune,” was an important and influential village situated on the north bank of the American River that exchanged labor and trade relations with the European settlers. The villages of Momol and Sacum’ne (also known as Sekumni) were located south of the American River near the APE, and, although they were not as influential as Pushune, they also had exchanges with European settlers. (Kroeber 1925; Secrest 2003; Wilson and Towne 1978.)

Most Valley Nisenan settlements were built on low natural rises along watercourses. Nisenan villages varied greatly in size. Some villages are recorded as having approximately five houses, while others contained up to 50. These houses were dome shaped; approximately 9.8–15.1 ft in diameter; and covered with earth, tule, mats, or grasses. Pole-supported brush shelters were constructed during gathering rounds in the warmer months. Major villages contained a dance house, which was built 2.9–3.9 ft into the ground; supported with heavy beams and posts; and covered with brush, tule, or earth. (Wilson and Towne 1978.)

The Nisenan's homeland consisted of flat, oak-studded grassland, bisected by riverine and marsh environments that provided an abundance and variety of resources. The Nisenan made use of the resources that became available at different times of the year. Acorns, roots, onions, garlic, grasses, herbs, and seeds, as well as twining, clothing, and structural materials, were gathered when these resources became available. Acorns were an especially important resource for the Nisenan. Deer, rabbit, rodents, birds, grasshoppers, larvae and pupae, lizards, and frogs were among the animals hunted and snared by the Nisenan. Salmon were an important resource for the Nisenan, as well, being caught by net or spear. Other river resources included sturgeon, clams, and mussels. Trade provided other valuable resources that normally were not available in the Nisenan environment. The Valley Nisenan received black acorns, pine nuts, manzanita berries, skins, bows, and bow wood from the Hill Nisenan to their east, in exchange for fish, roots, grasses, shells, beads, salt, and feathers. (Wilson and Towne 1978.)

To obtain, process, and use these material resources, the Nisenan had an array of tools to assist them. Wooden digging sticks, poles for shaking acorns loose, and baskets of primarily willow and redbud were used to gather vegetal resources. Stone mortars and pestles were used to process many of the vegetal foods, and baskets, heated stones, and wooden stirring sticks were used for cooking. Basalt and obsidian were the primary stone material used for making knives, arrow and spear points, clubs, arrow straighteners, and scrapers. Bows and arrows were constructed of wood and sinew. Other utilitarian items include stone and wooden skin-dressing tools, bags, cordage and netting, canoes, poles, and paddles. (Wilson and Towne 1978.)

The Valley Nisenan world included spiritual and ceremonial activities, as well. Shamans were persons who served an important role, as intermediaries between humans and spirits, and healed injuries and sicknesses. Ceremonies were conducted for girls' entrance into womanhood, during seasonal harvest or bounty times, and annually to mourn the dead. The Kuksu Cult was a religion practiced by the majority of Central Valley dwellers, as well as other indigenous Californians. This religion included an array of deities of varying rank; ceremonies, dances, and initiation rites; and a detailed cosmology, which served to explain their material world and guide their behavior. (Kroeber 1925.)

Plains Miwok

The Plains Miwok are part of the larger Eastern Miwok group who form one of the two major divisions of the Miwokan subgroup of the Utian speakers. The Plains Miwok lived in the Central Valley along the Sacramento, Cosumnes, and Mokelumne rivers. Like their neighbors to their north, the Plains Miwok, out of necessity, built their homes on high ground, with major villages concentrated along the major waterways. Conical shaped homes were constructed with poles and thatching of brush, grass, or tule, and semi-subterranean earth-covered homes were built, as well. Major villages contained an assembly house, which was a 39.3- to 49.2-ft-diameter semi-subterranean structure, as well as a sweathouse, which was a scaled down version of the assembly house. (Levy 1978.)

The Plains Miwok gathered food resources as the seasons varied. As with the majority of California tribes, the Plains Miwok relied heavily on the acorn for subsistence. Other foods that

were gathered include nuts, seeds, roots, greens, berries, and mushrooms. Animal foods included tule elk, pronghorn antelope, jackrabbits, squirrels, beaver, quail, and waterfowl. Salmon was the dominant animal food resource, ranking above other river resources, such as sturgeon. Salt, nuts, basketry, and obsidian were obtained through trade with the Sierra Miwok to the east, in exchange for shells, basketry, and bows obtained through trade from the west. (Levy 1978.)

Technological items of the Plains Miwok are similar to those of the Valley Nisenan. Wooden digging sticks, poles, and baskets were used for gathering vegetal resources, while stone mortars, pestles, and cooking stones were used for processing. Items used for obtaining animal resources included nets, snares, seines, bows, and arrows. Arrow points were made primarily of basalt and obsidian. (Levy 1978.)

Like the Valley Nisenan, the Plains Miwok also practiced the Kuksu religion with its ceremonies and dances, initiation rites, and ranking deity. The Plains Miwok also held ceremonies for girls' maturity, and held beliefs that explained their natural world. (Kroeber 1925.)

Euro-American Contact

Between 1770 and 1880, the native Californian population came in contact with people of entirely new cultures. These people were European or were of European descent. At first, the contact between these two cultures did not have a powerful effect on the native Californian's lifestyle. However, missionization, settlement, and the final blow of the Gold Rush in 1849 resulted in overwhelming and irreversible changes in the lives of indigenous people. Disease and warfare due to contact were the major influential factors for the decline in population, estimated to have reached 90 percent. (Cook 1955, 1978.)

The Mission System

Spanish explorers visited the Central Valley in the 1700s in attempts to locate sites suitable for inland missions. Pedro Fages, during an exploration of the "Port of San Francisco," followed the San Francisco Bay to the San Joaquin River, where he viewed the Sacramento River, in 1772. In 1793, Francisco Eliza sailed into the as-yet-unexplored Sacramento River, and in 1806 and 1817, a number of other mission site expeditions were conducted. Gabriel Moraga entered the area several times between 1805 and 1817, during which time he is believed to have reached the American, Mokelumne, and Cosumnes rivers. Jose Antonio Sanchez in 1811 and Father Narciso Duran in 1817 carried out other notable explorations. (Beck and Haase 1974; Hoover et al. 1990.)

During the early 1800s, many of the Plains Miwok were taken from their homes to the Franciscan missions established along the California coast. The establishment of these missions did not have a direct effect on the Nisenan living within the project region. However, it may be assumed that these populations were affected indirectly by whole groups moving northeast, away

from areas where the missions chose their neophytes, or by runaway neophytes seeking refuge. The Plains Miwok were among the first Native American groups to flee the missions and to take up arms against those who wished for their return. By the 1830s, the Plains Miwok, along with their Yokuts neighbors, posed a serious threat to Mexican settlements along the coast. (Levy 1978.)

American Explorations West

The first Euro-American known to have traveled through the area is Jedediah Strong Smith, in the late 1820s. Reporting to the Hudson's Bay Co. on the quantity and quality of furs in California, he established the Sacramento Trail. Joseph Walker and Ewing Young, during separate excursions, followed his general path in the 1830s (Gudde 1996; Hoover et al. 1990). The trappers who entered the area in the late 1820s had a minimal effect on the indigenous population. However, an epidemic believed to be malaria swept through the Sacramento Valley in 1833. This epidemic wiped out entire villages and prompted survivors to evacuate their homes and move into the hills for protection from the disease. Only 25–50 percent of the pre-epidemic population survived the disease, and the survivors would soon face a throng of immigrants because of the discovery of gold in the foothills (Cook 1955).

The Gold Rush

The first significant Euro-American settlement in the Sacramento Valley was that of John Sutter in Sacramento in 1839, which led to the discovery of gold at Coloma in 1848. The discovery of gold, and the subsequent search for the Mother Lode, brought an incursion of gold miners and settlers to the homes of the Nisenan and Plains Miwok. The indigenous populations were greatly reduced at the start of the Gold Rush, and native life had practically vanished within 30–50 years of European contact (Beals 1933). Runoff into creeks and rivers from hydraulic mining on ridges upstream and the dumping of sawdust silted the waterways so that they were destroyed for salmon spawning. By the 1880s, the native fish population on which the indigenous people depended had been decimated. Widespread killing, destruction of villages, and the persecution of the Nisenan and Plains Miwok reduced them to living at the fringes of Euro-American settlements. Eventually many found agricultural, logging, ranching, and domestic work. Having already suffered from diseases against which it had no immunity, the native population was reduced because of the Gold Rush, and the proliferation of the population's culture was impeded. Notwithstanding these effects, people of Nisenan and Miwok ancestry continue to be visible members of their communities today, often making substantial contributions to the maintenance of the culture (Levy 1978; Wilson and Towne 1978).

HISTORY

A historical context is provided in the project HRER (ICF Jones & Stokes 2008) and will not be reproduced here.

EXPECTED HISTORIC PROPERTY TYPES (ARCHAEOLOGICAL)

This section of the report describes the range and types of archaeological properties that are anticipated in the APE. The archaeological property types are described in terms of physical constituents to focus attention on the visibility and obtrusiveness of archaeological properties in the APE and to avoid functional and other behavioral assumptions that are best determined during Phase 2 and 3 archaeological investigations, should any be required. The property type descriptions are based on the “Sources Consulted” and “Setting” sections of this report, as well as ICF Jones & Stokes’ previous field observations in the APE and vicinity (Jones & Stokes 2007a:3–4; Jones & Stokes 2007b:2–4).

Prehistoric Archaeological Property Types

Previous studies in the project vicinity provide reasonable expectations of the range of prehistoric archaeological property types relevant to the present undertaking. These property types are classified here in terms of constituents and features. Because significant historic and modern landscape modifications in the APE have resulted in a proliferation of fill and pavement, the original (prehistoric) ground surface is completely obscured throughout the vast majority of the APE. Five prehistoric archaeological property types have the potential to be present within subsurface deposits in the APE: midden sites, multiple-constituent sites, isolated burials and features, lithic scatters, and isolated artifacts. Each historic property type is described under separate headings below. Archaeological constituents are summarized in Table 4.

Table 4. Prehistoric Archaeological Property Types

Property Type	Characteristics
Midden sites	Dark, friable, or greasy soil; midden constituents may include all or some of the following: shell, bone, ash, charcoal, fire-affected rock, baked clay, worked bone, flaked and ground stone, house floors, and human burials
Multiple-constituent sites	Discrete occurrences of shell, bone, ash, charcoal, fire-affected rock, worked bone, flaked and ground stone, and human burials
Isolated burials and features	Deliberately interred burials, cremations, or human bone; beads and other ornaments (e.g., charmstones and pendants) may be interred with burials
Lithic scatters	Flaked stone debitage, projectile points, and flaked stone tools; also may include some ground stone
Isolated artifacts	Artifacts that are found without association with other artifacts or features; they frequently lack stratigraphic integrity and significant spatial patterning

Midden Sites

Midden sites are anticipated to be the most structurally complex and have the greatest artifact diversity of all the prehistoric property types. Middens are usually distinguished by a high organic content that causes soil to be noticeably darker, and they can vary greatly in size. Middens usually are found where people ate shellfish and other invertebrates, fish, birds, and sea

mammals. All these food sources leave a great amount of debris that customarily was piled up where the food was processed and eaten. Middens in the Sacramento area were generally occupation sites, though some may have been used only on a seasonal basis. When deaths occurred, the middens sometimes were used as burial sites, perhaps because covering the body with shells could make a relatively secure grave. Constituents may include flaked stone debitage, ground-stone tools, marine shell, vertebrate remains, charcoal, baked clay, charred floral remains, and fire-affected rock. Non-utilitarian artifacts also may include charmstones, shell ornaments, and beads. Discrete features, including house floors, hearths, and human burials, also may be located within these deposits.

Multiple-Constituent Sites

Multiple-constituent sites lack midden, house floors, and baked clay artifacts but otherwise contain the broad range of archaeological constituents typical of midden sites, described above. Multiple-constituent sites may include burials and features such as hearths.

Isolated Burials and Features

Burial features can range in complexity from a simple isolated inhumation to more elaborate interments containing numerous bodies. These features may represent specially designated interment areas or remnants of larger archaeological sites. Burial associations often include *Olivella* beads; *Haliotis* ornaments; and ground- and polished-stone artifacts, such as charmstones and plummets.

Lithic Scatters

Lithic scatters are collections of flaked or ground stone debris, or both, including tools and debitage that relate to post-quarry reduction and tool manufacturing efforts. They are perceived primarily as daily or overnight task-oriented camps where a limited range of activities was conducted. These sites may or may not contain chronological information depending upon the presence and quantity of diagnostic items, such as projectile points and pottery, or dateable materials, such as obsidian. Lithic scatters can be perceived as simple, containing only flaked stone debitage and tools, or complex, having primarily flaked stone debris but some ground stone as well.

Isolated Artifacts

Isolated finds are three or fewer artifacts that occur within a restricted spatial context, generally within a 30-ft-diameter area. Information potential usually is limited to location, material type, style, and function of the individual artifact.

Historic Archaeological Property Types

Archival research suggests that the APE and the vicinity originally contained multiple historic archaeological property types. These property types are:

- domestic and commercial refuse sites;
- domestic, commercial, and industrial architecture;
- industrial refuse sites;
- urban infrastructure; and
- isolated artifacts.

These potential property types are discussed below and in Table 5.

Table 5. Historic Archaeological Property Types

Property Type	Feature Type	Attributes
Domestic and commercial refuse sites	Hollow-filled features (pits, privies, and/or wells)	Discrete deposits
	Sheet refuse (ephemeral vs. massive)	Thin layer of refuse that may have accumulated over time vs. large discrete layer of refuse representing one event
Domestic, commercial, and industrial architecture	Foundations	Brick alignments, concrete slabs, piers
	Builder's trenches	Trenches
	Walls	Concrete, brick, or wooden; in situ or collapsed
Industrial refuse sites	Hollow-filled features (pits, privies, kilns)	Discrete deposits of industrial waste
	Sheet refuse (ephemeral vs. massive)	In the project vicinity, typically extensive, thick deposits of slag, granite blocks, wood, etc.
Urban infrastructure	Sewer pipes	Metal or clay
	Power lines	Postholes
	Fill	Gravel, non-native soils, mixed refuse
Isolated artifacts	Not applicable	Artifacts that are found without association with other artifacts or features; they frequently lack stratigraphic integrity and significant spatial patterning.

Domestic and Commercial Refuse Sites

Examples of this property type are expected to be hollow features that were used as garbage receptacles before the days of organized refuse collection. These hollow features include wells; cisterns; outhouse pits; and lined, reusable garbage pits. Domestic and retail items

such as canning jars, food bottles, serving vessels, sewing implements, drawer pulls, vases, mirrors, figurines, buttons, shoes, combs, beads, patent medicine bottles, toothbrushes, syringes, and combs are a few of the myriad items that can be found in these types of deposits. Domestic occupation sites frequently contain deposits of intentionally imported fill that can accumulate on the horizontal plane and sometimes reach several feet in depth. (Costello et al. 1996.) Commercial and domestic refuse sites in the APE are most likely to represent African-American, Euro-American, or Chinese occupations (M. Praetzellis and A. Praetzellis 1992, 1993, 1997).

Domestic, Commercial, and Industrial Architecture

These are subsurface architectural remains of residences and domestic outbuildings, commercial establishments, and industrial buildings and structures. Most wooden structures leave few remains except, perhaps, for posts dug into the ground that supported wood sills. (Costello et al. 1996; M. Praetzellis and A. Praetzellis 1992, 1993, 1997.) Industrial architecture in the APE would most likely be the remnant of CPRR and SPRR operations and would be readily recognizable as such from historic maps and the scale of structural remains. Non-railroad industrial architecture, such as the gas holders associated with the Sacramento Gas Co. (P-34-1000-H/CA-SAC-689-H), has been unearthed in the project vicinity (Gross 2004).

Industrial Refuse Sites

Industrial refuse sites in the APE most likely represent the activities of the CPRR and SPRR, although non-railroad businesses, such as Pioneer Mills and Sacramento Gas Co., operated in the vicinity as well (Gross 2004). Industrial refuse sites in the APE would probably manifest as nonstructural accumulations of waste, such as slag, coke, masonry and concrete rubble, wood, and fire brick. Archaeological monitoring north of the Central Shops revealed that some of the accumulations extend continuously in excess of 100 horizontal ft and exceed 5 ft in thickness (Jones & Stokes 2007b:2–3). Industrial refuse sites also may manifest as hollow-filled features similar to those common in domestic and industrial contexts, namely privies and wells.

Urban Infrastructure

Examples of this property type include materials brought into the APE to fill the low ground in anticipation of development or redevelopment. The importance of this type of deposit would depend upon the integrity and focus of the fill and its relationship to larger issues. Additional examples of property types include municipal service systems, such as sewer pipes or power lines. (Tremaine and Nelson 2006.)

Isolated Artifacts

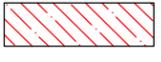
Isolated finds are three or fewer artifacts that occur within a restricted spatial context, generally within a 30-ft-diameter area. Information potential usually is limited to the location, material type, style, and function of the individual artifact.

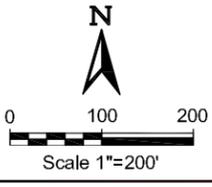
Mapped Historic Archaeological Features in the Direct Area of Potential Effects

A comparison of historic maps with the APE map and with unmodified aerial photographs of the APE indicates that several CPRR and SPRR features were located in the direct APE. Specifically, proposed construction activities have the potential to affect the remains of the SPRR Foundry, the Casting Shop, the Pattern Storage Shop, the Southern Car Shops, the Train Shed and associated building remnants, and the original SPRR Passenger Station. A comparison of historic maps with modern aerials indicates that the majority of the above-listed buildings and structures should be evident on the ground surface in the direct APE. Historic maps do not indicate the presence of subsurface historic archaeological manifestations in the ADI for Phase 1. (See Figures 16–27.)



LEGEND

-  PHASE 1
-  PHASE 2
-  PHASE 3
-  DIRECT APE
-  INDIRECT APE
-  CULTURAL RESOURCES



THE OFFICIAL HISTORIC DISTRICT BOUNDARY IS CURRENTLY UNDER SHPO REVIEW. THIS LINE WILL CHANGE BASED ON SHPO FINDINGS

SOUTHERN CAR SHOPS FOUNDATIONS

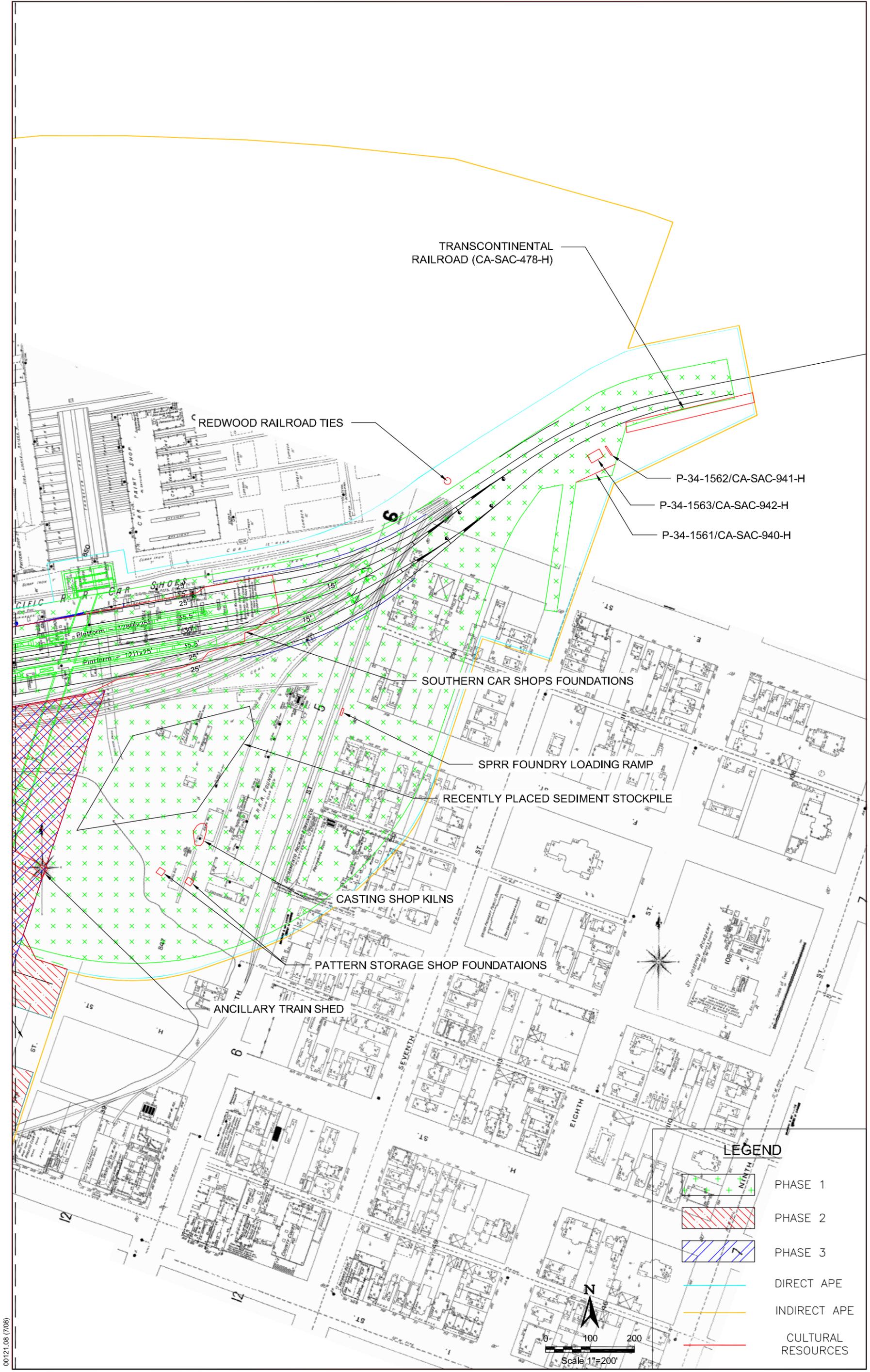
TRAIN SHED

WEST SUTTER LAKE - 01

002-0010-042

006-0024-032

Figure 17
Overlay of Sanborn Insurance Map on APE
Detail of Western Half, 1895



00121.08 (7/08)

Figure 18
Overlay of Sanborn Insurance Map on APE
Detail of Eastern Half, 1895

00121.08 (7/08)

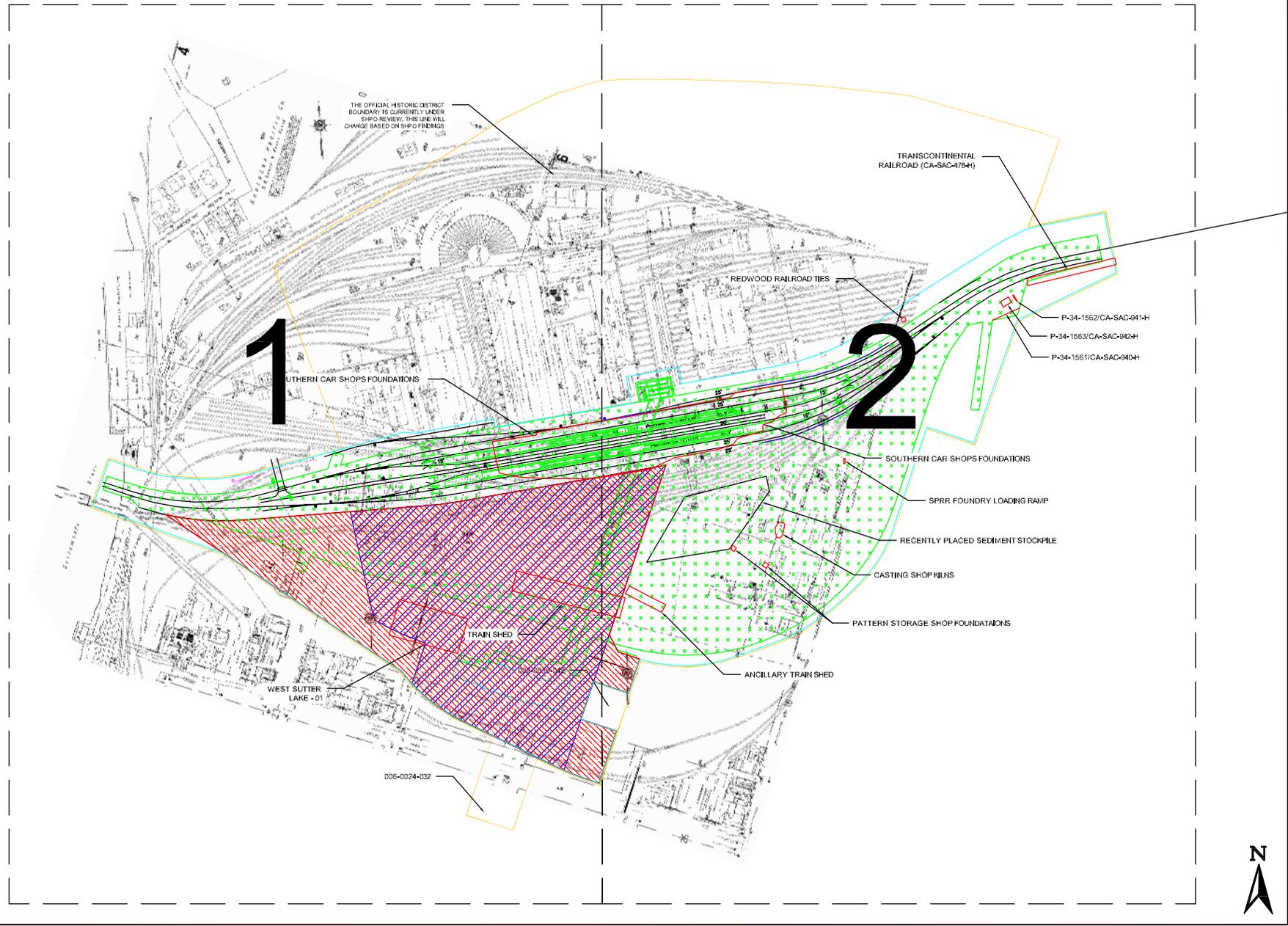
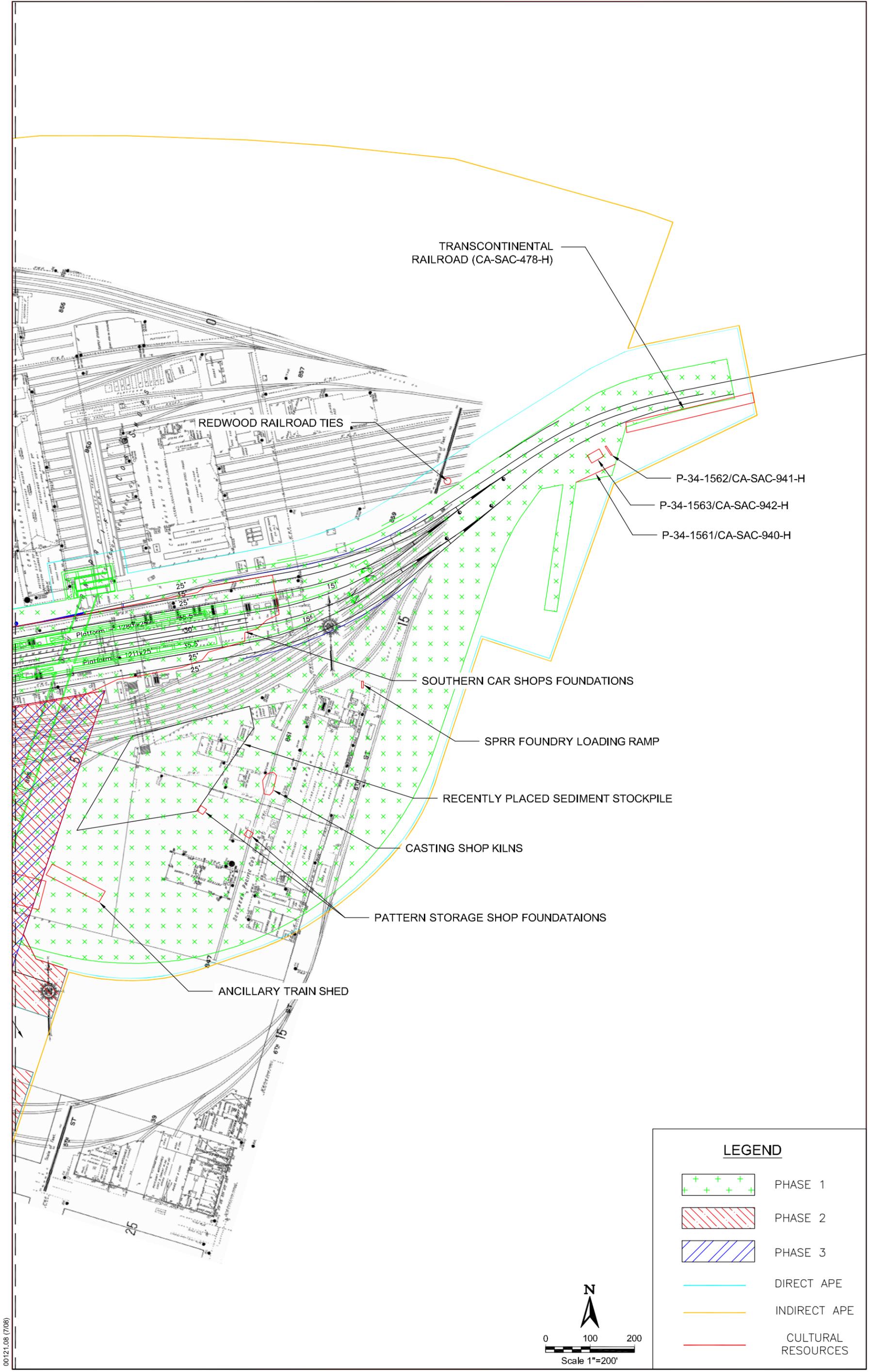


Figure 19
Overlay of Sanborn Insurance Map on APE
Overview, 1915



00121.08 (7/08)

LEGEND

-  PHASE 1
-  PHASE 2
-  PHASE 3
-  DIRECT APE
-  INDIRECT APE
-  CULTURAL RESOURCES

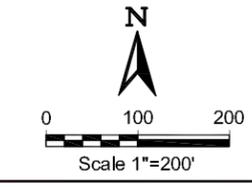
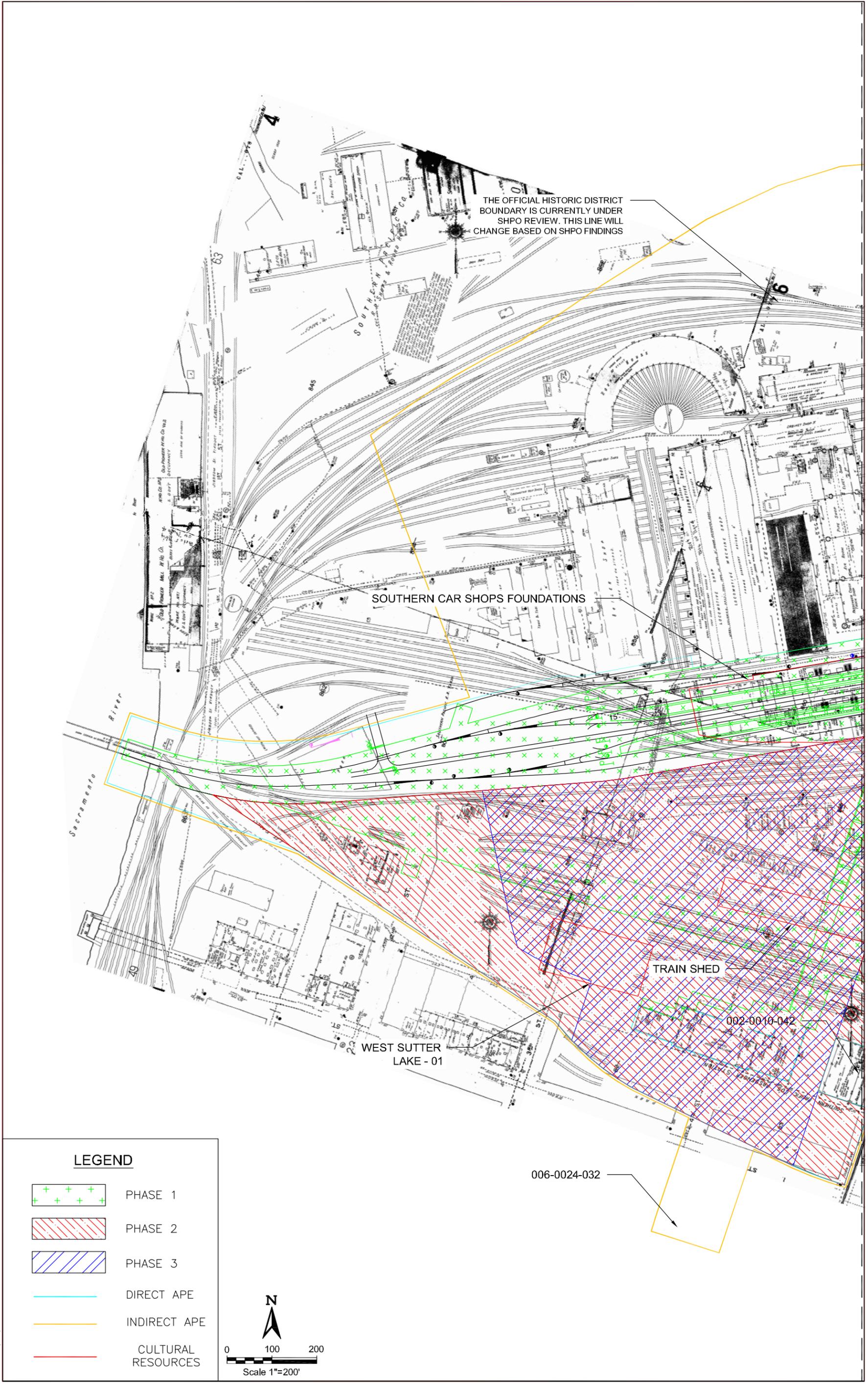
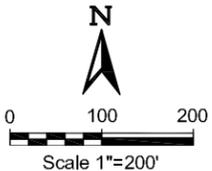


Figure 21
Overlay of Sanborn Insurance Map on APE
Detail of Eastern Half, 1915



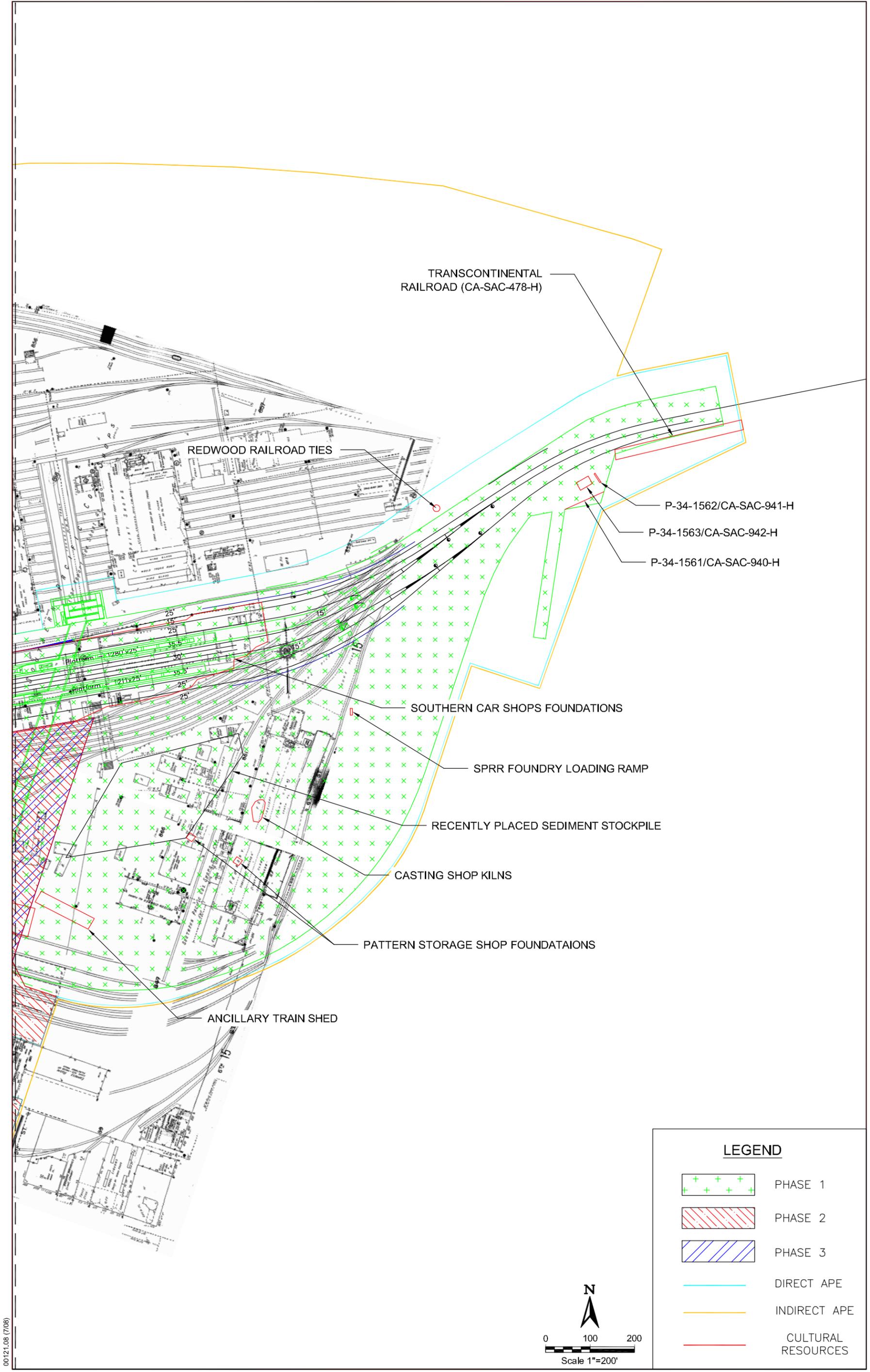
LEGEND

-  PHASE 1
-  PHASE 2
-  PHASE 3
-  DIRECT APE
-  INDIRECT APE
-  CULTURAL RESOURCES



00121.08 (7/08)

Figure 23
Overlay of Sanborn Insurance Map on APE
Detail of Western Half, 1951



00121.08 (7/08)

Figure 24
Overlay of Sanborn Insurance Map on APE
Detail of Eastern Half, 1951

00121.08 (7/08)

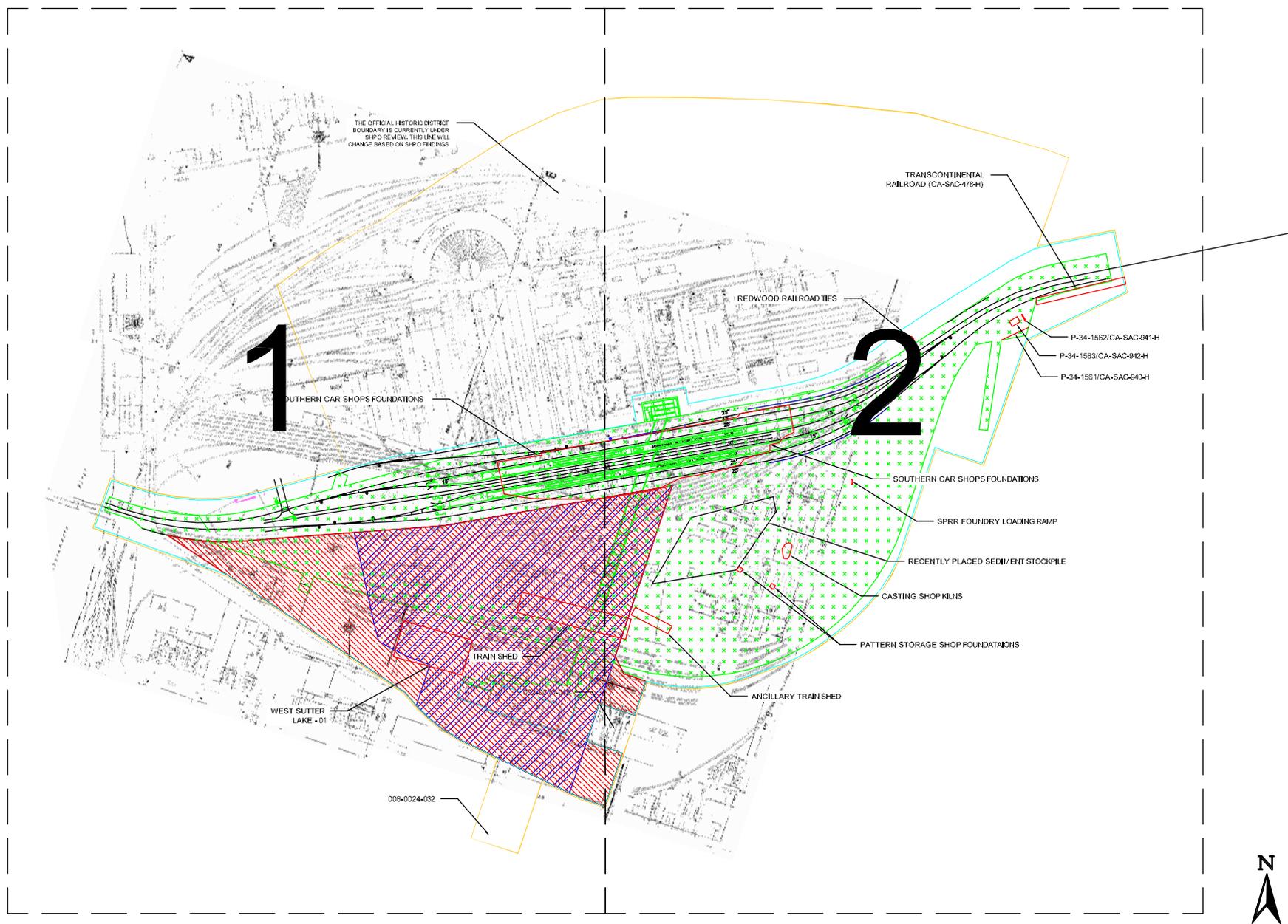


Figure 25
Overlay of Sanborn Insurance Map on APE
Overview, 1952

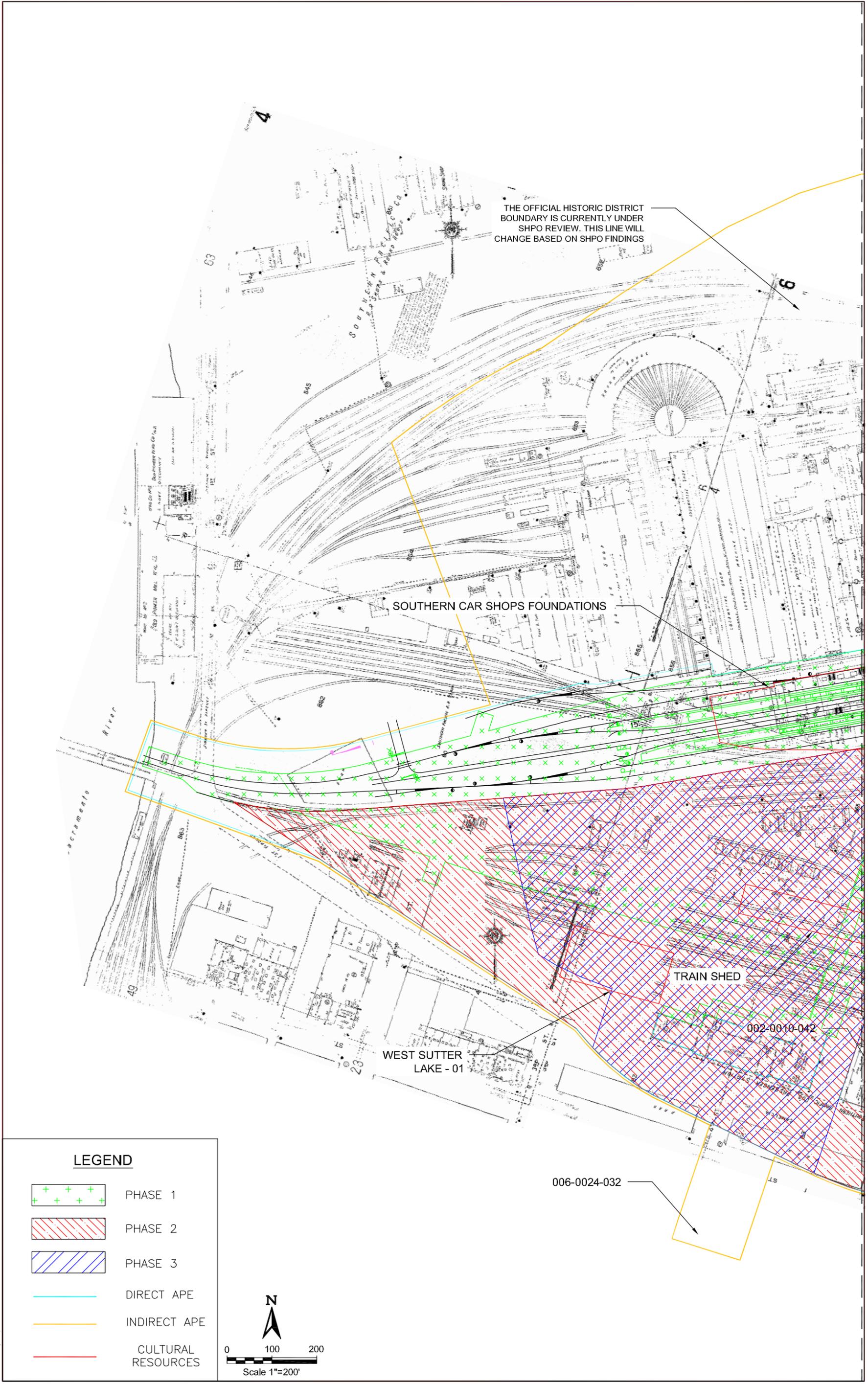
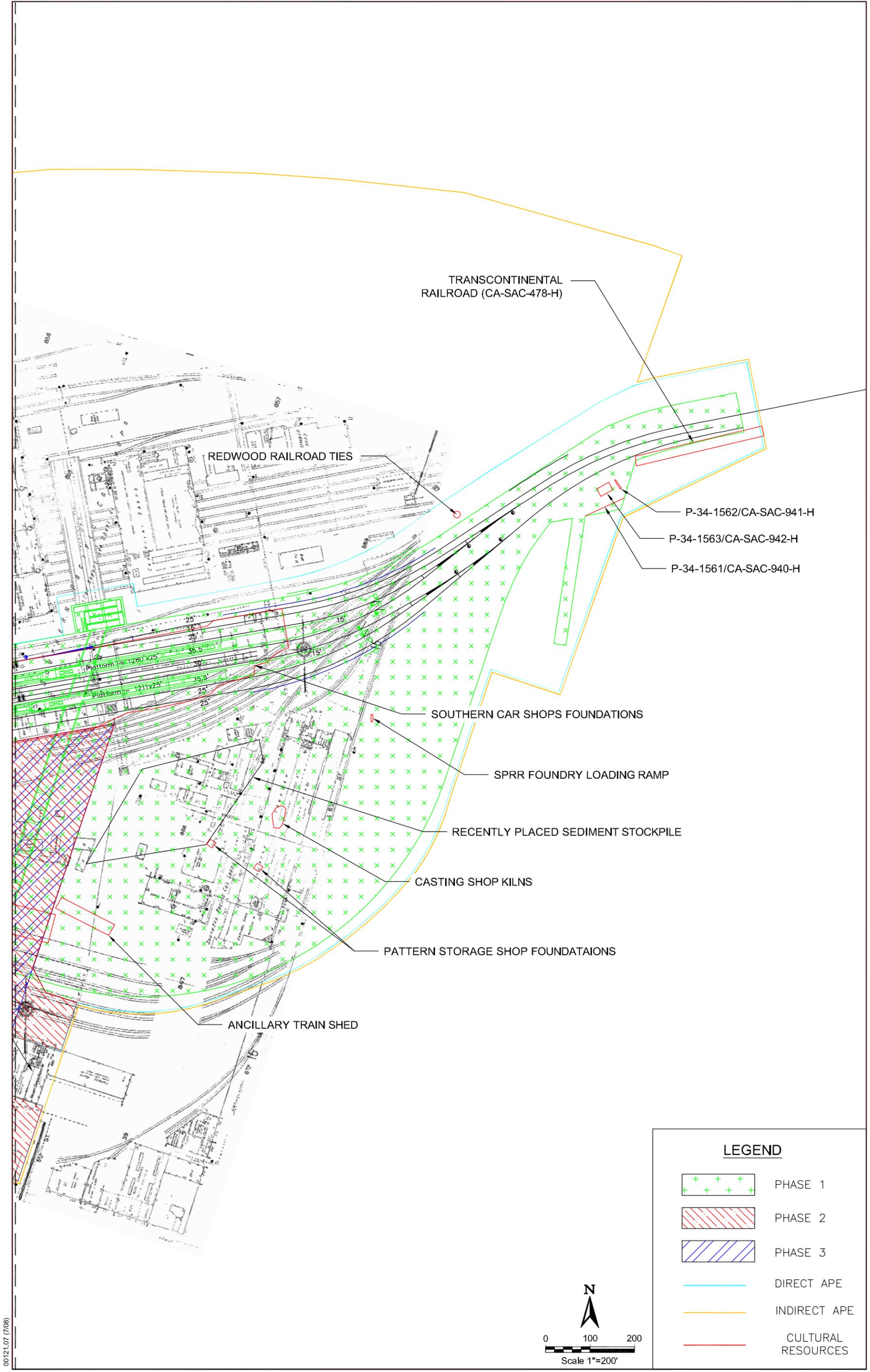


Figure 26
Overlay of Sanborn Insurance Map on APE
Detail of Western Half, 1952



00121.07 (7/08)

Figure 27
Overlay of Sanborn Insurance Map on APE
Detail of Eastern Half, 1952

Chapter 6. Field Methods

ICF Jones & Stokes archaeologist Gabriel Roark conducted an archaeological reconnaissance of the direct APE on June 27, 2008. The “Sources Consulted” and “Setting” sections of this report indicate that prehistoric archaeological manifestations would not be found on the current ground surface. Similarly, historical and industrial archaeological materials unrelated to the operations of the CPRR and SPRR are buried under more recent fill and development within the direct APE. More puzzling is the dearth of railroad-related archaeological resources recorded in the direct APE. Despite comprehensive prior inventories of the direct APE, no railroad archaeological resources have been identified at the ground surface; all such resources have been identified below ground surface during construction monitoring or deliberate test excavation (Tremaine and Nelson 2006).

The purpose of the present archaeological reconnaissance was to determine whether mapped, historic railroad features were in fact present at ground surface or evident in recent cut banks and other exposures, recognizing that the bulk of archaeological resources in the direct APE would not be discernible through surface survey. Mr. Roark conducted a general walkover of the direct APE, beginning in the south-central portion of the APE and working northeastward to the eastern extremity of the direct APE, and then westward just south of the Central Shops to the western end of the direct APE. Observations were made of the ground surface and compared with aerial photographs, copies of historic lithographs, and an overlay of Sanborn map data (Sanborn-Perris Map Co. 1895; Sanborn Map Co. 1915, 1951, 1952) onto the draft APE map. Mr. Roark also examined the recorded locations of P-34-1563, P-34-1562, P-34-1561, and CA-SAC-478-H to determine whether any surface manifestations of these resources were present in the direct APE or made visible through recent ground disturbance.

The direct APE was found to be largely denuded, save for a few stands of trees in the western and eastern portions of the APE and occasional ruderal vegetation. Much shallow grading was evident throughout the direct APE. Additionally, a 10-ft-tall sediment stockpile had been placed approximately 3 or 4 weeks prior to the present reconnaissance as part of the soil remediation effort underway north of the Central Shops (see Figure 4 for the location). The presence of the sediment stockpile thwarted any attempt to determine whether the following mapped historic features were visible on the ground surface: the Office and Store Room, Print Shop, and Signal Service structure (Sanborn Map Co. 1915:Sheet 6).

The archaeological reconnaissance resulted in the identification of seven previously unrecorded historic archaeological resources: Ancillary Train Shed Curbs, Train Shed Curbs, Casting Shop Kilns, Pattern Storage Shop Slab Foundations, SPRR Foundry Loading Ramp, Redwood Railroad Ties, and Southern Car Shops Slab Foundations (Figures 2 and 4). They, along with previously recorded archaeological resources, are described in Chapter 7 of this report. Archaeological resource locations have been mapped (using a global positioning system [GPS] unit), and brief descriptions are provided in Chapter 7 herein.

Chapter 7. Identified Cultural Resources

The archaeological survey and literature review reported in this ASR resulted in the identification of 16 cultural resources in the direct APE, four of which are located in the Phase 1 ADI. Four of these, constituting elements of the historic built environment, are evaluated in the project HRER (ICF Jones & Stokes 2008): Sacramento Southern Pacific Railroad Company Station District/Sacramento Valley Station and REA Building (P-34-1004), Jibboom Street Overhead (P-34-1374), I Street Viaduct (P-34-1375), and Southern Pacific Railyards/Central Shops Historic District. The remaining archaeological resources are described below, and DPR 523 record forms for previously recorded resources are provided in Appendix D. DPR 523 forms for newly identified resources are contained in the project HRER, because these resources are evaluated in that document and provide the necessary supporting documentation for the evaluations.

PREVIOUSLY RECORDED RESOURCES

Transcontinental Railroad (CA-SAC-478-H)

ICF Jones & Stokes' June 27, 2008, archaeological reconnaissance revealed that a modern railroad occupies the portion of the Transcontinental Railroad (CA-SAC-478-H) in the direct APE. Other than occupying the historic alignment of the Transcontinental Railroad, no features associated with CA-SAC-478-H were evident in the direct APE.

Sacramento Southern Pacific Railroad Company Station District/Sacramento Valley Station and REA Building (P-34-1004)

This resource is described and evaluated in the HRER for the proposed project (ICF Jones & Stokes 2008). The platform amenities (passenger platform and canopies) associated with the Depot District are located in the ADI.

Jibboom Street Overhead (P-34-1374)

This resource is described in the HRER for the proposed project (ICF Jones & Stokes 2008).

I Street Viaduct (P-34-1375)

This resource is described in the HRER for the proposed project (ICF Jones & Stokes 2008).

7th Street Historic-Era Refuse Deposit (P-34-1563/CA-SAC-942-H)

P-34-1563 is a historic refuse deposit located in the direct APE just north of the intersection of D and 7th streets. The site is situated 8 to 17 ft below ground surface along what historically was the Willow Lake shoreline. P-34-1563 measures 40 ft wide (northeast-southwest axis). Its eastern and western boundaries are not known, as a result of the project-imposed limits of investigation. The artifacts present at the site date from about 1880 to the early 1900s and included glass medicine bottles, ink bottles, sauce bottles, drinking glasses, pressed glass bowls, hair tonic containers, alcohol bottles, water bottles, and soda bottles; two ceramic sake bottle fragments, a bowl fragment made from Japanese celadon, Majolica ware, plate fragments with English transfer ware floral patterns, white improved earthenware, crockery fragments, and a porcelain doll's foot; and miscellaneous artifacts, such as buttons, articles of clothing, metal fragments, and hand-sawn butchered bone. The majority of the artifacts are of Euro-American manufacture and likely represent domestic refuse disposal from the historic Alkali Flat neighborhood. P-34-1563 was buried below fill that the CPRR placed during its land reclamation efforts related to expansion of the Railyards. The recorded portion of this refuse deposit was destroyed as a result of building the 7th Street undercrossing. (Tremaine et al. 2002a:1–2.)

On June 27, 2008, ICF Jones & Stokes archaeologist Gabriel Roark surveyed the recorded location of P-34-1563 and a 100-ft radius from the site location. The purpose of this examination was to seek any subsurface exposures that would facilitate a determination of whether P-34-1563 extends west or east of its recorded location. No such exposures or surface artifacts were identified. The ADI in this portion of the direct APE is only 3 ft deep. At 8–17 ft below ground surface, P-34-1563 is not located in the ADI.

7th Street Railroad Trestle Bents (P-34-1562/CA-SAC-941-H)

P-34-1562 consists of two wooden railroad trestle bents north of the 7th Street–D Street intersection. P-34-1562 was part of a railroad trestle that the CPRR constructed ca. 1863 (Tremaine and Nelson 2006:74). The redwood trestle appears to have stood about 8 ft above the original ground surface, with a 6–7-ft spacing between bents. The trestle was built to span Willow Lake on an east–west trajectory. Because P-34-1562 is one of the earliest railroad trestles built in California and has the potential “to yield important information about a type and method of trestle construction,” Tremaine and Nelson (2002:2; Tremaine and Nelson 2006:Table 8) recommended this resource as eligible for NRHP listing under criteria A and C. Construction of the 7th Street Extension Project, while responsible for unearthing P-34-1562 from fill placed in Willow Lake, did not result in the destruction of the two recorded trestle bents. P-34-1562, however, was reburied in construction-related fill. (Tremaine et al. 2002b.)

On June 27, 2008, Mr. Roark surveyed the recorded location of P-34-1562 and a 100-ft radius from the site location. The purpose of this examination was to seek any subsurface exposures that would facilitate a determination of whether P-34-1562 extends west or east of its recorded location. No such exposures or surface artifacts were identified. P-34-1562 is in the ADI, as the railroad trestle bents were identified approximately 1.5 ft below the year 2006

ground surface (Tremaine and Nelson 2006:Figure 7). This resource is evaluated in the HRER for the proposed project (ICF Jones & Stokes 2008).

6th Street Levee (P-34-1561/CA-SAC-940-H)

P-34-1561, located north of the D Street/7th Street intersection, consists of a portion of the 6th Street Levee, exposed in cross-section in the sidewalls of a 3-ft-wide backhoe trench (Tremaine and Nelson 2006:23, Figure 14). The cross-section of P-34-1561 reveals the multistage construction of the 6th Street Levee, which first was constructed in 1852–1853 to provide the city of Sacramento protection from American and Sacramento river floodwaters. The 6th Street Levee was subsequently improved in 1868 and 1880. The 1852–1853 iteration of the levee was evident as a 3-ft-high berm of medium-brown sandy silt resting on a base of clayey silt and surrounded by a silty sand–clayey silt matrix. The 1868 levee, built on top of the 1852–1853 structure, consists of yellowish-brown fine silty sand and a slope protection of darker yellowish-brown silty sand. The outer (northern) slope of the levee was armored with cobbles supplied by the CPRR in exchange for use of the 6th Street Levee as a new elevated railroad grade beginning between 1868 and 1880. The historic integrity of P-34-1561 was judged to be excellent, although the crown of the levee had been truncated by recent grading activities. The 6th Street Levee was recommended as eligible for listing in the NRHP under criteria A and C. P-34-1562 was destroyed during construction of the 7th Street Extension Project. (Tremaine and Nelson 2006:23; Tremaine et al. 2002c.)

On June 27, 2008, Mr. Roark surveyed the recorded location of P-34-1561 and a 100-ft radius from the site location. The purpose of this examination was to seek any subsurface exposures that would facilitate a determination of whether P-34-1561 extends west or east of its recorded location. No such exposures or surface artifacts were identified. Nevertheless, portions of the 6th Street Levee are located within the ADI, as the levee is buried by only 1.5–2 ft of fill. P-34-1561 is evaluated in the HRER for the proposed project (ICF Jones & Stokes 2008).

West Sutter Lake-01

West Sutter Lake-01 is a temporary designation that ICF Jones & Stokes has given to a historic artifact scatter and prehistoric isolate identified by Tremaine & Associates to the northwest of the Station train depot. According to a telephone conversation on July 2, 2008, between Mr. Roark and Tremaine & Associates principal Kim Tremaine, Tremaine & Associates identified the artifact scatter while conducting presence/absence trenching ahead of construction of Station RT facilities. Tremaine & Associates excavated 10 backhoe trenches on the margin of what once was the western arm of Sutter Lake and Slater's Addition or American Fork Addition. Seven of the trenches revealed historic Chinese and Euro-American artifacts, such as bottle glass, faunal bone, a marble, salt-glazed stoneware, miscellaneous metal fragments, a peach pit, a watermelon seed, a tobacco tin, milk glass sherds, ironstone sherds, and gaming pieces (Chinese). These artifacts appeared to be in a highly disturbed context with little or no meaningful intrasite patterning. Debris associated with the filling of Sutter Lake was observed also: wood, brick, glass, and ferrous metal. Construction monitoring subsequent to excavation of

the test trenches yielded a basalt artifact, possibly a core, at 9 ft below ground surface at the margin of former Sutter Lake (Kim Tremaine, personal communication 2008).

ICF Jones & Stokes examined the vicinity of West Sutter Lake-01 on June 27, 2008, and found the area to be completely paved over. No archaeological materials were evident. West Sutter Lake-01 is not located in the ADI and would not be affected by Phase 1 construction.

Southern Pacific Railyards/Central Shops Historic District

The Southern Pacific Railyards/Central Shops Historic District is discussed in detail in the HRER for the proposed project (ICF Jones & Stokes 2008). The discussion in this report focuses on the archaeological potential of the historic district. Rich and Valpey (2007) and Wyatt (2007) have prepared detailed nomination forms for what is more accurately described as the CPRR/SPPR Railyards Historic District, expanding on earlier descriptions of the district by Historic Environment Consultants (1998, 2000). The majority of the historic district consists of the Central Shops, which are primarily located outside the direct APE. Neither Rich and Valpey (2007) nor Wyatt (2007) consider historic archaeological resources in the vicinity of the Central Shops as potential contributors to the historic district (likely because of the paucity of historical archaeological investigations in the CPRR/SPPR Railyards), leaving open the question of whether a larger district boundary that encompasses railroad-related historic archaeological resources is needed to fully document the history and significance of Sacramento railroading operations under the CPRR and SPPR. Several of the resources documented below (Train Shed, Ancillary Train Shed, Casting Shop Kilns, Pattern Storage Shop Foundations, SPPR Foundry Loading Ramp, Redwood Railroad Ties, and Southern Car Shops Foundations) may be archaeological contributors to the Central Shops Historic District. These potential contributors are evaluated in the project HRER (ICF Jones & Stokes 2008).

NEWLY IDENTIFIED RESOURCES

Train Shed Curbs

The Train Shed Curbs consists of three concrete curbs that once bound two sets of standard-gauge rails. The curbs extend 350 ft on an east–west axis and 62.5 ft on a north–south axis. The superstructure depicted on the 1951 Sanborn map (Sanborn Map Co. 1951) has been demolished and is no longer present, and the northern pair of rails has been removed. The Train Shed is not depicted on historic maps dating prior to 1951 and appears to have been built between 1920 and 1951 (Sanborn Map Co. 1915, 1951; Sanborn-Perris Map Co. 1895; Southern Pacific 1920). Immediately north of and contemporaneous with the Train Shed Curbs was an east–west-oriented row of about six railroad buildings and structures: a store (storage), offices, a car maintenance shop, and an ice house. No evidence for these structures was evident during the survey. The current railroad alignment and Passenger Sheds were located immediately south of the Train Shed Curbs between 1920 and 1951 (Sanborn Map Co. 1951; Southern Pacific 1920). The Train Shed Curbs is in the ADI and is evaluated as a potential archaeological contributor to

the Southern Pacific Railyards/Central Shops Historic District in the HRER for the proposed project (ICF Jones & Stokes 2008).

Ancillary Train Shed Curbs

This resource is situated east and slightly north of the Train Shed Curbs. The resource consists of two concrete curbs oriented on a northwest–southeast trajectory 137.5 ft long and 25 ft wide. Between the curbs are a set of regularly spaced, pressure-treated wood railroad ties. The rails have been removed. Aerial photographs (see Figures 3 and 7) suggest that a third concrete curb and a second set of tracks were located along the northern edge of the Ancillary Train Shed Curbs, but these features were not evident during the survey. The age of this resource is unknown. The Ancillary Train Shed Curbs are not located in the ADI but may be eligible for NRHP listing under criteria A–C. The Ancillary Train Shed Curbs are evaluated as a potential archaeological contributor to the Southern Pacific Railyards/Central Shops Historic District in the HRER for the proposed project (ICF Jones & Stokes 2008).

Casting Shop Kilns

Eight brick-lined kilns were identified in the direct APE, four below ground surface in the profile of an excavated pit and four in plan at the ground surface immediately east of the kilns identified in profile. The location of the kilns corresponds to the SPRR Casting Shop, an ancillary structure to the SPRR Foundry (located to the east of the Casting Shop), as depicted by the Sanborn Map Co. (1951:Sheet 5). The kilns are circular, exhibit clear evidence for repeated firing, and are filled with ash and slag. A number of ceramic forms or patterns are located in the pit stratigraphically beneath the kilns; these artifacts were used in the manufacture of numerous railroad parts, such as springs and other “hollow” parts. The Casting Shop Kilns are not in the ADI for Phase I but may be eligible for NRHP listing under criteria A–C. Therefore, the resource is evaluated as a potential archaeological contributor to the Southern Pacific Railyards/Central Shops Historic District in the HRER for the proposed project (ICF Jones & Stokes 2008).

Pattern Storage Shop Slab Foundations

The Pattern Storage Shop Slab Foundations are two separate foundation remnants of the Pattern Storage Shop, which was built between 1895 and 1915 (Sanborn-Perris Map Co. 1895:Sheet 5a; Sanborn Map Co. 1915:Sheet 5). The easternmost foundation remnant contains the metal-and-concrete recess that housed the base of the Pattern Storage Shop’s center support post (Sanborn Map Co. 1915:Sheet 5). No other features or artifacts associated with the Pattern Storage Shop were evident at the time of survey. The Pattern Storage Shop Slab Foundations are not in the ADI for Phase I but may be eligible for NRHP listing under criteria A–C. Therefore, the resource is evaluated as a potential archaeological contributor to the Southern Pacific Railyards/Central Shops Historic District in the HRER for the proposed project (ICF Jones & Stokes 2008).

SPRR Foundry Loading Ramp

The SPRR Foundry Loading Ramp appears to be the only surface feature remaining of the SPRR Foundry, built by 1895 (Sanborn-Perris Map Co. 1895:Sheet 5a). The loading ramp is a simple concrete structure 3 ft tall, 12 ft long, and accessed from the north. The SPRR Foundry Loading Ramp is not in the ADI for Phase I but may be eligible for NRHP listing under criteria A–C. Therefore, the resource is evaluated as a potential archaeological contributor to the Southern Pacific Railyards/Central Shops Historic District in the HRER for the proposed project (ICF Jones & Stokes 2008).

Redwood Railroad Ties

This resource consists of five redwood railroad ties visible in plan in an existing gravel road. The ties are oriented on a southwest–northeast trajectory. The ties are located along the route of an 1870 rail line extending east from the Front Street/I Street intersection to 6th Street, and thence north on 6th Street to join the Transcontinental Railroad (CA-SAC-478-H) at approximately 7th and D streets (Koch 1870). By 1890, this route was abandoned and replaced with a rail line originating at the former passenger depot located between the western terminus of F Street and the Sacramento River and 3rd and 6th streets (Elliott 1890). The 1890 route approximated the curve along 6th Street that was used in 1870 and also joined the Transcontinental Railroad. This route witnessed continued use through 1952 (Sanborn Map Co. 1915, 1951, 1952). The Redwood Railroad Ties are not located in the ADI for Phase I but may be eligible for NRHP listing under criteria A–C. Therefore, the resource is evaluated as a potential archaeological contributor to the Southern Pacific Railyards/Central Shops Historic District in the HRER for the proposed project (ICF Jones & Stokes 2008).

Southern Car Shops Slab Foundations

Numerous foundations are present in the direct APE immediately south of the Central Shops. Between 1895 and the 1950s, this portion of the direct APE contained the Copper Shop, Coal Bin, Coal Shed, Tin and Copper Shed, Hammer Shop, Pipe Shop, Pipe Shed, Bolt Shop, Rolling Mill, and miscellaneous storage sheds and offices (Sanborn-Perris Map Co. 1895; Sanborn Map Co. 1915, 1951, 1952; Southern Pacific 1920). The foundations represent the only surface manifestation of the Southern Car Shops. The Southern Car Shops Slab Foundations are located in the ADI and are evaluated as a potential archaeological contributor to the Southern Pacific Railyards/Central Shops Historic District in the HRER for the proposed project (ICF Jones & Stokes 2008).

Chapter 8. Study Findings and Conclusions

The findings of this ASR are arranged by resource location with respect to the direct APE and Phase 1 ADI, as well as NRHP-eligibility status. The records search, literature review, and archaeological reconnaissance of the direct APE resulted in the identification of 16 cultural resources, 12 of which constitute archaeological resources. The archaeological resources are:

- 7th Street Historic-Era Refuse Deposit (P-34-1563/CA-SAC-942-H),
- 7th Street Railroad Trestle Bents (P-34-1562/CA-SAC-941-H),
- 6th Street Levee (P-34-1561/CA-SAC-940-H),
- West Sutter Lake-01 (historic artifacts, railroad refuse, and prehistoric isolate),
- Transcontinental Railroad (CA-SAC-478-H),
- Ancillary Train Shed Curbs,
- Train Shed Curbs,
- Casting Shop Kilns,
- Pattern Storage Shop Slab Foundations,
- SPRR Foundry Loading Ramp,
- Redwood Railroad Ties, and
- Southern Car Shops Slab Foundations.

The following identified resources are located in the ADI for Phase 1.

- 7th Street Railroad Trestle Bents (P-34-1562/CA-SAC-941-H),
- 6th Street Levee (P-34-1561/CA-SAC-940-H),
- Train Shed Curbs, and
- Southern Car Shops Slab Foundations.

ARCHAEOLOGICAL RESOURCES IN THE DIRECT APE (OUTSIDE THE ADI)

Eight identified archaeological resources are located in the direct APE but outside of the ADI: 7th Street Historic-Era Refuse Deposit (P-34-1563/CA-SAC-942-H), West Sutter Lake-01 (historic artifacts, railroad refuse, and prehistoric isolate), Transcontinental Railroad (CA-SAC-478-H), Ancillary Train Shed Curbs, Casting Shop Kilns, Pattern Storage Shop Slab Foundations, SPRR Foundry Loading Ramp, and Redwood Railroad Ties. P-34-1563, the 7th Street Historic-Era Refuse Deposit, is buried under 8–17 ft of fill, well beneath the vertical extent (3ft) of the ADI. Therefore, this resource is not discussed further in this ASR and is not evaluated in the project's HRER (ICF Jones & Stokes 2008). Although historically located in

the present ADI, nothing remains of CA-SAC-487-H (the first Transcontinental Railroad) within the ADI. CA-SAC-487-H is evaluated in the project's HRER (ICF Jones & Stokes 2008). West Sutter Lake-01 would not be affected by Phase 1 of the proposed project because the resource is capped by an asphalt parking lot, which would not be demolished during Phase 1. West Sutter Lake-01 is therefore not addressed further in this ASR, nor is the resource evaluated in the companion HRER (ICF Jones & Stokes 2008). The Ancillary Train Shed Curbs, Casting Shop Kilns, Pattern Storage Shop Slab Foundations, SPRR Foundry Loading Ramp, and Redwood Railroad Ties, although not situated in the ADI, all are potential contributors to the Central Shops Historic District. These resources are evaluated in the HRER prepared for the proposed project (ICF Jones & Stokes 2008).

ARCHAEOLOGICAL RESOURCES IN THE PHASE 1 ADI

The 7th Street Railroad Trestle Bents (P-34-1562/CA-SAC-941-H), 6th Street Levee (P-34-1561/CA-SAC-940-H), Train Shed Curbs, and Southern Car Shops Slab Foundations are located in the Phase 1 ADI. These resources are evaluated in the project HRER (ICF Jones & Stokes 2008).

POTENTIAL FOR LATE DISCOVERIES

The review of historic maps, geomorphological data, and soil remediation documents described earlier in this ASR indicates that all historic archaeological resources identifiable in the ADI from these sources are described herein. Although no other specific locations in the ADI can be identified as containing historic archaeological deposits, some potential exists for inadvertent historic archaeological discoveries to occur during Phase 1 construction. The potential for inadvertent prehistoric archaeological discoveries cannot be discounted, but the Phase 1 ADI is too shallow (areas subject to 3 ft of excavation) in most areas to intersect sediments below historic fill layers or other strictly historic-era contexts. Even the depth of excavation (20 ft) for the proposed passenger tunnel in Phase 1 is not deep enough to intersect identifiable native soils (see Appendix E). Therefore preparation of a late discovery plan is suggested in lieu of an extended Phase I plan.

It is Caltrans' policy to avoid cultural resources whenever possible. If cultural resources cannot be avoided, then additional work may be necessary. If buried cultural materials are encountered during construction, it is Caltrans' policy that work in that area must halt until a qualified archaeologist can evaluate the nature and significance of the find (California Department of Transportation 2001). Additional archaeological survey will be needed if project limits are extended beyond the present survey limits.

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Appendix A. Description of Depot Relocation

MOVING THE HISTORIC DEPOT

The alternative previously known as the Sacramento Northern requires moving the historic Depot building at least 400 feet (ft) to the north. This section provides additional information on the methodology for moving the building. The consultant team has investigated the feasibility of moving the building approximately 400 to 650 ft directly north from its present location and has concluded that the move is technically feasible. Numerous other large, important historic structures have been moved in California and other parts of the United States. Several members of the study team have previously used similar technology for raising and lowering large structures in order to install base isolation systems (for example, the Oakland City Hall and the Asian Art Museum in San Francisco).

The historic Depot building is approximately 370 ft long by 128 ft wide. It consists of a three-story concrete frame building with masonry infill. The building is well-suited for moving because it has a basement, a complete three-dimensional building frame system and concrete flat slab at the first-floor level. It has approximately 135 pile caps, a total weight of approximately 13,500 kips and has column loads ranging from 65 to 225 kips.

Prior to moving the building, all seismic strengthening work (e.g., diaphragm connections and walls) would be completed. This would make the building more resistant to strains that may occur during moving. The railroad tracks and other obstacles north of the Depot would be moved prior to the moving of the Depot. The new basement and foundation system would be constructed prior to the move. The building likely would be supported on precast concrete piles at its new location. New permanent terminal structures at the north side of the new Depot location would be constructed prior to the move and would be used to accommodate passenger functions during the relocation of the existing Depot. The ground over which the building would be moved would be leveled and compacted to provide a firm runway. It is assumed that temporary concrete strips would be cast in the ground to ensure that excessive deformation of the soil does not occur.

A new reinforced concrete slab would be cast at the existing basement level to provide a jacking platform and to facilitate the movement of equipment and materials with forklifts and buggies. A grid work of reinforced concrete beams would be cast under the first-floor slab to provide jacking points away from the existing basement columns and perimeter walls. Where extremely important finishes exist, such as the mural in the waiting room, localized strengthening would be provided as needed to mitigate unacceptable cracking.

The building would be raised about 8 to 10 feet with a system of interconnected hydraulic jacks. As columns and walls were unweighted with the jacks, they would be saw-cut. The cuts would be near the top of the basement columns and walls. When the building was entirely supported on the jacks, it would be raised and moved across the runway on rollers that would roll over a steel plate track. When the building had reached the new location, it would be lowered onto the new basement columns and walls and, if included in the work, the new base isolators. The procedure would be the reverse of the raising operation at the existing site.

The work to prepare the new basement and foundations would require approximately 6 months. The move-related strengthening in the basement of the existing building would require

approximately 6 months also. The seismic strengthening of the building shell would require approximately 4 months. All three of these tasks may be performed concurrently. Also, during this work, approximately 1 month would be required to prepare the temporary runway. Approximately 3 weeks would be required to raise the building, move it along the runway, and lower it at its new location. After the building was at its new location, approximately 4 months would be required to secure it to the new foundation system, cover the moat (assuming base isolation is included), and connect the utilities.

The move-related cost has been estimated at approximately \$10 million. This includes the new basement and foundation system, the runway, preparation of the Depot building, preservation-related issues, and the actual move. For an additional \$2.5 million, a seismic base isolation system could be installed. This is in comparison with \$11 million for base-isolating the building at its present location. Base-isolating the building, if it is moved, represents a relatively modest incremental cost. Regardless of whether the building is moved, or is base-isolated, conventional seismic retrofitting is required. The strengthening involves wall-to-diaphragm connections, diaphragm and collector strengthening, and a limited amount of shotcreting of the masonry infill walls. This work would nominally cost \$2.5 million for any of the alternatives, although it would be slightly less for the base-isolated scheme and may be offset slightly by some of the costs included for the move-related strengthening. At this phase, the differences are not significant. The seismic strengthening at the roofs was completed recently, so the above figure is for the remaining seismic strengthening work.

The approximate costs of seismic retrofit and moving the Depot (not including the seismic strengthening work required for all options) can be summarized as follows:

- base isolation (without move)—\$11 million,
- Move the Depot without base isolation—\$10 million, and
- Move the Depot with base isolation—\$12.5 million.

In summary, moving the building is technically feasible and has numerous precedents. If the building were relocated, base isolation would be a good investment. Base isolation would provide reasonable assurance of the protection of the historic fabric (masonry facade and waiting room mural and finishes) of the building in the event of any earthquake ground motion considered plausible for the vicinity. Conventional seismic strengthening would provide life-safety protection but would provide little protection of the historic fabric. Without base isolation, the maximum considered earthquake ground motion potentially would cause irreparable damage to the waiting room mural and to the masonry facade. Although the building could be expected to remain stable under this scenario, the extent of the damage could necessitate its demolition, so base isolation is important for ensuring long-term preservation of the building. If the building were to be moved, it may be prudent to pay a relatively small additional premium to protect its historic fabric from earthquakes.

PHASING OF RAIL OPERATIONS

The availability of open land area between the present mainline and station/storage tracks, and the south line of the Railyards shop buildings/future Railroad Technology Museum, means that the phasing of construction and operations implementation should be reasonably straightforward for the Sacramento Intermodal Transportation Facility. Essentially, new facilities could be built while the present facilities were kept in operation. When the new facilities were ready, there would be a “cutover” of connections from the old to the new, using as many prefabricated and preassembled elements as possible. The cutover might be accomplished over a long weekend, with freight service temporarily rerouted over other lines for a few days and with passengers handled by bus between the terminal and other stations east of the Sacramento River and a temporary terminal, perhaps in Davis or West Sacramento. As the cutover dates became known in advance, procedures could be planned to minimize disruption to freight and passenger service and to provide the maximum information to the traveling public. In general, it is not anticipated that phasing and durations would vary significantly between alternatives.

Appendix B. Records Search Letter

**NORTH CENTRAL INFORMATION CENTER
CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM**

Record Search Number: SAC-08-73

County: Sacramento

In Cooperation with:

State of California - The Resources Agency
Department of Parks and Recreation
Office of Historic Preservation

AGREEMENT TO CONFIDENTIALITY AND RECORD SEARCH STATEMENT

I, the undersigned, have been granted access to the Archaeological Site Record data at the North Central Information Center at California State University, Sacramento, 6000 'J' Street, Sacramento, CA 95819 for the purpose of:

scientific research project planning other: _____

I fully understand the confidential nature of the information contained in these records, and I agree to respect that confidentiality.

I will attempt to ensure that specific site location is not distributed in public documents or made available to unauthorized individuals within my institution or agency. I also understand that prior written consent of the Information Center Coordinator or State Historic Preservation Officer is required for any exceptions to the above stipulations.

Furthermore, I agree to forward to the appropriate Information Center, no later than 30 days after completion of field reconnaissance and investigation, any preliminary reports and complete site records for any sites that are identified or dealt with. I also agree to forward to the appropriate Information Center or Centers all subsequent reports on these sites, which are pertinent to archaeological resource management.

I understand that failure to comply with any of the above agreement is grounds for denial of subsequent access to the archaeological site data.

This agreement is based on State access policy.

Dillon Stapleton 5-28-08
Signature of Researcher Date

Printed Name of Researcher Dillon Stapleton Phone (916)737-3000

Firm Jones & Stokes

Address 630 K St. Suite 400 City/State Sacramento, CA Zip 95814

Method of contact: Phone _____ In person Letter _____ Fax _____ Email _____ Date: May 28, 2008

Title of Project or Research Billing No: 00121.08 305 for Sacramento Intermodal Transportation Facility

Contact person/agency for which work conducted TranSystems

Address _____ N/A _____ Phone _____ N/A

USGS 7.5' Quad(s) consulted Sacramento East & West

Site Record(s) consulted All pertinent resources.

Site Record(s) copied All pertinent resources.

Reports/manuscripts consulted All pertinent resources.

Reports/manuscripts copied All pertinent resources.

Staff Researcher Ellen Bowden Date: May 28, 2008

No. of Hours -Record Search 8 Hours Use Fee charged \$ 800.00

No. of Copies @ .15¢ each 257 Copy Charge \$ 38.55

Intern Data Base Access Fee charged \$ 20.00

BILLING STATEMENT:

(Payment Instructions)

Total Fee charged: \$ 858.55

Make check payable to: University Enterprises, Inc.

Forward to: North Central Info Center CSU - Sacramento
6000 J Street, Adams Bldg., #208 Sacramento, CA 95819-6100

**NORTH CENTRAL INFORMATION CENTER
CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM**

Record Search Number: SAC-08-73

County: Sacramento

In Cooperation with:

State of California - The Resources Agency
Department of Parks and Recreation
Office of Historic Preservation

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Dillon Stapleton

5-28-08

Signature of Researcher

Date

Printed Name of Researcher Dillon Stapleton Phone (916)737-3000

Firm Jones & Stokes

Address 630 K St. Suite 400 City/State Sacramento, CA Zip 95814

Method of contact: Phone _____ In person Letter _____ Fax _____ Email _____ Date: May 28, 2008

Title of Project or Research Billing No: 00121.08 305 for Sacramento Intermodal Transportation Facility

Contact person/agency for which work conducted TranSystems

Address N/A Phone N/A

USGS 7.5' Quad(s) consulted Sacramento East & West

Site Record(s) consulted All pertinent resources.

Site Record(s) copied All pertinent resources.

Reports/manuscripts consulted All pertinent resources.

Reports/manuscripts copied All pertinent resources.

Staff Researcher Ellen Bowden Date: May 28, 2008

No. of Hours -Record Search 8 Hours Use Fee charged \$ 800.00

No. of Copies @ .15¢ each 257 Copy Charge \$ 38.55

Intern Data Base Access Fee charged \$ 20.00

BILLING STATEMENT:

(Payment Instructions)

Total Fee charged: \$ 858.55

Make check payable to: University Enterprises, Inc.

Forward to:

North Central Info Center CSU - Sacramento
6000 J Street, Adams Bldg., #208 Sacramento, CA 95819-6100

Appendix C. Native American Correspondence

Sacred Lands File Search_SITF

From: Gabriel Roark
Sent: Friday, May 23, 2008 11:52 AM
To: 'Debbie Pillas-Treadway (dpt_nahc@pacbell.net)'
Subject: Sacred Lands File Search - Sacramento Intermodal

Dear Debbie,

Please find the attached request. If you have any questions, please give a call or e-mail. Thanks.

Gabriel Roark
Archaeologist
ICF Jones & Stokes
630 K Street, Suite 400 | Sacramento | CA 95814
t 916.737.3000 | f 916.737.3030 | e groark@jсанet.com
www.icfi.com | www.jonesandstokes.com
? Please consider the environment before printing this message.
Passion. Expertise. Results.



Fax Transmission

Date: May 23, 2008

Attention: Debbie Pilas-Treadway
Native American Heritage Commission

Fax Number: 916/657-5390

Phone Number: 916/653-4038

Number of Pages [Click and type # of pages] (including this page)

From: Gabriel Roark, Archaeologist
Local Government and Transportation Planning Team

Client: TranSystems
Project: Sacramento Intermodal Project
Project Number: 00128.08 305

Subject: **Request for Sacred Lands File Search and List of Contacts in Sacramento County: Sacramento Intermodal Transportation Facility, City of Sacramento**

Dear Debbie:

ICF Jones & Stokes is assisting the Federal Highway Administration and California Department of Transportation with consultation and technical tasks associated with Section 106 of the National Historic Preservation Act. The proposed undertaking is the Sacramento Intermodal Transportation Facility (SITF), which would be built in three phases. The SITF would encompass a realignment of existing mainline rail tracks (Phase 1), improvements to the existing Sacramento Valley Station (Phase 2), and eventual transformation of the station into a multi-modal transportation center (Phase 3).

As part of our efforts to collect information concerning cultural resources in the SITF vicinity and to identify concerned parties, we request that your office search the Sacred Lands File for the presence of Native American cultural resources and also provide us with a list of known contacts to consult regarding area resources. The legal location of the SITF is as follows.

Sacramento East and Sacramento West 7.5-minute quadrangles. Unsectioned area in the city of Sacramento, T 9 N, R 4 E, M.D.B.M.

Please do not hesitate to contact me with any questions. Thank you for your assistance.

Gabriel

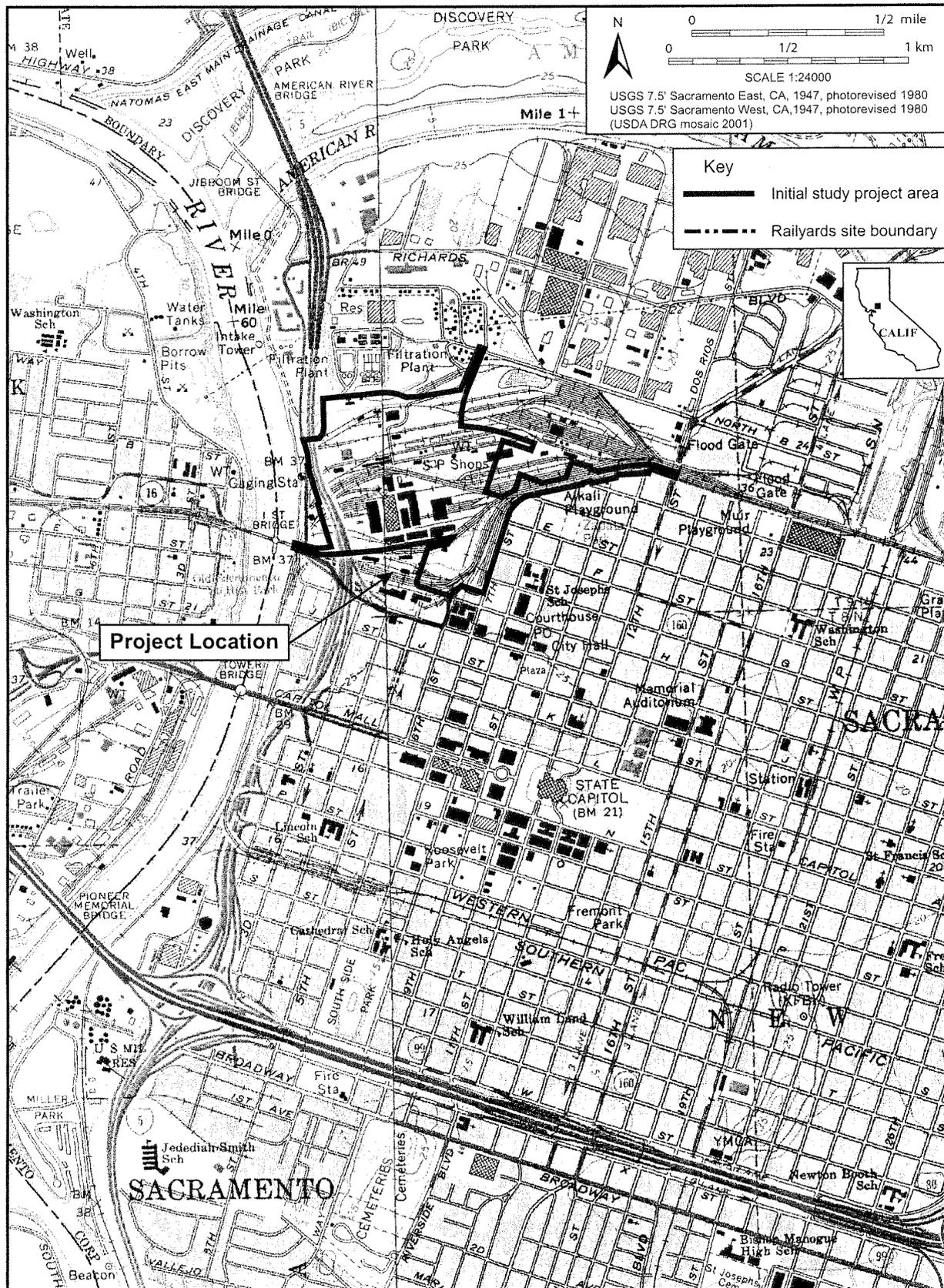


Figure 1. Project location

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
✉mail: ds_nahc@pacbell.net



August 20, 2008

Gabriel Roark
ICF Jones & Stokes
630 K Street, Suite 400
Sacramento, CA 95814

Sent by Fax: 916-737-3030
Number of Pages: 2

Re: Proposed Sacramento Intermodal Project, 00121.08 305, Sacramento County

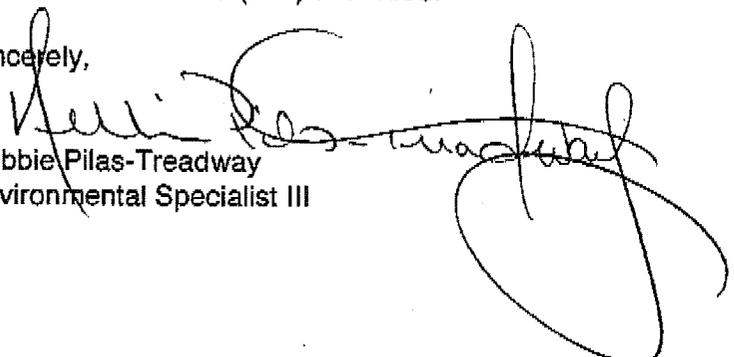
Dear Mr. Roark:

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4038.

Sincerely,


Debbie Pilas-Treadway
Environmental Specialist III

Native American Contacts
Sacramento County
August 20, 2008

Rose Enos
15310 Bancroft Road
Auburn , CA 95603
(530) 878-2378

Maidu
Washoe

United Auburn Indian Community of the Auburn
Tribal Preservation Committee
10720 Indian Hill Road
Auburn , CA 95603
530-883-2390
530-883-2380 - Fax

Maidu
Miwok

Kenneth Council
4209 V Street #5
Sacramento , CA 95817
mrken@sonic.net
916-457-7144 - Home
916-213-3934 - cell

Miwok
Maidu

Shingle Springs Band of Miwok Indians
John Tayaba, Vice Chairperson
P.O. Box 1340
Shingle Springs , CA 95682
(530) 676-8010
(530) 676-8033 Fax

Miwok
Maidu

Shingle Springs Band of Miwok Indians
Nicholas Fonseca, Chairperson
P.O. Box 1340
Shingle Springs , CA 95682
nfonseca@ssband.org
(530) 676-8010
(530) 676-8033 Fax

Miwok
Maidu

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Sacramento Intermodal project, Sacramento County.

Appendix D. DPR 523 Forms

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

Primary # P-34-1562
HRI#
Trinomial CA-SAC-941-H

Page 1 of 1

*Resource Name or # (Assigned by recorder) 7th Street Railroad Trestle Bents

*Recorded by: Gabriel Roark, ICF Jones & Stokes

*Date: 06-27-2008

Continuation

Update

This update was prepared to record current resource conditions and to reevaluate the resource in light of recently gained information. On June 27, 2008, ICF Jones & Stokes archaeologist, Gabriel Roark, surveyed the recorded location of P-34-1562 and a 100-foot (ft) radius from the site location. The purpose of this examination was to seek any subsurface exposures that would facilitate a determination whether P-34-1562 extends west or east of its recorded location. No such exposures or surface artifacts were identified. The survey was conducted as part of a cultural resources inventory for the proposed Sacramento Intermodal Transportation Facility project, which would involve ground disturbance at the location of P-34-1562 (ICF Jones & Stokes 2008a, 2008b). In the course of research for the proposed project, shortcomings in the previous evaluation by Tremaine and Nelson (2006) were identified (references to Tremaine and Nelson, where unpaginated, incorporate the attached DPR 523 form set by reference). First, the date of construction of the resource is incorrect. Second, the evaluation appears to give inordinate weight to what amounts to a partial feature of the First Transcontinental Railroad (CA-SAC-478-H), calling into question the recommendation of National Register (NRHP) eligibility.

Tremaine and Nelson (2006) correctly observe that the orientation and location of the trestle bents place them on the route of the First Transcontinental Railroad (TCRR). The construction date of 1863, however, is incorrect. Central Pacific Railroad engineer, Theodore Judah, commenced laying out what would become the TCRR from present-day Old Sacramento in October of 1863. As a temporary expedient, Judah laid out tracks from Front and I streets east until about 5th Street, at which point the tracks angled northeastward and curved onto 6th Street. From here the trackage proceeded north along the edge of Sutter Lake, then turned east around D Street, skirting the southern edge of Willow Lake. As stated previously, the line was a temporary expedient, likely to make progress toward the American River while arrangements were made to purchase rights-of-way across Slater's Addition; by May 30, 1866, construction was underway to take the railroad north from Front and I streets, across Slater's Addition, then northeast to curve around the nascent Central Pacific Railroad Central Shops on its north side. By July 23, 1867, "Judah's route" was complete from Front and K streets to the existing track at 6th and D streets, approaching this eastern terminus from the northwest, as indicated by the orientation of the trestles themselves. The trestle, therefore, was built between May 30, 1866 and July 23, 1867, not 1863. (Joslyn 1948:12; Wyatt 2007:8-4.) The wood trestle was abandoned in place sometime in 1868, at which time the Central Pacific Railroad widened the 6th Street Levee (P-34-1561/CA-SAC-940-H) via placement of large cobbles on the waterside of the levee.

Tremaine and Nelson (2006) recommend this resource as eligible for listing in the NRHP under criteria A and C; Criterion A for its role in facilitating the construction of the First Transcontinental Railroad and Criterion C as an early example of railroad technology, namely trestle construction. Although the importance of the First Transcontinental Railroad is doubtlessly of transcendent historical significance at the local, state, and national levels, the evaluation by Tremaine and Nelson (2006) does not give appropriate weight to the NRHP aspects of integrity. The evaluation treats the two exposed trestle bents as though the two structural elements comprise the entire resource. Rather, the resource is the trestle, which is part of a railroad (recorded as CA-SAC-478-H) that spans the contiguous United States. Tremaine and Nelson (2006) do not demonstrate that any portion of the trestle beyond the two identified bents has survived to the present day; the presence of only two trestle bents from a structure that likely contained several scores of bents calls into question the integrity of the resource. Furthermore, two bents occupying a linear distance of some 6 or 7 ft pales in comparison with surviving trestles on the TCRR, such as the trestle over Auburn Ravine (Fickewirth 1992). Eligibility under Criterion C therefore does not appear supported for this resource. Similarly, an argument for California Register of Historical Resources (CRHR) eligibility under Criterion 3 for this resource is not tenable. The role of the trestle in the construction of the TCRR is indisputable. Given that only a very small portion of the trestle is evident, the resource does not possess integrity of design. The absence of associated, historic elements of the railroad in the vicinity compromises its integrity of feeling and association. The resource does retain integrity of workmanship, materials, location, and setting. The scale of the resource is simply insufficient to convey the significance of the TCRR under NRHP Criterion A, nor under CRHR Criterion 1. P-34-1562 is therefore recommended ineligible for listing in the NRHP and the CRHR.

This resource has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. It is not a historical resource for purposes of CEQA.

REFERENCES CITED

Fickewirth, A. A. 1992. *California Railroads: An Encyclopedia of Cable Car, Common Carrier, Horsecar, Industrial Interurban, Logging, Monorail, Motor Road, Short Lines, Streetcar, Switching and Terminal Railroad in California (1851-1992)*. Golden West Books, San Marino, CA.

ICF Jones & Stokes. 2008a. *Historic Resources Evaluation Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. September. ICF Jones & Stokes, Sacramento, CA. Submitted to District 3, California Department of Transportation, Marysville, and City of Sacramento, CA.

———. 2008. *Archaeological Survey Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. September. ICF Jones & Stokes, Sacramento, CA. Submitted to District 3, California Department of Transportation, Marysville. Prepared for City of Sacramento, CA.

Joslyn, D. L. 1948. Sacramento General Shops, Southern Pacific Company—Pacific Liner. Unpublished typescript. On file, District 3, California Department of Transportation, Marysville.

Tremaine, K. J., and W. J. Nelson. 2006. *Final Report of Archaeological Testing and Monitoring for the City of Sacramento's 7th Street Extension Project, Sacramento, California*. February. Tremaine & Associates, West Sacramento, CA. Prepared for Department of Public Works, City of Sacramento, CA. On file, North Central Information Center, California Historical Resources Information System, Sacramento. Study 7565.

Wyatt, K. K. 2007. National Register of Historic Places Registration Form: Transcontinental Railroad Terminus and Shops Historic District. August 15. California State Railroad Museum, Sacramento. Submitted to National Park Service, U.S. Department of the Interior, Washington, D.C.

PRIMARY RECORD

Primary # P-34-1562
HRI #:
Trinomial: CA-SAC-941-H
NHRP Status Code

Other Listings
Review Code

Reviewer

Date:

Page # 1 of 4

*Resource name or #: 7th Street Railroad Trestle Bents

P1. Other Identifier:

*P2. Location: Not For Publication Unrestricted

*a. County: Sacramento

*b. USGS 7.5' quad Sacramento East Date: 1992 New Helvetia Land Grant (Assumed T9N R4E: Section 36, MDM)

c. Address: City: Zip:

d. UTM Zone: 10 , 631108 mE, 4272126 mN (NAD 1983)

e. Other Locational Data:

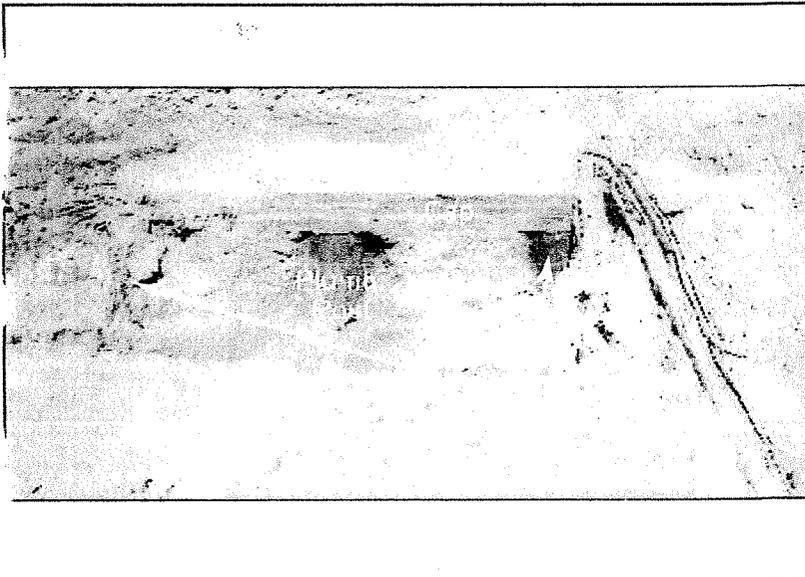
Park at the intersection of 7th and D streets. The trestle bents are just to the north. These trestles survived the construction of the underpass through the Southern Pacific Railyard for the 7th Street Extension Project, but are buried in historic reclamation fill for the railyard, so are not visible.

***P3a. Description:**

Two wooden trestle bents were found along the east side of the 7th Street corridor. These are remnants of one of the earliest railroad trestles constructed in the state of California, contributing to the completion of the first transcontinental railroad. Chief Engineer Montague, reporting to the CPRR directors in 1863, suggested that it would be more expedient in crossing low-lying depressions to substitute trestling for embankments (Kraus 1969). Trestling, as he saw it, properly constructed of Puget Sound pine and redwood, would last 8-10

***P3b. Resource Attributes: AH7**

4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Description of Photo:

View of trestle feature

*P6. Date Constructed: ca. 1863

Age and Source: Historic Prehistoric Both

*P7. Owner and Address:

City of Sacramento

*P8. Recorded by:

K. Tremaine, M. Trumbly, & J. Cervantes
Tremaine & Associates, Inc.
240 West E Street,
Dixon, CA 95620

*P9. Date Recorded: 6/28/02

*10. Survey Type: Geophysical/Trenching

P11. Report Citation:

2004. Tremaine, K. & W. Nelson. Final Report of Archaeological Testing and Monitoring for the City of Sacramento's 7th Street Extension Project, Sacramento, California. Prepared by TREMAINE AND ASSOCIATES, INC.

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

7385

BUILDING, STRUCTURE, AND OBJECT RECORD

Page # 2 of 4

*Resource name or #: 7th St. Railroad Trestle Bents

B1. Historic Name:

B2. Common Name: 7th Street Railroad Trestle Bents

B3. Original Use: to support tracks prior to building railroad grade south of Willow Lake

B4. Present Use: abandoned and buried in fill

* **B. Architectural Style:**

* **B6. Construction History:**

* **B7. Moved?** Yes No

Date: ca. 1863

Original Location:

* **B8. Related Features:**

A later-built "embankment" for railroad grade, otherwise known as the 6th Street Levee, is situated just to the south of the trestle alignment. If Chief Engineer Montague's plan in 1863 was followed, the trestling probably assisted in levee improvements over the next five years (see discussion under Applicable Criteria).

* **B9a. Architect:** Chief Engineer Montague?

B9b. Builder: Central Pacific Railroad

B10. Significance: Theme Railroad/Transportation

Area: Sacramento, CA

Period of Significance: 1860s

Property Type: Structure

Applicable Criteria: Criteria A and C

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

The wooden trestle bents are remnants of one of the earliest railroad trestles constructed in the state of California, contributing to the completion of the first transcontinental railroad. Chief Engineer Montague, reporting to the CPRR directors in 1863, suggested that it would be more expedient in crossing low-lying depressions to substitute trestling for embankments (Kraus 1969). Trestling, as he saw it, properly constructed of Puget Sound pine and redwood, would last 8-10 years. The trestle tracks could then be used to transport borrow materials in rail cars, building the replacement embankments without the heavy work involved otherwise. The trestle bents, as such, appear eligible under two criteria: A- for their association with an event that made significant contributions to the broad patterns of history, i.e., the building of the first transcontinental railroad; and C- for their ability to yield important information about a type and method of trestle construction.

B11. Additional Resource Attributes:

B12. References:

Tremaine, K., and W. Nelson 2004. Final Report of Archaeological Testing and Monitoring for the City of Sacramento's 7th Street Extension Project, Sacramento, California. Prepared by Tremaine & Associates, Inc.
Kraus, G 1969. High Road to Promontory: Building the Central Pacific across the High Sierra. American West Publishing Company, Palo Alto, California.

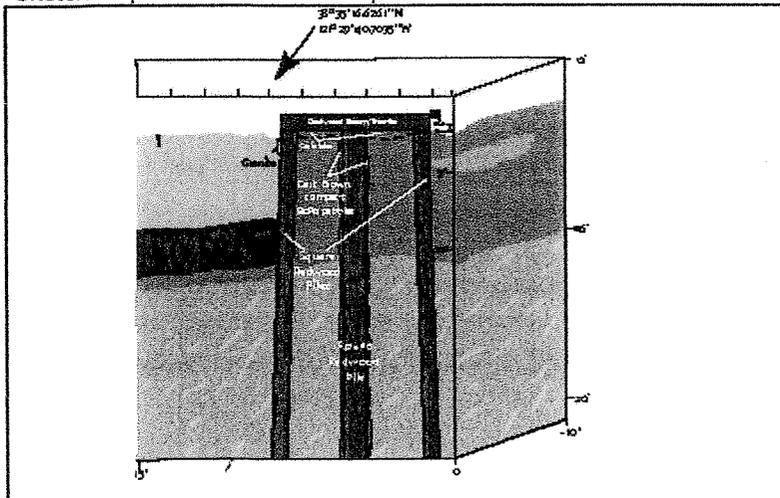
B13. Remarks:

B14. Evaluator: (Include date of evaluation)

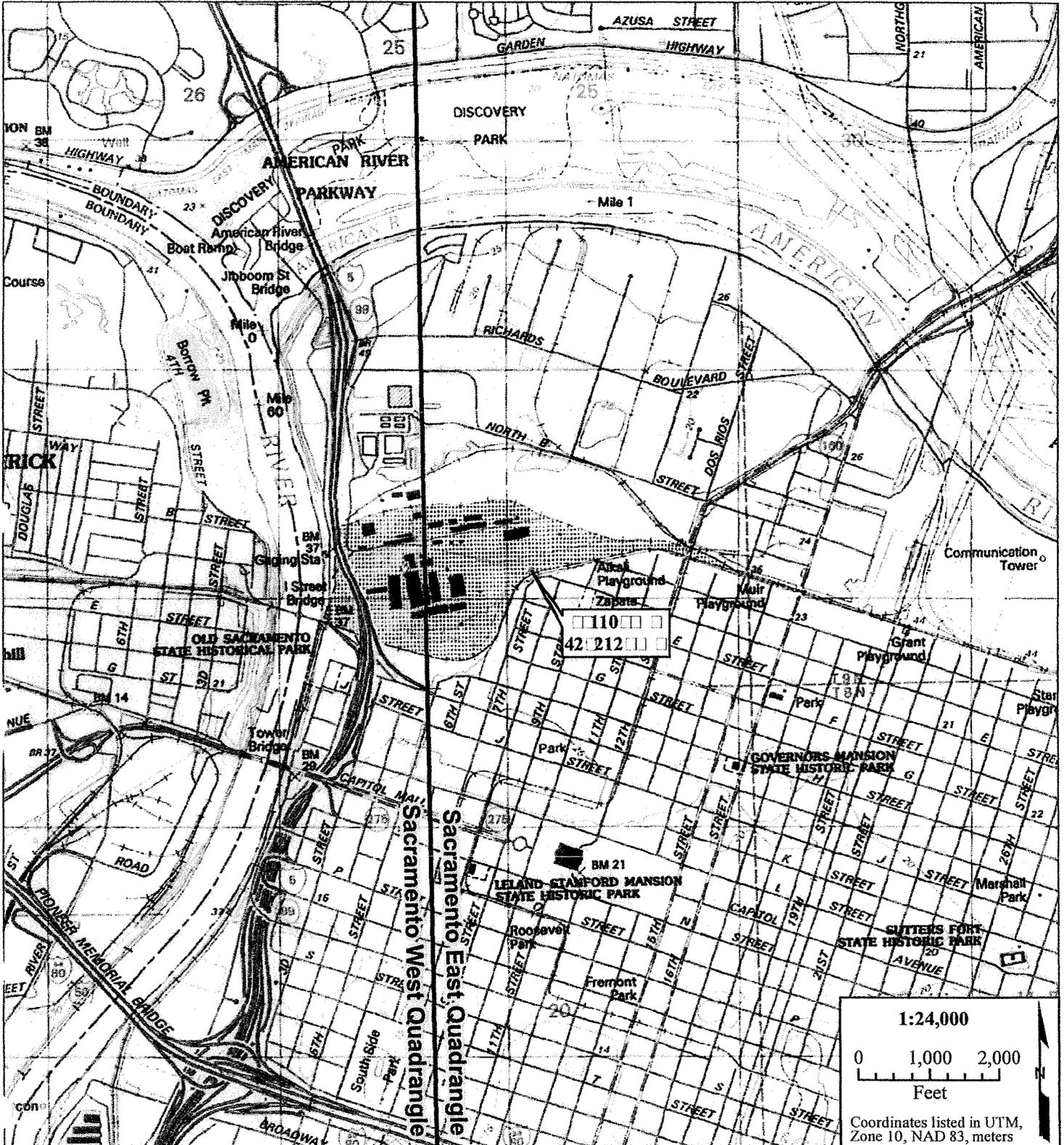
Tremaine, K. 6/28/02

Each bent consists of one superior crossbeam or cap measuring one-foot square by approximately 10 feet long. Three nearly vertical pilings, one in the middle (plumb post) and two on the edges (batter posts) were equally spaced beneath the cap. The center piling was round (18" diameter) while the outer pilings were 12" square for both bents. The caps were secured to the pilings by cylindrical (~1" diameter) drift bolts. The trestle appears to have stood approximately 8 feet above the original surface, with pilings driven 10 feet below ground. The caps were roughly oriented north/south, but slightly canted in relation to one another (349 & 354 degrees respectively), implying the tracks were curving slightly to the northwest. The distance between each bent was 6-7 feet.

Sketch Map with North Arrow required.



LOCATION MAP



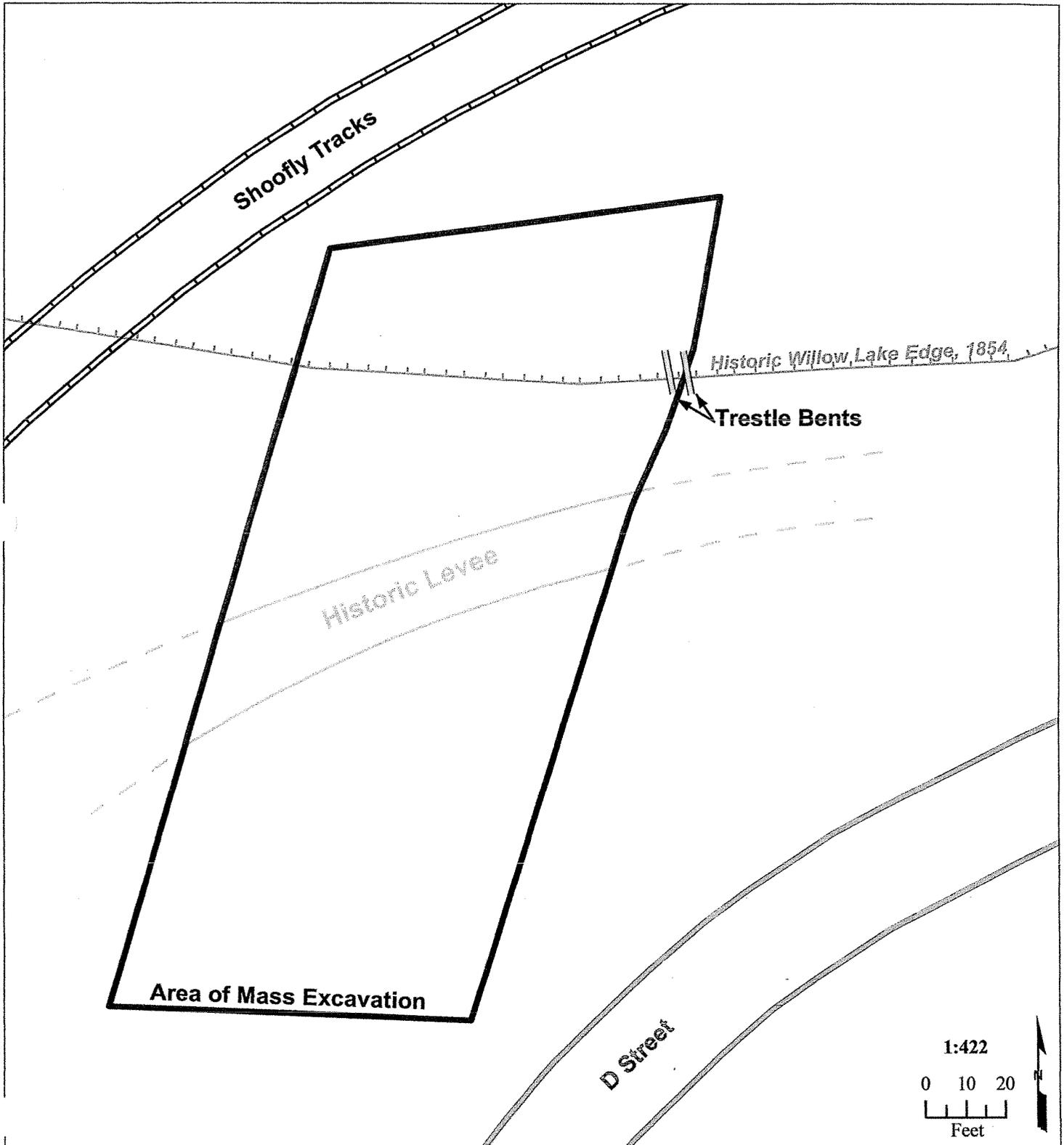
SKETCH MAP

Page # **4** of **4**

Resource name or # **7th St. Railroad Trestle Bents**

Drawn by: **Kim Tremaine**

Date of Map: **6/28/02**



*Recorded by: Gabriel Roark, ICF Jones & Stokes

*Date: 06/27/2008 Continuation Update

This update was prepared to record current resource conditions. On June 27, 2008, ICF Jones & Stokes archaeologist Gabriel Roark surveyed the recorded location of P-34-1561 and a 100-ft radius from the site location. The purpose of this examination was to seek any subsurface exposures that would facilitate a determination of whether P-34-1561 extends west or east of its recorded location. No such exposures or surface artifacts were identified. (ICF Jones & Stokes 2008:7-3.)

P-34-1561, located north of the D Street/7th Street intersection, consists of a portion of the 6th Street Levee, exposed in cross-section in the sidewalls of a 3-ft-wide backhoe trench (Tremaine and Nelson 2006:23, Figure 14). The cross-section of P-34-1561 reveals the multistage construction of the 6th Street Levee, which first was constructed in 1852-1853 to provide the city of Sacramento protection from American and Sacramento river floodwaters. The 6th Street Levee was subsequently improved in 1868 and 1880. The 1852-1853 iteration of the levee was evident as a 3-ft-high berm of medium-brown sandy silt resting on a base of clayey silt and surrounded by a silty sand-clayey silt matrix. The 1868 levee, built on top of the 1852-1853 structure, consists of yellowish-brown fine silty sand and a slope protection of darker yellowish-brown silty sand. The outer (northern) slope of the levee was armored with cobbles supplied by the CPRR in exchange for use of the 6th Street Levee as a new elevated railroad grade beginning between 1868 and 1880. In addition to the 6th Street or North Levee, the City of Sacramento constructed other levees and rechanneled the American River in order to keep floodwaters out of the city, followed by a program of street-raising in present-day downtown Sacramento (Itogawa 1976; Lagomarsino 1976).

Tremaine and Nelson (2006:23) recommended the 6th Street Levee as eligible for listing in the NRHP under criteria A and C. Eligibility under Criterion A is recommended due to the levee's association with Sacramentans' decades-long struggle with flooding caused by the Sacramento and American rivers. Eligibility under Criterion C is recommended as P-34-1562 represents three distinct episodes of levee construction, documenting the city residents' technological response to different and repeated flood events. The historic integrity of P-34-1561 was judged to be excellent, although the crown of the levee had been truncated by recent grading activities. The recorded portion of P-34-1562 was destroyed during construction of the 7th Street Extension Project (Tremaine and Nelson 2006:23; Tremaine et al. 2002). No information contradicting Tremaine and Nelson's (2006) evaluation has been identified as a result of this study, therefore ICF Jones & Stokes also recommends the levee as eligible under criteria A and C.

In addition, ICF Jones & Stokes recommends that P-34-1561 is eligible for listing in the California Register of Historical Resources (CRHR) under CRHR criteria 1 and 3 (see significance statement in the previous paragraph for NRHP eligibility under criteria A and C). This resource has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. It is a historical resource for purposes of CEQA.

Reference Cited

ICF Jones & Stokes. 2008. *Archaeological Survey Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Prepared for District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility.

Itogawa, Eugene. 1976. New Channels for the American River. Chapter 12 in *Sketches of Old Sacramento: A Tribute to Joseph A. McGowan*, edited by Jesse M. Smith, pp. 211-227. Sacramento County Historical Society, Sacramento, California.

Lagomarsino, Barbara. 1976. Sacramento on the Rise. Chapter 11 in *Sketches of Old Sacramento: A Tribute to Joseph A. McGowan*, edited by Jesse M. Smith, pp. 192-210. Sacramento County Historical Society, Sacramento, California.

Tremaine, Kimberly J., and Wendy J. Nelson. 2006. *Final Report of Archaeological Testing and Monitoring for the City of Sacramento's 7th Street Extension Project, Sacramento, California*. February. Tremaine & Associates, West Sacramento, California. Prepared for Department of Public Works, City of Sacramento, California. On file, North Central Information Center, California Historical Resources Information System, Sacramento. Study 7565.

Tremaine, K., M. Trumbly, and J. Cervantes. 2002. DPR 523 Forms for P-34-1561 (CA-SAC-940-H), 6th Street Levee. July 3. Tremaine & Associates, West Sacramento, California. On file, North Central Information Center, California Historical Resources Information System, Sacramento, California.

Other Listings
 Review Code

Reviewer

Date:

Page # 1 of 5

*Resource name or #: 6th Street Levee

P1. Other Identifier:

*P2. **Location:** Not For Publication Unrestricted

*a. **County:** Sacramento

*b. **USGS 7.5' quad** Sacramento East **Date:** 1992 New Helvetia Land Grant (Assumed T9N R4E, Section 36, MDM)

c. **Address:** City: Zip:

d. **UTM Zone:** 10 , 631086 mE, 4272108 mN (NAD 1983)

e. **Other Locational Data:**

Park at the intersection of 7th and D streets. The levee is just to the north. The portion recorded here was destroyed during construction of the underpass through the Southern Pacific Railyard for the 7th Street Extension Project.

*P3a. **Description:**

East and west profiles of the 6th Street Levee at the point observation along 7th Street, showed a low three-foot high berm of medium brown sandy silt, assumed to represent the first effort in 1852 to stave off high water, overlying native soils. Additional yellowish-brown fine silty sand was observed heaped above this berm. Layers of fill, darker yellowish-brown silty sand, sandwiched both slopes (north and south) of this later-improved levee. The inner slope ranged from 1.5:1 to 2:1. The outer slope was at most 1.5:1, in contrast to specifications which called for 2:1 and 3:1 respectively. The slopes were also treated with a packing of reddish brown sandy clay followed by a layer of large granite cobbles and boulders. The height appears to be truncated by modern grading activities.

*P3b. **Resource Attributes:** AH7/AH8

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



medium dense gravel
 compact sandy clay
 loose, fine silty sand
 fine silt

P5b. Description of Photo:

Photo of East Profile of Levee facing SE

*P6. **Date Constructed:** ca. 1852-1868

Age and Source: Historic Prehistoric Both

*P7. **Owner and Address:**

City of Sacramento

*P8. **Recorded by:**

K. Tremaine, M. Trumbly, & J. Cervantes
 Tremaine & Associates, Inc.
 240 West E Street,
 Dixon, CA 95620

*P9. **Date Recorded:** 7/3/02

Survey Type: Geophysical/Trenching

Report Citation:

2004. Tremaine, K. & W. Nelson. Final Report of Archaeological Testing and Monitoring for the City of Sacramento's 7th Street Extension Project, Sacramento, California. Prepared by TREMAINE AND ASSOCIATES, INC.

- Findings:** NONE Location Map Sketch Map Continuation Sheet Building, Structure & Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (list):

7565

L1. Historic and/or common name:

L2a. Portion Described: Entire Resource Segment Point Observation **Designation:** Section crossing 7th Street

b. Location of Point or segment: (Provide UTM coords., legal description, and show field-inspected area on location map)
 The "6th Street Levee" was built from the Sacramento waterfront heading east along I Street, thence North along 6th Street to the bank of the slough [Willow Lake]; thence eastward toward Sutters Fort. The point observation is a section along this last segment, oriented east-west across 7th Street.

L3. Description: (Describe the construction details, materials, and artifacts found at this segment/point)

The 6th Street Levee, aka the North Levee, was built over 17 years beginning in 1852, after flooding wiped out a levee built two years earlier to protect the growing town of Sacramento. During this time, the levee was successively widened and raised to prevent continued flooding problems. By 1880, Thompson and West (1880:75) described it as a "splendid embankment" and a "massive structure". Commissioner Knapp and Engineer Bassett bragged that the only way water could top the levee was if the Sacramento River flood stage reached thirty feet and the American River was choked full... Written records suggest that by 1868, the levee had been widened to 14 feet at the crown and 28 feet at the base, and stood nine feet high, being further fortified with carloads of cobbles on the outer slopes by the Central Pacific Railroad in exchange for using the levee as their new railroad grade. East and west profiles at the point observation along 7th Street, showed a low three-foot high berm of medium brown sandy silt, assumed to represent the first effort in 1852 to stave off high water, overlying native soils. Additional yellowish-brown fine silty sand was observed heaped above this berm. Layers of fill, darker yellowish-brown silty sand, sandwiched both slopes (north and south) of this later-improved levee. The inner slope ranged from 1.5:1 to 2:1. The outer slope was at most 1.5:1, in contrast to specifications which called for 2:1 and 3:1 respectively. The slopes were also treated with a packing of reddish brown sandy clay followed by a layer of large granite cobbles and boulders. The height appears to be truncated by modern grading activities.

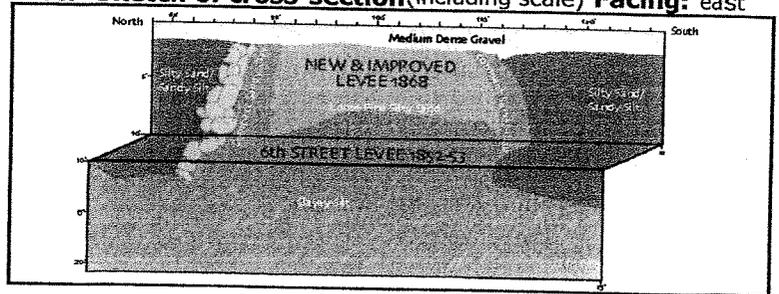
L4. Dimensions (In feet for historic features and meters for prehistoric features)

- a **Top Width** 25-30 feet
- b **Bottom Width** 30-64 feet
- c **Height or Depth** 13 feet
- d **Length of Segment** 100 feet

L5. Associated resources:

Two railroad trestle bents are situated 30 feet north of the levee.

L4e. Sketch of cross-section(including scale) **Facing:** east



Setting: (Describe natural features, slope, etc.)

This point observation of the 6th Street levee borders the south edge of historic Willow Lake which captured seasonal flood waters. This section of levee and points east were engineered to ward off high water from the American River, thereby protecting historic Sacramento's northern boundary.

Integrity Considerations:

This levee segment appeared to retain excellent integrity, with the exception of some minor truncating at the crown due to modern grading activities. It had essentially been buried following early 20th century reclamation efforts to expand the Central Pacific Railyard. The 7th Street extension project required virtual

Photo, Map or Drawing

L8b. Description of Photo, Map, or Drawing

Levee as seen in east wall of mass excavation pit

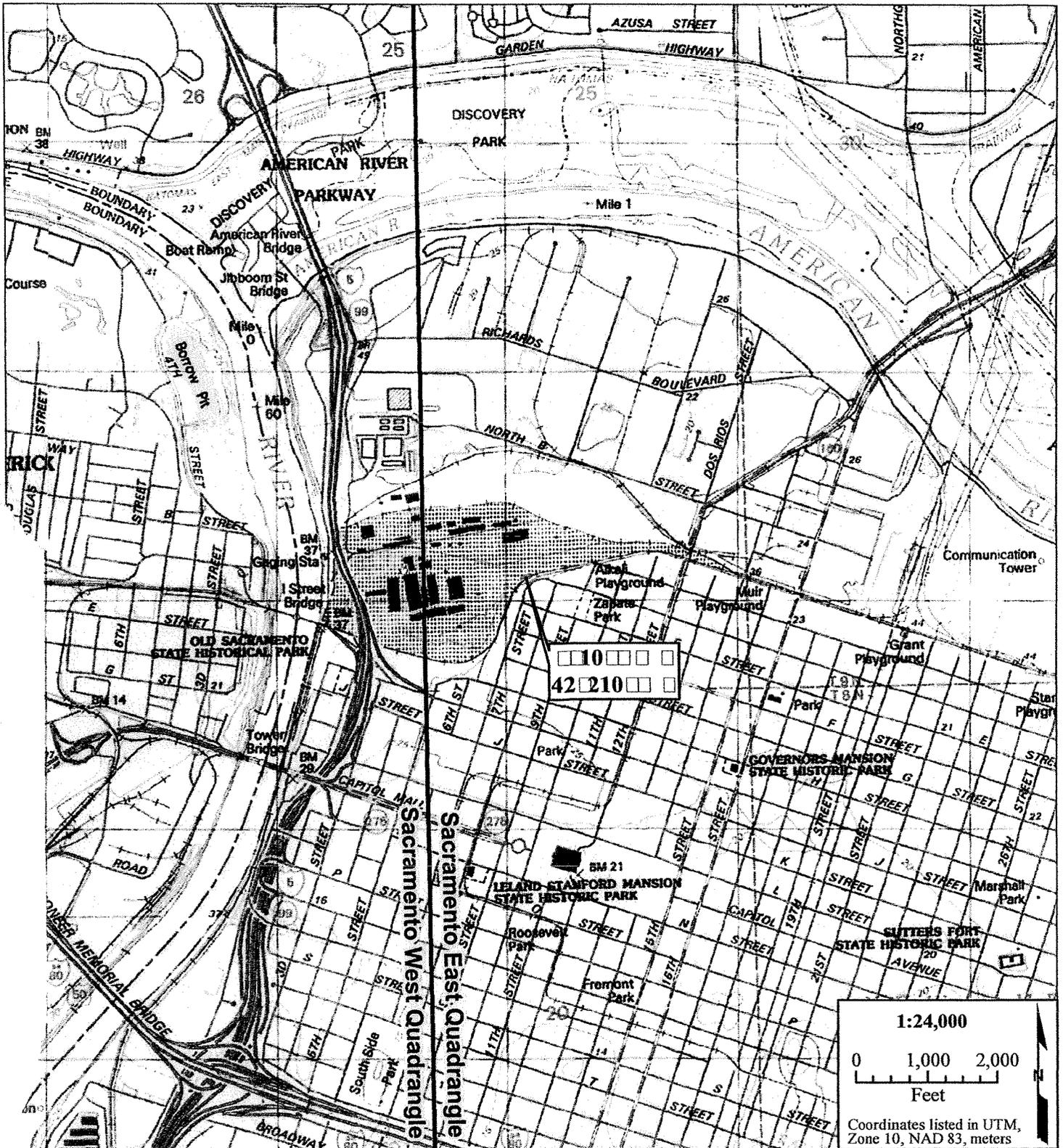
L9. Remarks:

L... Form Prepared by:

Kim Tremaine
 Tremaine & Associates, Inc.
 240 West E Street
 Dixon, CA 95620

L... Date

LOCATION MAP



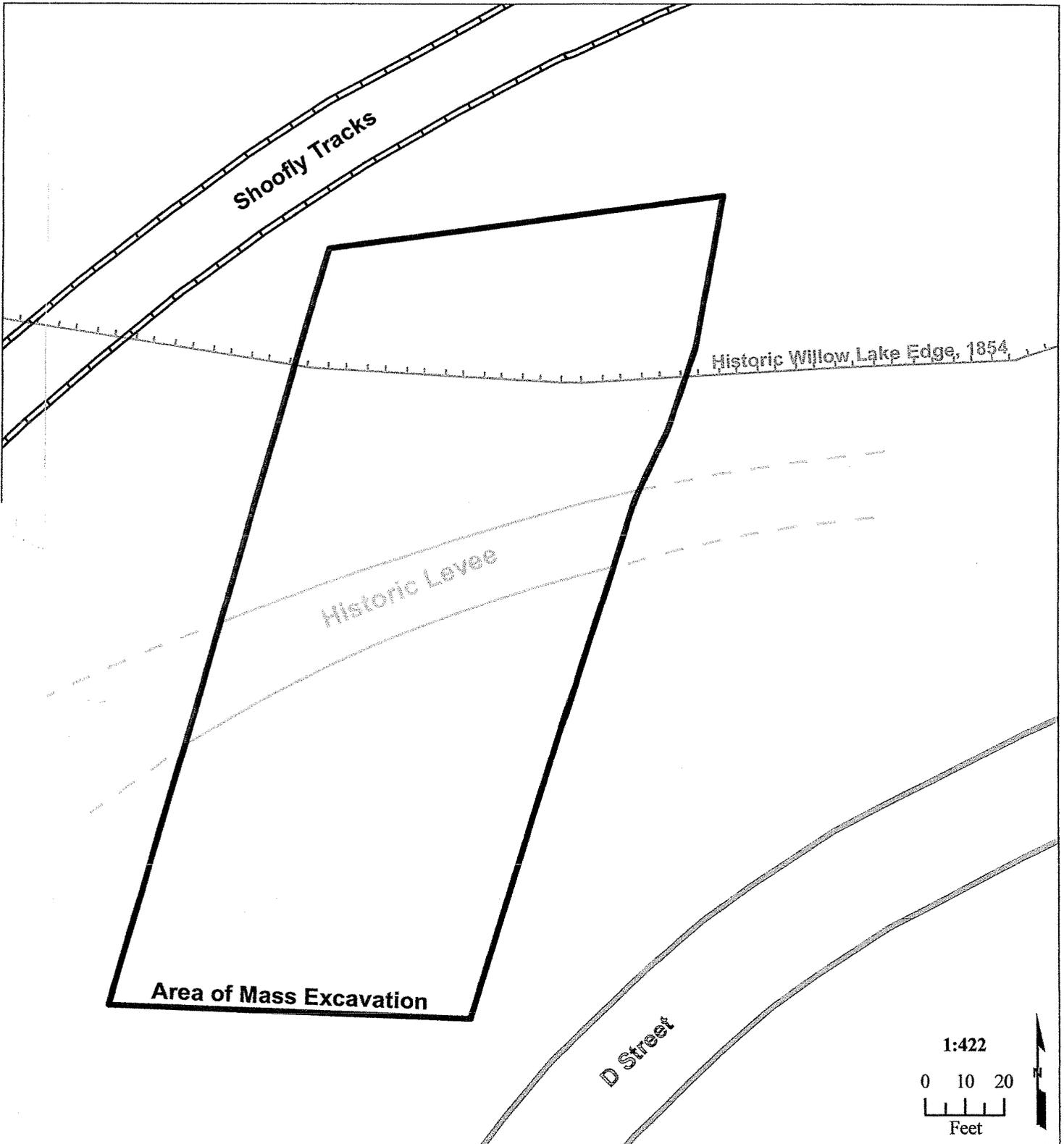
SKETCH MAP

Page # 4 of 5

Resource name or # **6th Street Levee**

Drawn by: **Kim Tremaine**

Date of Map: **7/3/02**



CONTINUATION SHEET

Page # 5 of 5

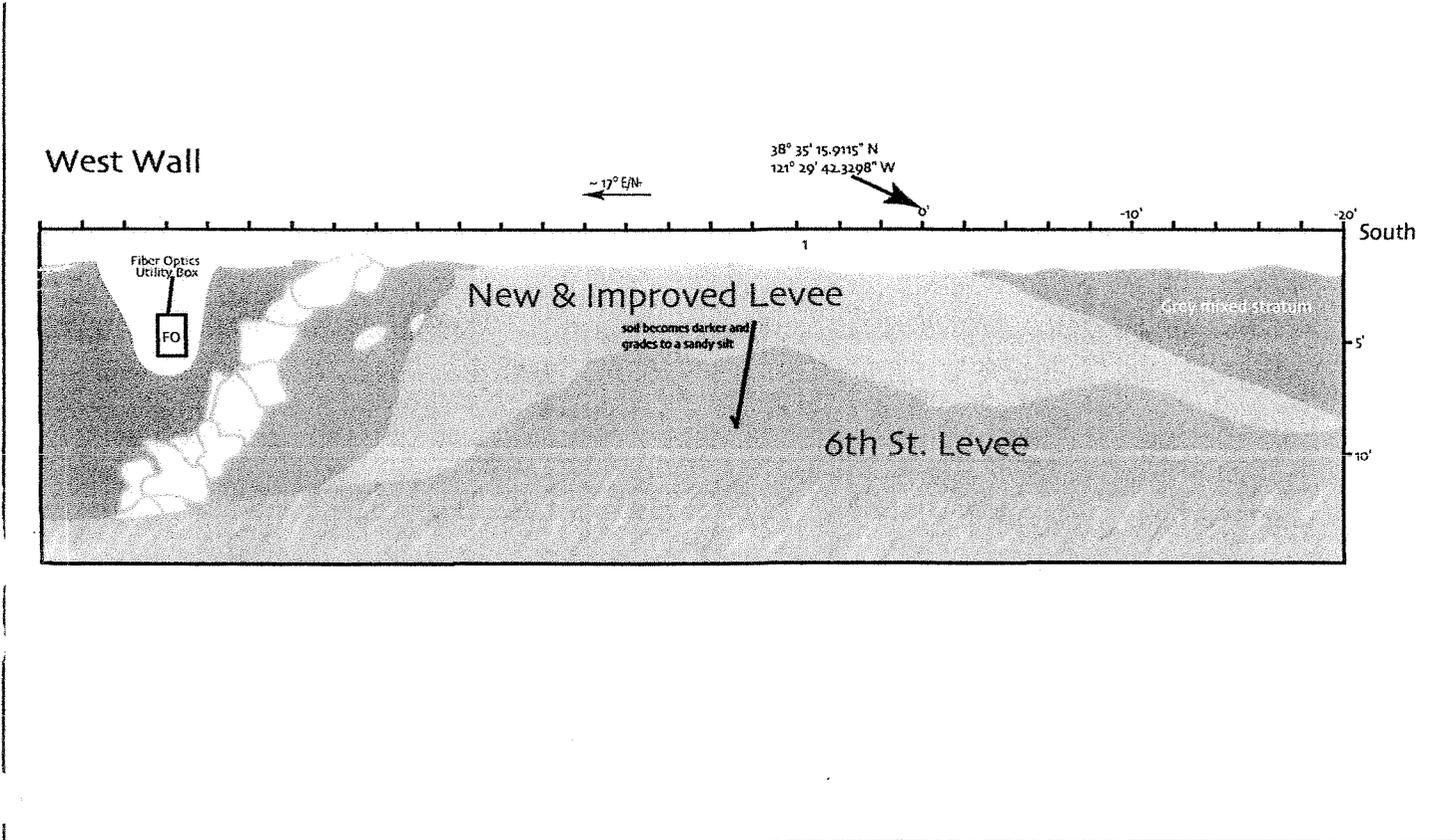
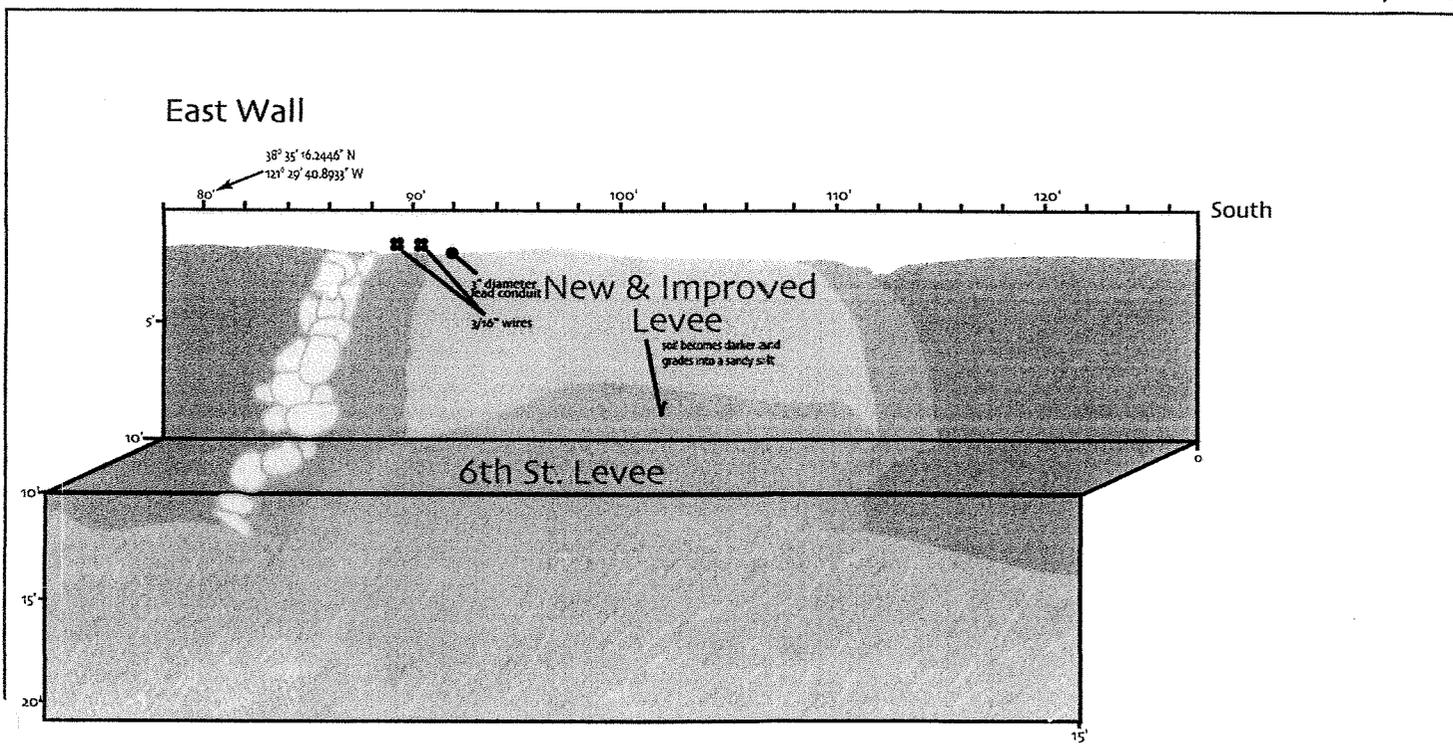
*Resource name or # 6th Street Levee

Recorded by: Kim Tremaine

Date: 7/3/04

Continuation

Update



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 3 *Resource Name or #: Train Shed Curbs (Element of Central Shops Historic District)

P1. Other Identifier: Map Reference #13

***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:** 1994 T 9 N; R 4 E ; ¼ of ¼ of Sec ; M.D. **B.M.**

c. Address: City: Zip:

d. UTM: 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 resource is a non-contributing element of the Central Shops Historic District, a National Register of Historic Places (NRHP)-eligible historic district. The district, as originally conceived by Historic Environment Consultants (1998:11), consists of the 10 extant fabrication, repair, and maintenance shops. The Central Shops Historic District is eligible for inclusion on the NRHP under Criteria A and C because the "structures have strong associations with the development of the Central Pacific Railroad Company (CPRR), the creators of the western portion of the historic transcontinental railroad. The structures were also central features in what became one of the largest manufacturing complexes in the western United States" (Mellon 2001:2). Historic Environment Consultants (1998:14) adds that the "Sacramento Shops were highly notable for their construction and maintenance of all types of railroad cars and locomotives."

The only surviving evidence of the former Train Shed consists of three concrete curbs that once bound two sets of standard-gauge rails. The curbs extend 350 ft on an east-west axis and 62.5 ft on a north-south axis. The Train Shed is not depicted on historic maps dating prior to 1951 and appears to have been built between 1920 and 1951 (Sacramento Archives and Museum Collection Center 2002; Sanborn Map Co. 1915, 1951; Sanborn-Perris Map Co. 1895; Southern Pacific 1920). See Continuation Sheet.

***P3b. Resource Attributes:** (List attributes and codes) AH2. Foundations/structure pads

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



P5b. Description of Photo: (View, date, accession #)
 Facing east, 06/27/2008

***P6. Date Constructed/Age and Sources:** Historic
 Prehistoric Both
 Ca. 1920 (Southern Pacific 1920)

***P7. Owner and Address:**
 S. Thomas Enterprises of
 Sacramento. 431 I St, Ste. 202
 Sacramento, CA 95814

***P8. Recorded by:** (Name, affiliation, and address)
 Gabriel Roark, ICF Jones & Stokes
 630 K Street, Suite 400
 Sacramento, CA 85814

***P9. Date Recorded:**

***P10. Survey Type:** (Describe)
 Reconnaissance survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") ICF Jones & Stokes 2008a, 2008b (see Continuation Sheet)

***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):

*Recorded by: Gabriel Roark, ICF Jones & Stokes

*Date: 10/31/2008 Continuation Update

P3a (Continued). The superstructure depicted on the 1951 Sanborn map (Sanborn Map Co. 1951) has been demolished and is no longer present, and the northern pair of rails has been removed. Immediately north of and contemporaneous with the Train Shed was an east-west-oriented row of about six railroad buildings and structures: a store (storage), offices, a car maintenance shop, and an ice house. No evidence for these structures was evident during the survey. The current railroad alignment and Passenger platforms (part of the Sacramento SPRR Station District) were located immediately south of the Train Shed between 1920 and 1951 (Sanborn Map Co. 1951; Southern Pacific 1920). The Train Shed Curbs are also located in close proximity to the Ancillary Train Shed Curbs, remnants of a contemporary structure.

All that remains of the former Train Shed are three concrete curbs; the rails and ties have been pulled and moved off-site. The Train Shed Curbs lack association with the appurtenant facilities for which trains were diverted from the main tracks to the Train Shed – maintenance of the vehicles – because the car maintenance shop, offices, and stores are no longer evident. No subsurface archaeological manifestations, such as refuse deposits or buried structural remains, are anticipated to be present at the Train Shed Curbs given the nature of activities that occurred there. The Train Shed curbs do not meet any of the National Register criteria, either individually or as a contributor to the Central Shops District. Although doubtless an important functional unit of the Central Shops, the Train Shed Curbs lacks integrity of design, workmanship, materials, feeling, and association. Integrity of setting is compromised, as the majority of railroad structures with which the Train Shed was associated also lack superstructure or are absent altogether. The only uncompromised aspect of the Train Shed Curb's integrity, therefore, is location, which is insufficient to warrant an assignment of contributing status to this resource. This resource does not appear to meet the significance criteria of the California Register, either. Similarly, the Train Shed Curbs do not appear to meet any of the California Register significance criteria.

This resource has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. It is a not historical resource for purposes of CEQA.

REFERENCES CITED

Historic Environment Consultants. 1998. *Historic Property Inventory and Evaluation Report for the Central Pacific/Southern Pacific Railroad Railyards Project, Sacramento County*. Submitted to Union Pacific Railroad Company.

ICF Jones & Stokes. 2008a. *Archaeological Survey Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

— — —. 2008b. *Historical Resources Evaluation Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

Mellon, Knox. 2001. Letter Regarding Seventh Street Extension Project, City of Sacramento, Sacramento County. September 4. Office of Historic Preservation, Department of Parks and Recreation, Sacramento, California. FHWA010423G. Submitted to California Division, Region Nine, Federal Highway Administration, Sacramento.

Sanborn Map Co. 1951. Insurance Maps of Sacramento, California, Volume 1. 2 vols. Sanborn Map Co., New York. Electronic document, <http://sanborn.umi.com.ezproxy.lapl.org>, accessed June 24, 2008.

Southern Pacific. 1920. Sacramento Shops, Showing Buildings. Map. On file, California State Railroad Museum Library, Sacramento, California.

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 3 *Resource Name or #: Ancillary Train Shed Curbs (Element of Central Shops Historic District)

P1. Other Identifier: Map Reference #14

***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:** 1994 T 9 N; R 4 E ; ¼ of ¼ of Sec ; M.D. **B.M.**
 c. Address: City: Zip:

d. UTM: 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 resource is a non-contributing element of the Central Shops Historic District, a National Register of Historic Places (NRHP)-eligible historic district. The district, as originally conceived by Historic Environment Consultants (1998:11), consists of the 10 extant fabrication, repair, and maintenance shops. The Central Shops Historic District is eligible for inclusion on the NRHP under Criteria A and C because the "structures have strong associations with the development of the Central Pacific Railroad Company (CPRR), the creators of the western portion of the historic transcontinental railroad. The structures were also central features in what became one of the largest manufacturing complexes in the western United States" (Mellon 2001:2). Historic Environment Consultants (1998:14) adds that the "Sacramento Shops were highly notable for their construction and maintenance of all types of railroad cars and locomotives."

This resource is situated east and slightly north of the former Train Shed. The resource consists of two concrete curbs oriented on a northwest-southeast trajectory 137.5 ft long and 25.0 ft wide. Between the curbs is a set of regularly spaced, pressure-treated wood railroad ties. The rails have been removed. Aerial photographs (ICF Jones & Stokes 2008a:Figure 3) suggest that a third concrete curb and a second set of tracks were located along the northern edge of the Ancillary Train Shed, but these features were not evident during the survey. The age of the resource is unknown, not being evident on historic maps dating from 1875 to 1952 (Sacramento Archives and Museum Collection Center 2002; Sanborn Map Co. 1915, 1951, 1952; Sanborn-Perris Map Co. 1895; Southern Pacific 1920).

***P3b. Resource Attributes:** (List attributes and codes) AH2. Foundations/structure pads. AH7. Railroad grades.

***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.)
 No photograph available.

P5b. Description of Photo: (View, date, accession #)
 Facing east, 06/27/2008

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

***P7. Owner and Address:**
 S. Thomas Enterprises of
 Sacramento. 431 I St, Ste. 202
 Sacramento, CA 95814

***P8. Recorded by:** (Name, affiliation, and address)
 Gabriel Roark, ICF Jones & Stokes
 630 K Street, Suite 400
 Sacramento, CA 85814

***P9. Date Recorded:**

***P10. Survey Type:** (Describe)
 Reconnaissance survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") ICF Jones & Stokes 2008a, 2008b (see Continuation Sheet)

***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):

*Recorded by: Gabriel Roark, ICF Jones & Stokes

*Date: 10/31/2008 Continuation Update

All that remains of the former Ancillary Train Shed are two concrete curbs and the railroad ties; the rails have been pulled and moved off-site. No subsurface archaeological manifestations, such as refuse deposits or buried structural remains, are anticipated to be present at the Ancillary Train Shed given the nature of activities that occurred there. The Ancillary Train Shed Curbs do not meet any of the National Register criteria, either individually or as a contributor to the Central Shops District. Although possibly an important functional unit of the Central Shops, the Ancillary Train Shed lacks integrity of design, workmanship, materials, feeling, and association. Integrity of setting is compromised, as the majority of railroad structures with which the Ancillary Train Shed was associated also lack superstructure or are absent altogether. The only uncompromised aspect of the Ancillary Train Shed Curb's integrity, therefore, is location, which is insufficient to warrant an assignment of contributing status to this resource. The resource does not appear to be eligible for listing in the NRHP on its own merit, either. Moreover, this resource cannot be reliably assigned to the Central Shops Historic District's period of significance. This resource also does not appear to meet the significance criteria of the California Register.

This resource has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. It is a not historical resource for purposes of CEQA.

REFERENCES CITED

Historic Environment Consultants. 1998. *Historic Property Inventory and Evaluation Report for the Central Pacific/Southern Pacific Railroad Railyards Project, Sacramento County*. Submitted to Union Pacific Railroad Company.

ICF Jones & Stokes. 2008a. *Archaeological Survey Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

— — —. 2008b. *Historical Resources Evaluation Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

Mellon, Knox. 2001. Letter Regarding Seventh Street Extension Project, City of Sacramento, Sacramento County. September 4. Office of Historic Preservation, Department of Parks and Recreation, Sacramento, California. FHWA010423G. Submitted to California Division, Region Nine, Federal Highway Administration, Sacramento.

Sacramento Archives and Museum Collection Center. 2002. Map Showing Lands Owned by the Central Pacific Rail Road Company of California, in the City of Sacramento, with the Tracks, Buildings, and Other Improvements thereon. Sacramento Archives and Museum Collection Center, Sacramento, California. Originally published 1875 by Steam Lithographers Britton & Rey, San Francisco.

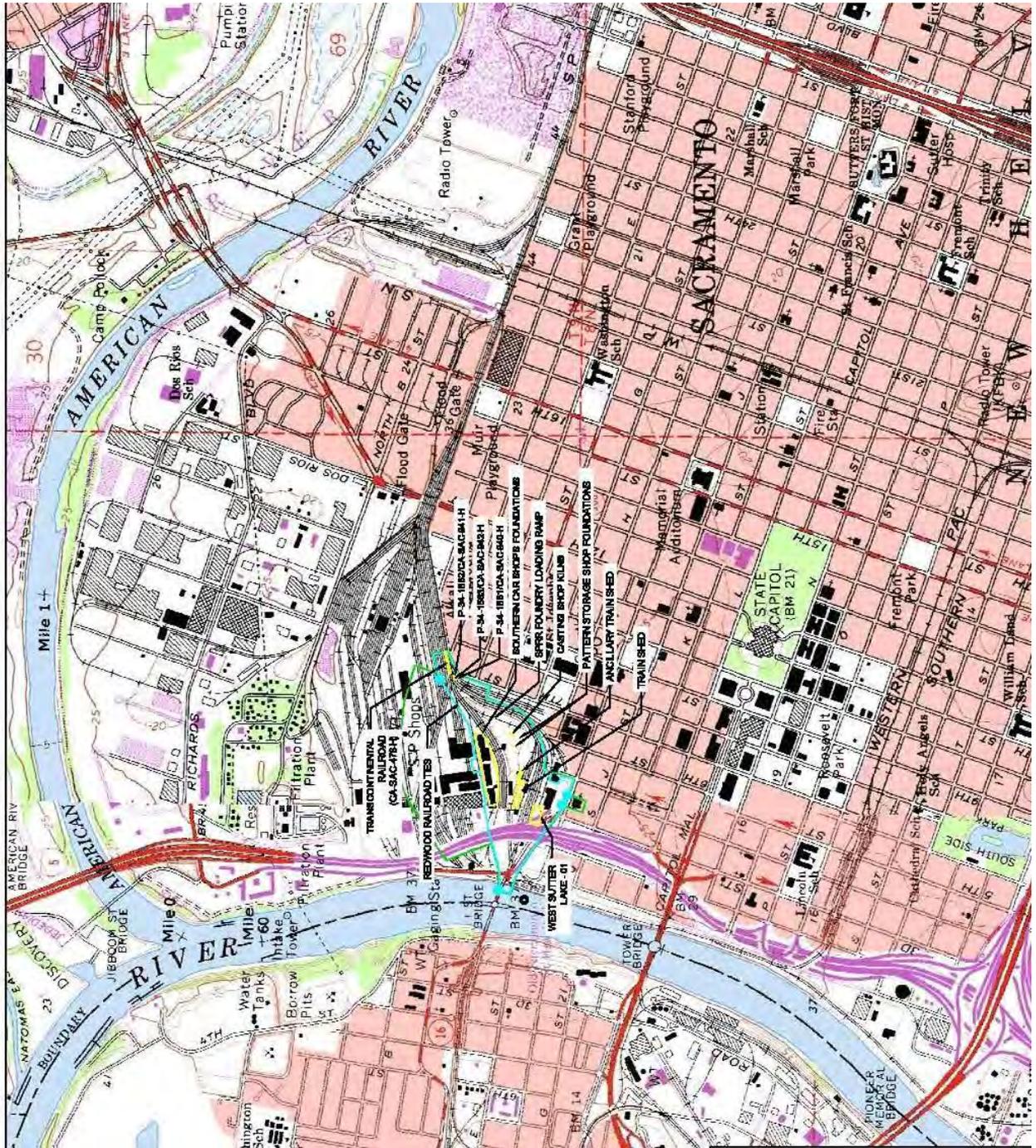
Sanborn Map Co. 1915. Insurance Maps of Sacramento, California, Volume 1. 2 vols. Sanborn Map Co., New York. Electronic document, <http://sanborn.umi.com.ezproxy.lapl.org>, accessed June 24, 2008.

— — —. 1951. Insurance Maps of Sacramento, California, Volume 1. 2 vols. Sanborn Map Co., New York. Electronic document, <http://sanborn.umi.com.ezproxy.lapl.org>, accessed June 24, 2008.

— — —. 1952. Insurance Maps of Sacramento, California, Volume 1. 2 vols. Sanborn Map Co., New York. Electronic document, <http://sanborn.umi.com.ezproxy.lapl.org>, accessed June 24, 2008.

Sanborn-Perris Map Co. 1895. Insurance Maps of Sacramento, California, 1895. Electronic document, <http://sanborn.umi.com.ezproxy.lapl.org>, accessed June 24, 2008.

Southern Pacific. 1920. Sacramento Shops, Showing Buildings. Map. On file, California State Railroad Museum Library, Sacramento, California.



Other Listings
Review Code

Reviewer

Date

Page 1 of 3

*Resource Name or #: Casting Shop Kilns (Element of Central Shops Historic District)

P1. Other Identifier: Map Reference #11

*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: 1994 T 9 N; R 4 E ; ¼ of ¼ of Sec ; M.D. B.M.

c. Address:

City:

Zip:

d. UTM: 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 resource is a contributing element of the Central Shops Historic District, a National Register of Historic Places (NRHP)-eligible historic district. The district, as originally conceived by Historic Environment Consultants (1998:11), consists of the 10 extant fabrication, repair, and maintenance shops. The Central Shops Historic District is eligible for inclusion on the NRHP under Criteria A and C because the "structures have strong associations with the development of the Central Pacific Railroad Company (CPRR), the creators of the western portion of the historic transcontinental railroad. The structures were also central features in what became one of the largest manufacturing complexes in the western United States" (Mellon 2001:2). Historic Environment Consultants (1998:14) adds that the "Sacramento Shops were highly notable for their construction and maintenance of all types of railroad cars and locomotives."

The resource consists of eight brick-lined kilns, four of which were identified below ground surface in the profile of an excavated pit and four in plan at the ground surface immediately east of the kilns identified in profile. The location of the kilns corresponds to the Southern Pacific Railroad (SPRR) Casting Shop, an ancillary structure to the SPRR Foundry (located to the east of the Casting Shop), as depicted on historic maps (Sanborn Map Co. 1951:Sheet 5; Southern Pacific 1920). The kilns are circular, exhibit clear evidence of repeated firing, and are filled with ash and slag. A number of ceramic forms or patterns are located in the pit stratigraphically beneath the kilns; these artifacts were used in the manufacture of numerous railroad parts, such as springs.

*P3b. Resource Attributes: (List attributes and codes) AH16. Other (Kilns)

*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 #)
Facing east, 06/27/2008

*P6. Date Constructed/Age and Sources: Historic
 Prehistoric Both
Ca. 1920 (Southern Pacific 1920)

*P7. Owner and Address:

S. Thomas Enterprises of
Sacramento. 431 I St, Ste. 202
Sacramento, CA 95814

*P8. Recorded by: (Name, affiliation, and address)
Gabriel Roark, ICF Jones & Stokes
630 K Street, Suite 400
Sacramento, CA 85814

*P9. Date Recorded:

*P10. Survey Type: (Describe)
Reconnaissance survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") ICF Jones & Stokes 2008a, 2008b (see Continuation Sheet)

*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):

*Recorded by: Gabriel Roark, ICF Jones & Stokes

*Date: 10/31/2008 Continuation Update

The Casting Shop Kilns are part of the Foundry complex responsible for the manufacture of parts essential to operations of the Central Shops. Moreover, the Casting Shop Kilns enabled the Central Shops to maintain self-sufficiency in manufacturing. The Casting Shop Kilns are the sole representative of parts-casting operations extant at the Railyards. They also provide a unique representation of casting operations in that four of the kilns are preserved intact (visible in plan at the ground surface), whereas four have been truncated, permitting observation of the kilns and their contents in cross-section. The Casting Shop Kilns retain most aspects of integrity: location, workmanship, materials, setting (partially compromised), feeling (partially compromised), association (partially compromised), and design. The Casting Shop Kilns appear to contribute to the significance of the Central Shops District under Criterion A and C for its representation of a critical function of the district. Similarly, the Casting Shop Kilns would be considered a contributor to a California Register of Historical Resources-eligible historic district.

This resource has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. It is a historical resource for purposes of CEQA.

REFERENCES CITED

Historic Environment Consultants. 1998. *Historic Property Inventory and Evaluation Report for the Central Pacific/Southern Pacific Railroad Railyards Project, Sacramento County*. Submitted to Union Pacific Railroad Company.

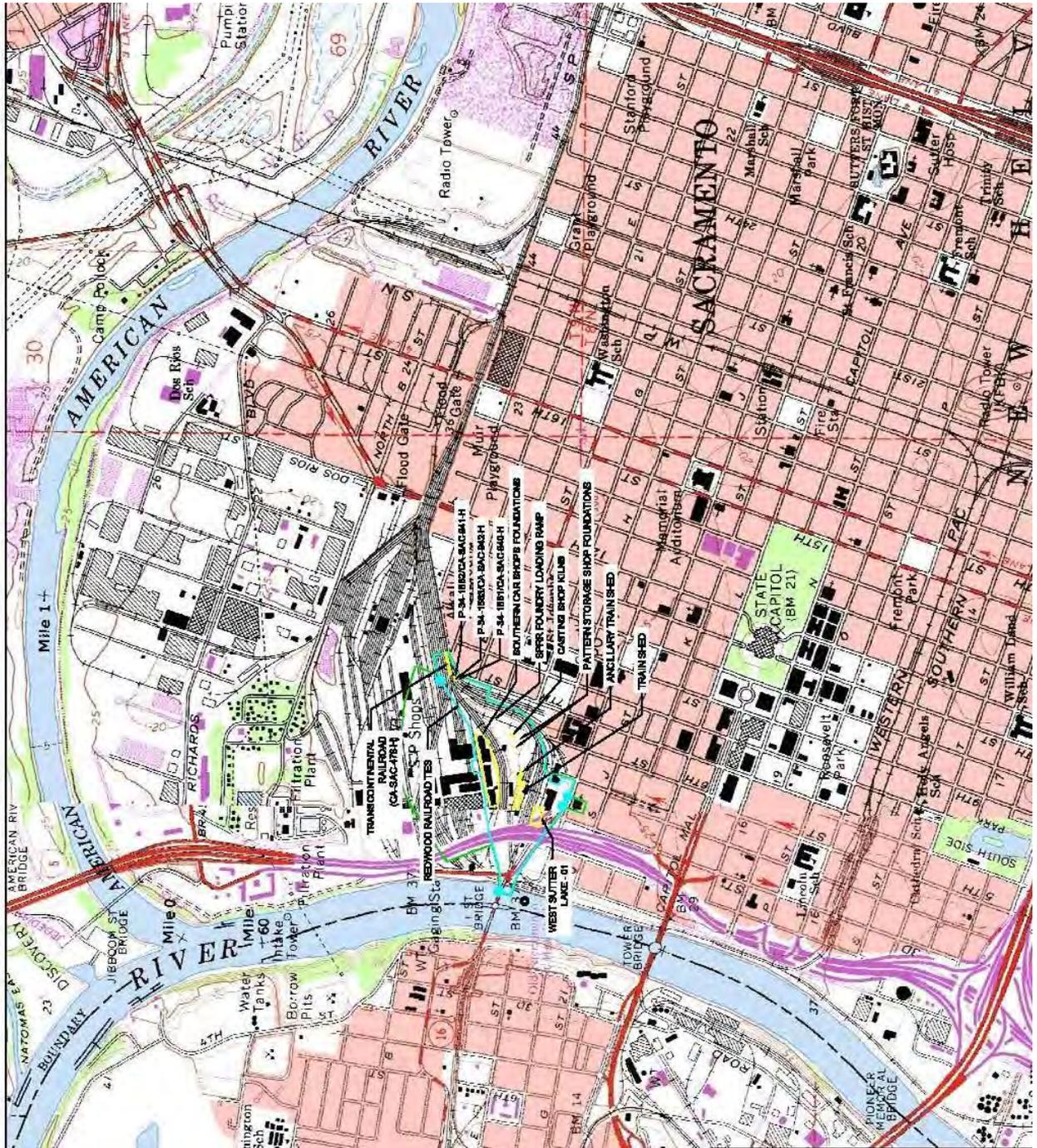
ICF Jones & Stokes. 2008a. *Archaeological Survey Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

— — —. 2008b. *Historical Resources Evaluation Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

Mellon, Knox. 2001. Letter Regarding Seventh Street Extension Project, City of Sacramento, Sacramento County. September 4. Office of Historic Preservation, Department of Parks and Recreation, Sacramento, California. FHWA010423G. Submitted to California Division, Region Nine, Federal Highway Administration, Sacramento.

Sanborn Map Co. 1951. Insurance Maps of Sacramento, California, Volume 1. 2 vols. Sanborn Map Co., New York. Electronic document, <http://sanborn.umi.com.ezproxy.lapl.org>, accessed June 24, 2008.

Southern Pacific. 1920. Sacramento Shops, Showing Buildings. Map. On file, California State Railroad Museum Library, Sacramento, California.



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 3 *Resource Name or #: Pattern Storage Shop Slab Foundations (Element of Central Shops Historic District)

P1. Other Identifier: Map Reference #15

*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: 1994 T 9 N; R 4 E ; ¼ of ¼ of Sec ; M.D. B.M.

c. Address: City: Zip:

d. UTM: Zone: ; mE/ mN

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

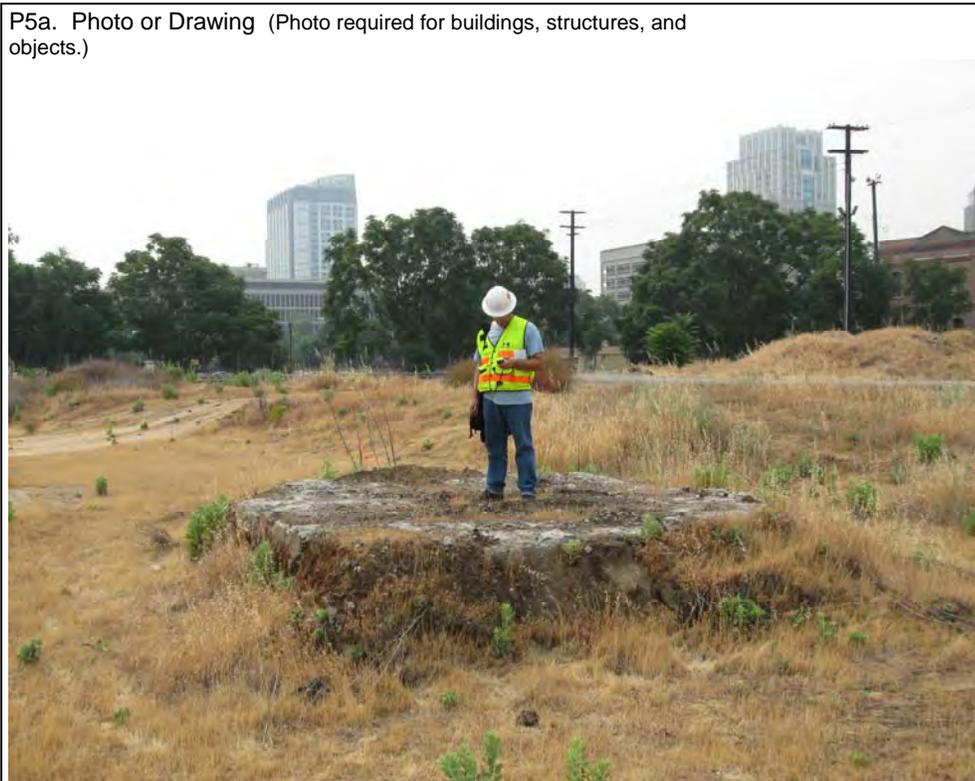
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
 This resource is a non-contributing element of the Central Shops Historic District, a National Register of Historic Places (NRHP)-eligible historic district. The district, as originally conceived by Historic Environment Consultants (1998:11), consists of the 10 extant fabrication, repair, and maintenance shops. The Central Shops Historic District is eligible for inclusion on the NRHP under Criteria A and C because the "structures have strong associations with the development of the Central Pacific Railroad Company (CPRR), the creators of the western portion of the historic transcontinental railroad. The structures were also central features in what became one of the largest manufacturing complexes in the western United States" (Mellon 2001:2). Historic Environment Consultants (1998:14) adds that the "Sacramento Shops were highly notable for their construction and maintenance of all types of railroad cars and locomotives."

The Pattern Storage Shop Slab Foundations are two separate foundation remnants of the Pattern Storage Shop, construction of which commenced after the fire of November 7, 1898. The Pattern Storage Shop was completed in 1900. The structure measured approximately 140 ft east-west by 65 ft north-south, was two stories tall, built of brick on concrete foundation, and was divided into fireproof sections (Joslyn 1948:42; Sanborn-Perris Map Co. 1895:Sheet 5a; Sanborn Map Co. 1915:Sheet 5). The building's purpose was for storage of the patterns used to make dies and castings of iron and brass.

*P3b. Resource Attributes: (List attributes and codes) AH2. Foundations/structure pads.

*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 #)
 Facing northeast, 06/27/2008

*P6. Date Constructed/Age and Sources: Historic
 Prehistoric Both
 Constructed 1900 (Joslyn 1948:42)

*P7. Owner and Address:
 S. Thomas Enterprises of
 Sacramento. 431 I St, Ste. 202
 Sacramento, CA 95814

*P8. Recorded by: (Name, affiliation, and address)
 Gabriel Roark, ICF Jones & Stokes
 630 K Street, Suite 400
 Sacramento, CA 85814

*P9. Date Recorded:

*P10. Survey Type: (Describe)
 Reconnaissance survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") ICF Jones & Stokes 2008a, 2008b (see Continuation Sheet)

*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):

*Recorded by: Gabriel Roark, ICF Jones & Stokes

*Date: 10/31/2008 Continuation Update

P3a (Continued). The easternmost foundation remnant contains the metal-and-concrete recess that housed the base of the Pattern Storage Shop's center support post (Sanborn Map Co. 1915: Sheet 5, 1951:Sheet 5, 1952:Sheet 5). No other features or artifacts associated with the Pattern Storage Shop were evident at the time of survey (ICF Jones & Stokes 2008a). During the Central Shops Historic District's period of significance, the Pattern Storage Shop was located in close proximity to the SPRR Foundry and its ancillary buildings, such as the Castings Shop. No subsurface archaeological deposits (e.g., refuse deposits, buried structure remains) are anticipated at the Pattern Storage Shop Slab Foundations given the nature of activities that occurred there. The Pattern Storage Shop Slab Foundations do not meet any of the National Register criteria, either individually or as a contributor to the Central Shops District. Similarly, this resource does not appear to meet the significance criteria of the California Register.

This resource has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. It is a not historical resource for purposes of CEQA.

REFERENCES CITED

Historic Environment Consultants. 1998. *Historic Property Inventory and Evaluation Report for the Central Pacific/Southern Pacific Railroad Railyards Project, Sacramento County*. Submitted to Union Pacific Railroad Company.

ICF Jones & Stokes. 2008a. *Archaeological Survey Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

— — —. 2008b. *Historical Resources Evaluation Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

Joslyn, D. L. 1948. *Sacramento General Shops, Southern Pacific Company – Pacific Liner*. Unpublished typescript. On file, District 3, California Department of Transportation, Marysville.

Mellon, Knox. 2001. *Letter Regarding Seventh Street Extension Project, City of Sacramento, Sacramento County*. September 4. Office of Historic Preservation, Department of Parks and Recreation, Sacramento, California. FHWA010423G. Submitted to California Division, Region Nine, Federal Highway Administration, Sacramento.

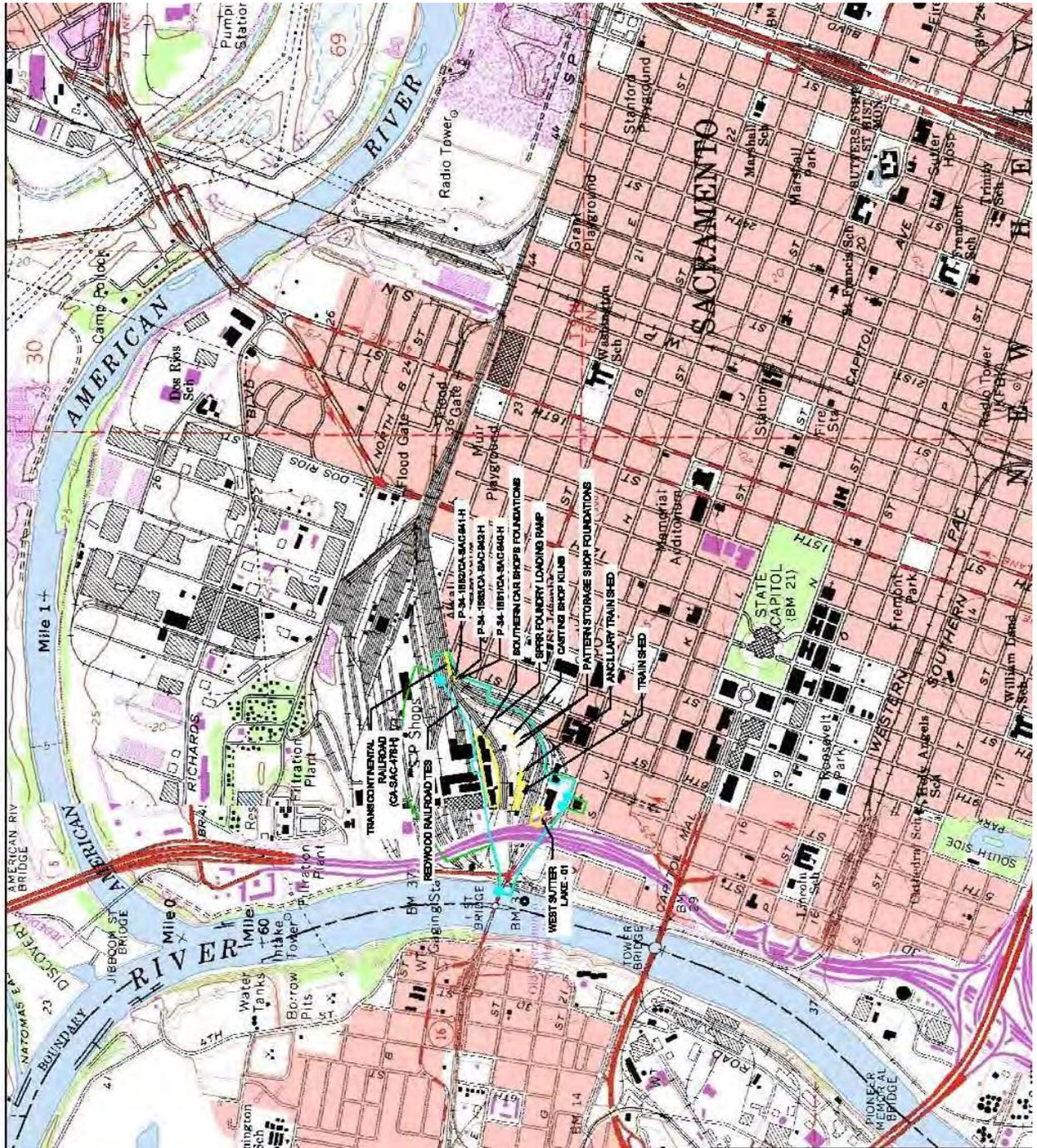
Sanborn Map Co. 1915. *Insurance Maps of Sacramento, California, Volume 1*. 2 vols. Sanborn Map Co., New York. Electronic document, <http://sanborn.umi.com.ezproxy.lapl.org>, accessed June 24, 2008.

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Southern Pacific. 1920. *Sacramento Shops, Showing Buildings*. Map. On file, California State Railroad Museum Library, Sacramento, California.



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 3 *Resource Name or #: SPRR Foundry Loading Ramp (Element of Central Shops Historic District)

P1. Other Identifier: Map Reference #16

*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: 1994 T 9 N; R 4 E ; ¼ of ¼ of Sec ; M.D. B.M.

c. Address: City: Zip:

d. UTM: 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 resource is a non-contributing element of the Central Shops Historic District, a National Register of Historic Places (NRHP)-eligible historic district. The district, as originally conceived by Historic Environment Consultants (1998:11), consists of the 10 extant fabrication, repair, and maintenance shops. The Central Shops Historic District is eligible for inclusion on the NRHP under Criteria A and C because the "structures have strong associations with the development of the Central Pacific Railroad Company (CPRR), the creators of the western portion of the historic transcontinental railroad. The structures were also central features in what became one of the largest manufacturing complexes in the western United States" (Mellon 2001:2). Historic Environment Consultants (1998:14) adds that the "Sacramento Shops were highly notable for their construction and maintenance of all types of railroad cars and locomotives."

The SPRR Foundry Loading Ramp appears to be the only surface feature remaining of the Southern Pacific Railroad (SPRR) Foundry, built ca. 1883 (Joslyn 1948:41). The loading ramp is a simple concrete structure 3 ft tall, 12 ft long, and accessed from the north. The Foundry, of which the loading ramp is a part, operated from 1883 to at least 1952 (Joslyn 1948:41; Sanborn Map Co. 1915, 1951, 1952; Sanborn-Perris Map Co. 1895: Sheet 5a).

*P3b. Resource Attributes: (List attributes and codes) AH2. Foundations/structure pads.

*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 #)

Facing northeast, 06/27/2008

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

Ca. 1883 (Joslyn 1948:41)

*P7. Owner and Address:

S. Thomas Enterprises of Sacramento. 431 I St, Ste. 202 Sacramento, CA 95814

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

Gabriel Roark, ICF Jones & Stokes 630 K Street, Suite 400 Sacramento, CA 85814

*P9. Date Recorded:

*P10. Survey Type: (Describe)

Reconnaissance survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") ICF Jones & Stokes 2008a, 2008b (see Continuation Sheet)

*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):

*Recorded by: Gabriel Roark, ICF Jones & Stokes

*Date: 10/31/2008 Continuation Update

The Foundry at 6th Street was a critical element of the Central Shops' manufacturing capabilities (see Joslyn 1948:41-42); however, the loading ramp, as the only surviving element, is incapable of conveying the significance of operations at the Foundry. Further, no subsurface archaeological deposits (e.g., refuse deposits, buried structure remains) are anticipated at the Foundry given the nature of activities that occurred there. Consequently, the Foundry Loading Ramp does not meet any of the National Register criteria, either individually or as a contributor to the Central Shops District. This resource also does not appear to meet the California Register significance criteria.

This resource has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. It is a not historical resource for purposes of CEQA.

REFERENCES CITED

Historic Environment Consultants. 1998. *Historic Property Inventory and Evaluation Report for the Central Pacific/Southern Pacific Railroad Railyards Project, Sacramento County*. Submitted to Union Pacific Railroad Company.

ICF Jones & Stokes. 2008a. *Archaeological Survey Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

— — —. 2008b. *Historical Resources Evaluation Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

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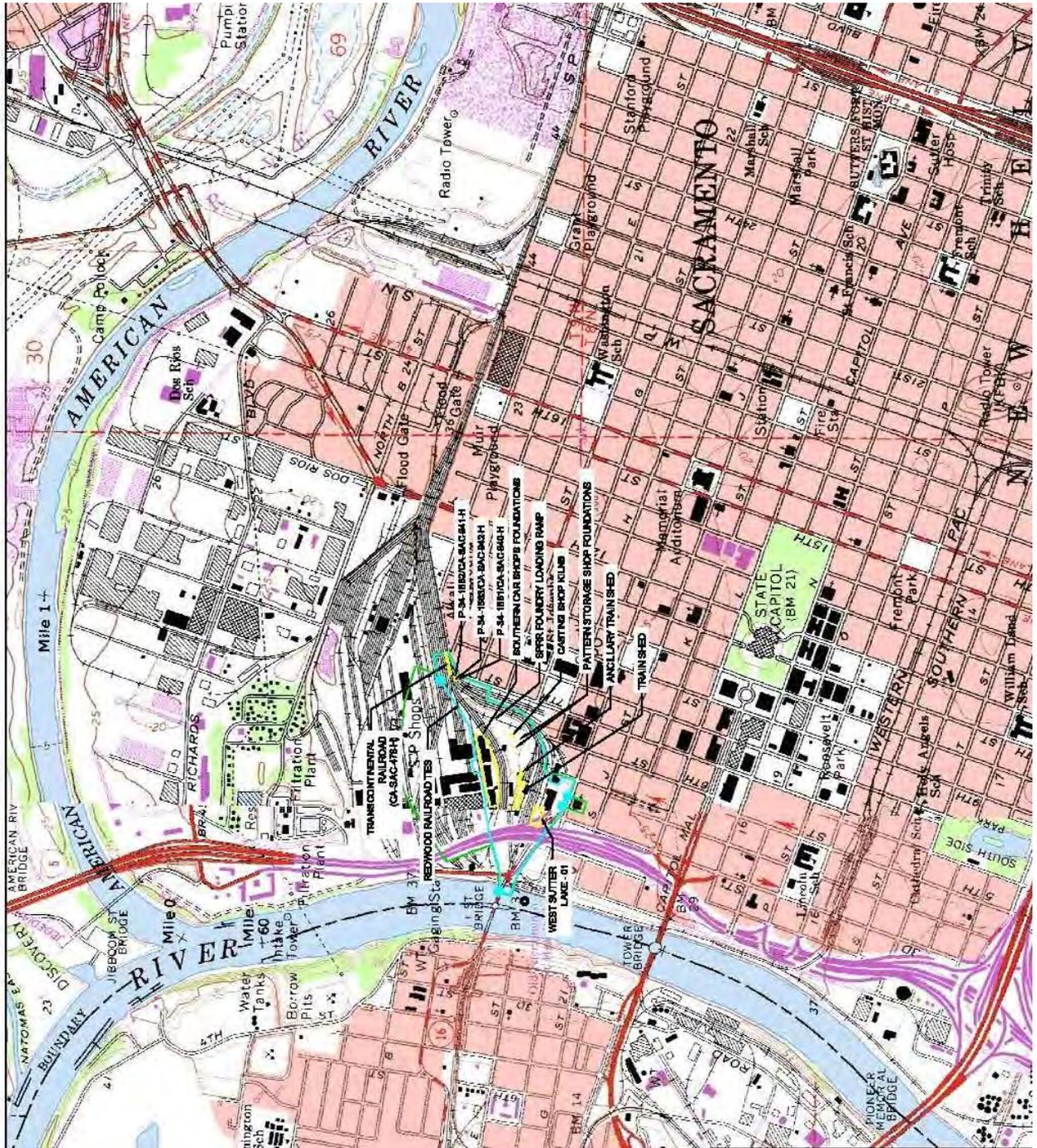
Sanborn Map Co. 1915. *Insurance Maps of Sacramento, California, Volume 1*. 2 vols. Sanborn Map Co., New York. Electronic document, <http://sanborn.umi.com.ezproxy.lapl.org>, accessed June 24, 2008.

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Southern Pacific. 1920. *Sacramento Shops, Showing Buildings*. Map. On file, California State Railroad Museum Library, Sacramento, California.



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 3 *Resource Name or #: Redwood Railroad Ties (Element of Central Shops Historic District)

P1. Other Identifier: Map Reference #17

*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: 1994 T 9 N; R 4 E ; ¼ of ¼ of Sec ; M.D. B.M.

c. Address: City: Zip:

d. UTM: 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 resource is a non-contributing element of the Central Shops Historic District, a National Register of Historic Places (NRHP)-eligible historic district. The district, as originally conceived by Historic Environment Consultants (1998:11), consists of the 10 extant fabrication, repair, and maintenance shops. The Central Shops Historic District is eligible for inclusion on the NRHP under Criteria A and C because the "structures have strong associations with the development of the Central Pacific Railroad Company (CPRR), the creators of the western portion of the historic transcontinental railroad. The structures were also central features in what became one of the largest manufacturing complexes in the western United States" (Mellon 2001:2). Historic Environment Consultants (1998:14) adds that the "Sacramento Shops were highly notable for their construction and maintenance of all types of railroad cars and locomotives."

This resource consists of five redwood railroad ties visible in plan in an existing gravel road. The ties are oriented on a southwest-northeast trajectory. The ties are located alongside the route of the CPRR's second mainline railroad, which was constructed from August through December 1879. The second mainline extended from the First Transcontinental Railroad at 6th and D streets southwest to skirt the southern end of Central Shops to a new passenger depot near the Second Street Extension (Wyatt 2007:8-4).

*P3b. Resource Attributes: (List attributes and codes) AH7. Roads/trails/railroad grades

*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 #)
 Detail, 06/27/2008

*P6. Date Constructed/Age and Sources: Historic
 Prehistoric Both
 Ca. 1879 (Wyatt 2007:8-4)

*P7. Owner and Address:
 City of Sacramento, CA

*P8. Recorded by: (Name, affiliation, and address)
 Gabriel Roark, ICF Jones & Stokes
 630 K Street, Suite 400
 Sacramento, CA 85814

*P9. Date Recorded:

*P10. Survey Type: (Describe)
 Reconnaissance survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") ICF Jones & Stokes 2008a, 2008b (see Continuation Sheet)

*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):

*Recorded by: Gabriel Roark, ICF Jones & Stokes

*Date: 10/31/2008 Continuation Update

The Redwood Railroad Ties represent an isolated portion of a historic spur line to the second CPRR mainline tracks. As a small remnant of one of many spur lines in the Railyards, the Redwood Railroad Ties do not contribute to the Central Shops District's significance under any criteria. The resource does not appear to be eligible for listing in the NRHP on its own merit, either. Moreover, this resource cannot be reliably assigned to the Central Shops Historic District's period of significance. This resource also does not appear to meet the significance criteria of the California Register.

This resource has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. It is a not historical resource for purposes of CEQA.

REFERENCES CITED

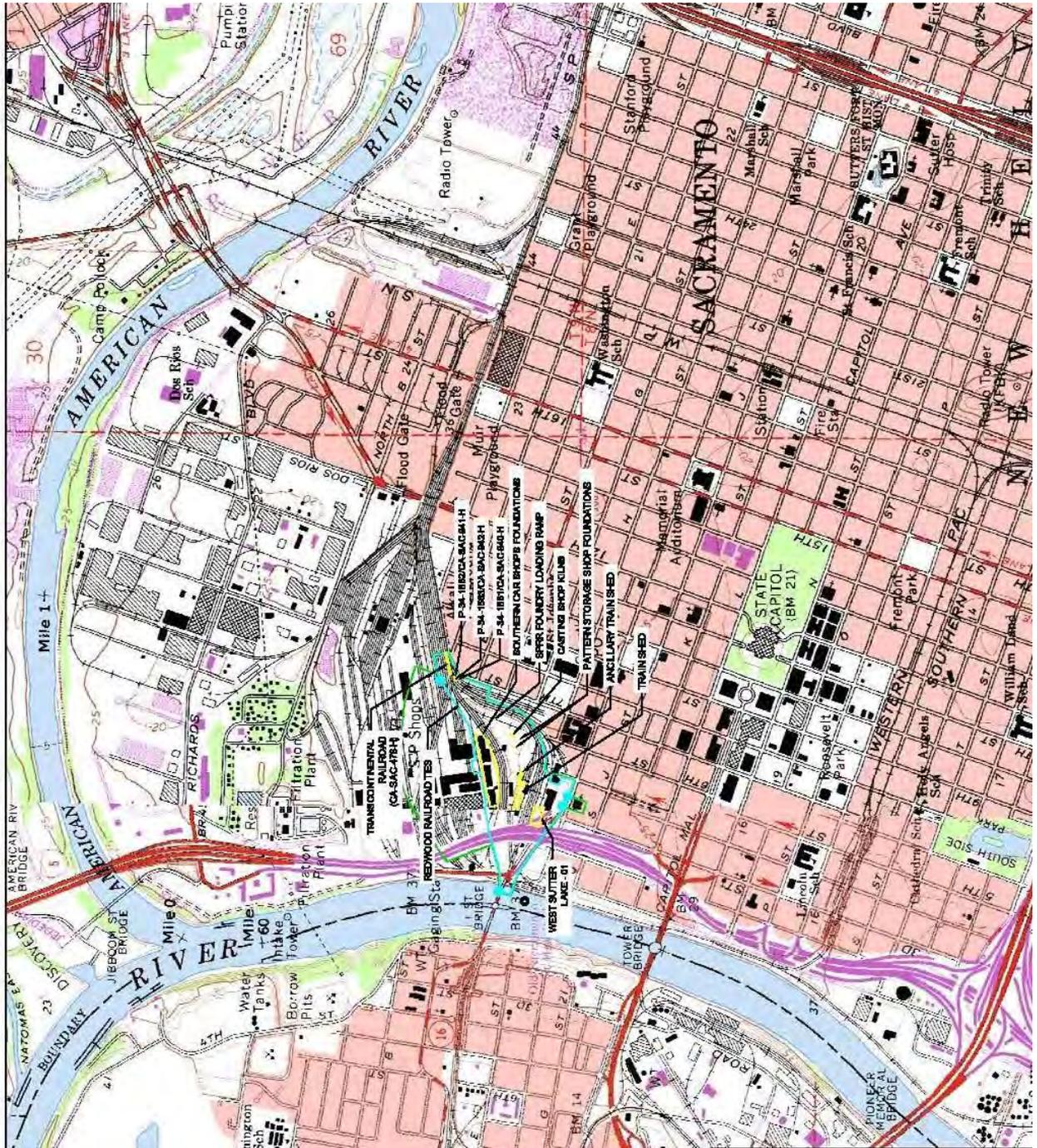
Historic Environment Consultants. 1998. *Historic Property Inventory and Evaluation Report for the Central Pacific/Southern Pacific Railroad Railyards Project, Sacramento County*. Submitted to Union Pacific Railroad Company.

ICF Jones & Stokes. 2008a. *Archaeological Survey Report for the Sacramento Intermodal Transportation Facility, City of Sacramento, Sacramento County, California*. October. ICF Jones & Stokes, Sacramento, California. ICF J&S 00121.08. Submitted to District 3, California Department of Transportation, Marysville. 03-Sac-00 PM EA 03-965100 3ENVR Sacramento Intermodal Transportation Facility. Prepared for City of Sacramento, California.

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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 3 *Resource Name or #: Southern Car Shops Slab Foundations (Element of Central Shops Historic District)

P1. Other Identifier: Map Reference #18

*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: 1994 T 9 N; R 4 E ; ¼ of ¼ of Sec ; M.D. B.M.

c. Address: City: Zip:

d. UTM: 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 resource is a non-contributing element of the Central Shops Historic District, a National Register of Historic Places (NRHP)-eligible historic district. The district, as originally conceived by Historic Environment Consultants (1998:11), consists of the 10 extant fabrication, repair, and maintenance shops. The Central Shops Historic District is eligible for inclusion on the NRHP under Criteria A and C because the "structures have strong associations with the development of the Central Pacific Railroad Company (CPRR), the creators of the western portion of the historic transcontinental railroad. The structures were also central features in what became one of the largest manufacturing complexes in the western United States" (Mellon 2001:2). Historic Environment Consultants (1998:14) adds that the "Sacramento Shops were highly notable for their construction and maintenance of all types of railroad cars and locomotives."

Numerous foundations are present immediately south of the Central Shops. Between 1890 and the 1950s, this area contained the Copper Shop, Coal Bin, Coal Shed, Tin and Copper Shed, Hammer Shop, Pipe Shop, Pipe Shed, Bolt Shop, Blacksmith Shop, Rolling Mill, and miscellaneous storage sheds and offices, which are collectively referred to here as the "Southern Car Shops" (Elliott 1890; Sanborn-Perris Map Co. 1895; Sanborn Map Co. 1915, 1951, 1952; Southern Pacific 1920).

*P3b. Resource Attributes: (List attributes and codes) AH7. Roads/trails/railroad grades

*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 #)
 View to east, 06/27/2008

*P6. Date Constructed/Age and Sources: Historic

Prehistoric Both
 1890-1950s (see P3a for citations)

*P7. Owner and Address:

City of Sacramento, CA

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

Gabriel Roark, ICF Jones & Stokes
 630 K Street, Suite 400
 Sacramento, CA 85814

*P9. Date Recorded:

*P10. Survey Type: (Describe)

Reconnaissance survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") ICF Jones & Stokes 2008a, 2008b (see Continuation Sheet)

*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):

*Recorded by: Gabriel Roark, ICF Jones & Stokes

*Date: 10/31/2008 Continuation Update

The foundations represent the only surviving surface manifestation of the Southern Car Shops buildings. No superstructure or machinery remains at the Southern Car Shops Slab Foundations. No evidence of subsurface archaeological deposits was noted or is anticipated at the Southern Car Shop Slab Foundations. The Southern Car Shops Foundations lack sufficient integrity to convey significance as a potential contributor to the Central Shops Historic District and are not individually eligible for the NRHP under any criteria. The resource does not appear to be eligible for listing in the NRHP on its own merit, either. Moreover, this resource cannot be reliably assigned to the Central Shops Historic District's period of significance. This resource also does not appear to meet the significance criteria of the California Register.

This resource has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. It is a not historical resource for purposes of CEQA.

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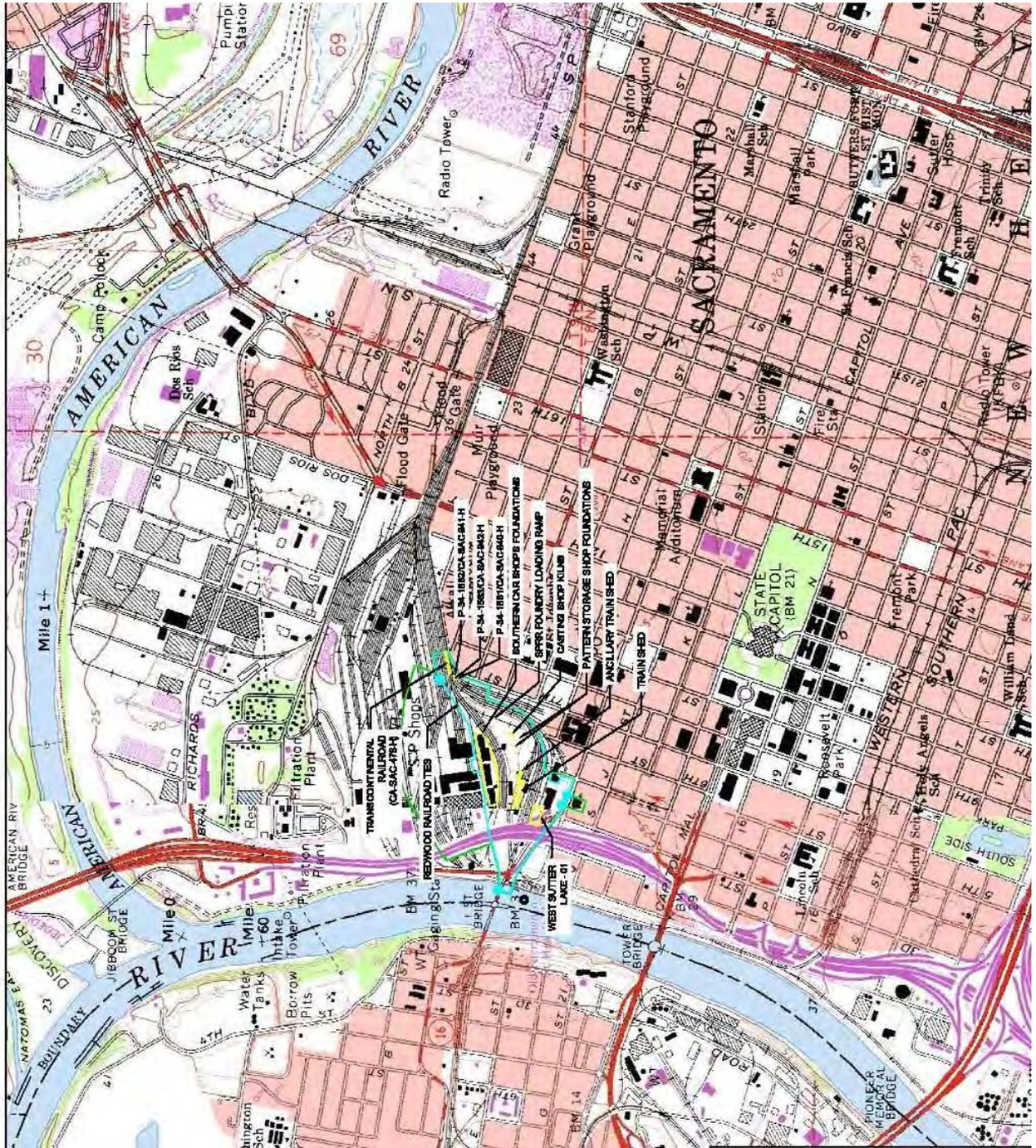
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Attachment E. SHPO Concurrence Letters

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION

P.O. BOX 942896
 SACRAMENTO, CA 94296-0001
 (916) 653-6624 Fax: (916) 653-9824
 calshpo@mail2.quiknet.com



July 26, 1999

Reply to: FTA970129A

Robert E. Hom, Director
 Office of Planning & Program Development
 Federal Transit Administration
 201 Mission Street, Suite 2210
 San Francisco, CA 94105-1839

RE: Downtown Sacramento Amtrak and Folsom Corridor Light Rail Transit Extension and Double Tracking Project: Request for Concurrence in Determinations of Eligibility

Dear Mr. Hom:

Thank you for your letter of July 13, 1999, requesting my review and comments in regard to the Federal Transit Administration's (FTA) efforts to identify historic properties that might be affected by the above project. You have done this, and are consulting with me, in order to comply with Section 106 of the National Historic Preservation Act and implementing regulations codified at 36 CFR Part 800.

In the Historic Architectural Survey Report prepared by JRP Historical Consulting Services, the FTA made the following determinations:

- 1) The following properties within the APE are listed in the National Register of Historic Places (NRHP):

▪ Southern Pacific Station	401 I Street, Sacramento, CA
▪ Merchants National Bank	1015 7 th Street, Sacramento, CA
▪ Federal Building/Metro Station	801 I Street, Sacramento, CA
▪ Sacramento City Library	828 I Street, Sacramento, CA
▪ Folsom Depot	200 Wool Street, Folsom, CA

- 2) The following properties within the APE have been previously determined eligible for the NRHP:

▪ Sacramento Valley Railroad	(along Union Pacific right-of-way from Sacramento to Folsom)
▪ American Railway Express Building	501 I Street, Sacramento, CA
▪ Queen Anne Delta House	1720 Q Street, Sacramento, CA
▪ Ashland Depot	200 Wool Street, Folsom, CA
▪ Section Superintendent Residence	815 Oakdale Street, Folsom, CA

- 3) The two northern Platform Amenity Structures located 401 I Street are eligible for the NRHP as contributors to the Southern Pacific Station.

- 4) The following properties within the APE are eligible for the NRHP:

▪ Station A Powerhouse	601 6 th Street, Sacramento, CA
▪ Hall of Justice	813 6 th Street, Sacramento, CA
▪ D.O. Mills Bank	631 J Street, Sacramento, CA
▪ Capital National Bank	700 J Street, Sacramento, CA
▪ Ochsner Building	717 K Street, Sacramento, CA

- Hale Brothers & Company 825 K Street, Sacramento, CA
- Pioneer Hall 1009 7th Street, Sacramento, CA
- Kress Building 818 K Street, Sacramento, CA
- Brighton Substation 2901 Power Inn Road, Sacramento, CA
- Perkins Ranch 8280 Folsom Boulevard, Sacramento, CA

5) The following properties within the APE do not appear eligible for the NRHP:

- 923 7th Street, Sacramento, CA 804 K Street, Sacramento, CA
- 1111 7th Street, Sacramento, CA 810 K Street, Sacramento, CA
- 1113 7th Street, Sacramento, CA 812 K Street, Sacramento, CA
- 809 8th Street, Sacramento, CA 816 K Street, Sacramento, CA
- 731 J Street, Sacramento, CA 830 K Street, Sacramento, CA
- 1009 8th Street, Sacramento, CA 7530 Brighton Avenue, Sacramento, CA
- 1108 8th Street, Sacramento, CA 7716 Folsom Boulevard, Sacramento, CA
- 1109 8th Street, Sacramento, CA 8294 Folsom Boulevard, Sacramento, CA
- 1115 8th Street, Sacramento, CA 8354 Folsom Boulevard, Sacramento, CA
- 700 K Street, Sacramento, CA 8371 Jackson Road, Sacramento, CA
- 704 K Street, Sacramento, CA 8377 Jackson Road, Sacramento, CA
- 708 K Street, Sacramento, CA 8385 Jackson Road, Sacramento, CA
- 718 K Street, Sacramento, CA 8393 Jackson Road, Sacramento, CA
- 716 K Street, Sacramento, CA 8500 Kiefer Boulevard, Sacramento, CA
- 724 K Street, Sacramento, CA 8510 Kiefer Boulevard, Sacramento, CA
- 726 K Street, Sacramento, CA 8811 Kiefer Boulevard, Sacramento, CA
- 730 K Street, Sacramento, CA Alder Creek Trestle
- 727 K Street, Sacramento, CA
- 800 K Street, Sacramento, CA

Based on my review of the submitted documentation I concur with the foregoing determinations.

Based on my review of the Archeological Survey Report prepared by Far Western I have the following comments:

- 1) I agree that no further archeological survey work is needed within 5 of the 6 segments. A portion of Segment E from Sunrise Boulevard to Iron Point Station (the banks of Alder Creek) could not be thoroughly surveyed due to the presence of dense vegetation at the time of the Far Western survey. Due to the high sensitivity of this area for prehistoric archeological resources, and its proximity to the historic mining district, I endorse the recommendation for a follow-up survey to be done in conjunction with ground clearing associated with project construction. I also agree that a qualified archaeologist, one who meets the qualifications stated in the Secretary of the Interior's Qualifications for archaeology or an archaeologist under the direct supervision of one who is qualified, be present to monitor all ground-disturbing activities adjacent to Alder Creek. Unless project plans change to include unsurveyed areas, no further archeological survey work in the other segments should be needed.
- 2) Regarding the recommendations made on pages 13-16 of the ASR, I agree that each and all of these are reasonable and appropriate and should be implemented as stated, with the proviso that all work be performed by archaeologists who meet or who work under the direct supervision of one who meets the Secretary of the Interior's Qualifications Standards for Archeology.

Thank you for considering historic properties during your project planning. If you have any questions, please call Natalie Lindquist at (916) 654-0631.

Sincerely,

Daniel Abeyta, Acting
State Historic Preservation Officer

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942096
SACRAMENTO, CA 94296-0001
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calshpn@mail2.quiknet.com



September 4, 2001

REPLY TO: FHWA010423G

Michael G. Ritchie, Division Administrator
Federal Highway Administration
Region Nine, California Division
980 Ninth Street, Suite 400
SACRAMENTO CA 95814-2724

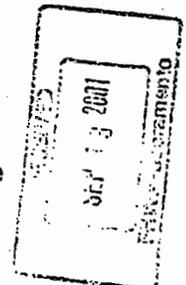
Re: Seventh Street Extension Project, City of Sacramento, Sacramento County.

Dear Mr. Ritchie:

Thank you for submitting to our office your April 20, 2001 letter and Historic Property Survey Report (HPSR) regarding the proposed Seventh Street Extension project in the City of Sacramento, Sacramento County. The proposed project will involve the construction of a two-lane roadway with a 900-foot long underpass along Seventh Street between G Street and Richards Boulevard and along North B Street between Seventh and Twelfth Streets. The project would extend the roadway through Union Pacific Railyards thereby connecting Seventh Street with North Seventh Street. A detailed description of project activities and objectives is contained on Pages 1 through 3 of the HPSR. The Area of Potential Effects (APE) for this project appears adequate and meets the definitions set forth in 36 CFR 800.16(d). A total of 28 architectural properties were identified within the project APE. These resources include 5 residential properties, 2 industrial properties, 12 commercial buildings, 5 government buildings, and 4 railroad-related properties.

An Archeological Survey Report (ASR) (Attachment 3) identified five potentially eligible properties within the APE, and an archeological identification, evaluation, and treatment plan for pre-construction testing and construction monitoring for significant archeological resources. An *"Archeological Identification, Evaluation, and Treatment Plan, 7th Street Extension Project."* (Anthropological Studies Center, Sonoma State University, March 2001) for the proposed project has been developed and is attached as Appendix B of the HPSR. Our review of the aforementioned documentation leads us to conclude that its proposed approaches to the treatment of potential buried archeological properties seem appropriate and meets the guidelines set forth in the *"Treatment of Archeological Properties: A Handbook"* (Advisory Council on Historic Preservation, 1990) and *"Archeology and Historic Preservation: the Secretary of the Interior's Standards and Guidelines"* (National Park Service, 1983).

The Federal Highway Administration (FHWA) is seeking our comments on its determination of the eligibility of 28 architectural properties for inclusion on the National Register of Historic Places (NRHP) in accordance with 36 CFR 800, regulations implementing Section 106 of the National Historic Preservation Act. FHWA is also seeking our comments on its determination of the effects the proposed project will have

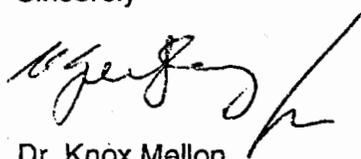


on historic properties in accordance with 36 CFR 800. Our review of the submitted HPSR leads us to make the following comments:

- Those structures designated as contributors to the Alkali Flats West Historic District (517 7th Street, 521 7th Street, and 523 7th Street) remain eligible for inclusion on the NRHP under criteria set forth in 36 CFR 60.4.
- The Central Shops Historic District of the Southern Pacific Railroad are eligible for inclusion on the NRHP under Criteria A and C as defined in 36 CFR 60.4. The structures have strong associations with the development of the Central Pacific Railroad Company (CPRR), the creators of the western portion of the historic transcontinental railroad. The structures were also central features in what became one of the largest manufacturing complexes in the western United States. The structures have retained the integrity of design materials, setting, location, and workmanship associated with their historic period of significance.
- The Water Tower structure is eligible for inclusion on the NRHP as a contributor to the Central Shops Historic District under Criteria A and C as defined by 36 CFR 60.4.
- The Bercut-Richards Cannery complex is not eligible for inclusion on the NRHP under any criteria established by 36 CFR 60.4. The property's strong associations with the development of the fruit and vegetable canning industry in Sacramento has been compromised by the loss of architectural integrity it has suffered over the years. The property is vacant and no longer conveys its historic period of significance when it was one of the largest canneries in northern California.
- We concur with FHWA's determination that the proposed project, as described, has the potential to affect buried archeological resources. We are in receipt of the draft Memorandum of Agreement that will seek to address these effects on potential archeological properties. We will, in a timely manner, review the MOA and forward to FHWA our comments on its contents.

Thank you again for seeking our comments on your project. If you have any questions, please contact staff historian Clarence Caesar at (916) 653-8902.

Sincerely



Dr. Knox Mellon
State Historic Preservation Officer