Historical Resources Survey and Evaluation Technical Report

Specific Plan for the Sacramento Center for Innovation

Prepared for
City of Sacramento

Prepared by
Mead & Hunt
www.meadhunt.com

and

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

November 2012
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Executive Summary

The City of Sacramento (City) is developing a Specific Plan for the Sacramento Center for Innovation (Specific Plan) and requires the completion of a historical/cultural resources survey and evaluation of the plan area as part of the planning and environmental review process. The plan area is located south of Sacramento State University and west of the Granite Regional Park Development Area. The 240-acre plan area is generally bound by U.S. Highway 50 to the north, the Union Pacific Railroad to the west, Power Inn Road to the east, and 21st Avenue to the south. The Specific Plan is described in Section 1 and the plan area is shown in Figure 1.

The City retained Mead & Hunt, Inc. (Mead & Hunt) to review the plan area and identify properties eligible for listing in the California Register of Historical Resources (California Register) and the Sacramento Register of Historic and Cultural Resources (Sacramento Register). A description of state regulations and City ordinances is provided in Section 2.

Mead & Hunt completed research and survey to document and evaluate properties in the built environment. Mead & Hunt partnered with ECORP Consulting Inc. (ECORP) to provide an analysis of the potential for archaeological sites within the plan area. The research design and survey methodology are provided in Section 3.

Fifty-six properties in the built environment at least 45 years of age are located within the plan area. Mead & Hunt evaluated properties in the built environment to determine if they qualified for listing in the California Register or Sacramento Register. Based on the results of research and evaluation, two properties are recommended eligible for listing in the California Register and the Sacramento Register. No further work is recommended to identify and evaluate properties in the built environment for local and state environmental review. The results of identification and evaluation efforts for properties in the built environment are provided in Section 4.

No known archaeological sites are located within the plan area. ECORP provided an analysis to identify areas of high sensitivity for the presence of historic and prehistoric archaeological sites within the plan area and provided recommendations for further archaeological investigations for proposed projects in the future; however, no field survey was completed for the purposes of this report. The results of the archaeological analysis are provided in Section 5.

Qualifications for staff working on the project are provided in Section 6.
1. Project Description

The Specific Plan will provide the planning support for development that will transform the plan area into the hub of the sustainable growth, green technology, and clean energy movement that is growing in Sacramento. It will provide a clear focus for urban design, development standards, design guidelines, public facilities, utility capacity, and circulation proposed in the plan area. In conjunction with the Specific Plan’s development will be the identification of properties, built prior to 1967, that are and are not eligible for listing in the Sacramento or California Registers as historic or cultural resources, largely based on this report’s recommendations. Completion of the Specific Plan is anticipated in early 2013 and will be posted along with additional information on the project website at http://www.cityofsacramento.org/dsd/projects/innovation-technology-village-sp.cfm.

The plan area is located in portions of Section 15 and Section 22, Township 8N, Range 5E (MDM), south of Sacramento State University and west of the Granite Regional Park Development Area. The 240-acre plan area is generally bound by U.S. Highway 50 to the north, the Union Pacific Railroad to the west, Power Inn Road to the east, and 21st Avenue to the south. Figure 1 on the next page presents a map showing the proposed plan area.

The purpose of this Historical Resources Survey and Evaluation Technical Report is to identify properties in the built environment to evaluate eligibility for listing in the California Register and Sacramento Register, and to provide an analysis of areas of high sensitivity for historic and prehistoric archaeological sites. City and state registers’ evaluation criteria for listing are described in further detail in Section 2.
Figure 1. Sacramento Center for Innovation Plan Area.
2. Regulatory Environment

A. Sacramento Register

The City’s historic preservation policies, goals, and program elements, relative to the identification, protection, and assistance for the preservation of historic and cultural resources, are found in the Historic & Cultural Resources Element of the 2030 General Plan and in the Sacramento City Code, Chapter 17.134, articles I-XII. The city code outlines roles, eligibility criteria, and a process for the nomination and listing of local landmarks and historic districts, including a district’s contributing resources, in the Sacramento Register. Article IV sets forth the eligibility criteria for Sacramento Register listing, which in summary include:

*Landmarks*

- A nominated resource shall be listed in the Sacramento Register as a landmark if the city council finds, after holding the hearing(s) required by this chapter, that all of the requirements set forth below are satisfied by meeting one or more of the following criteria:
  - It is associated with events that have made a significant contribution to the broad patterns of the history of the city, the region, the state, or the nation.
  - It is associated with the lives of persons significant in the city’s past.
  - It embodies the distinctive characteristics of a type, period, or method of construction.
  - It represents the work of an important creative individual or master.
  - It possesses high artistic values.
  - It has yielded, or may be likely to yield, information important in the prehistory or history of the city, the region, the state, or the nation.

- The nominated resource has integrity of location, design, setting, materials, workmanship, and association judged with reference to the particular criterion the resource embodies from above.

- The nominated resource has significant historic or architectural worth, and its designation as a landmark is reasonable, appropriate, and necessary to promote, protect, and further the goals and purposes of Sacramento City Code, Chapter 17.134.

- Factors to be considered in determining whether to list a nominated resource on the Sacramento register as a landmark include:
  - A structure removed from its original location is eligible if it is significant primarily for its architectural value or it is the most important surviving structure associated with a historic person or event.
Section 2
Regulatory Environment

- A birthplace or grave is eligible if it is that of a historical figure of outstanding importance and no other appropriate site or structure is directly associated with his or her productive life.

- A reconstructed building is eligible if the reconstruction is historically accurate, if the structure is presented in a dignified manner as part of a restoration master plan, and if no other original structure survives that has the same association.

- Properties that are primarily commemorative in intent are eligible if design, age, tradition, or symbolic value invests such properties with their own historical significance.

- Properties achieving significance within the past 50 years are eligible if such properties are of exceptional importance.

Historic Districts

- A geographic area nominated as a historic district shall be listed in the Sacramento Register as a historic district if the city council finds that all of the requirements set forth below are satisfied:

  - The area is a geographically definable area.

  - The area possesses either:

    - A significant concentration or continuity of buildings unified by: (A) past events, or (B) aesthetically by plan or physical development;

    - Associated with an event, person, or period significant or important to city history; or

    - The designation of the geographic area as a historic district is reasonable, appropriate, and necessary to protect, promote, and further the goals and purposes of this chapter and is not inconsistent with other goals and policies of the City.

- Factors to be considered in determining whether to list a geographic area on the Sacramento Register as a historic district include:

  - A historic district should have integrity of design, setting, materials, workmanship, and association.

  - The collective historic value of the buildings and structures in a historic district taken together may be greater than the historic value of each individual building or structure.

Contributing Resources
• A nominated resource shall be listed in the Sacramento Register as a contributing resource if the council finds that all of the following requirements are satisfied:
  
  o The nominated resource is within a historic district.
  
  o The nominated resource either embodies the significant features and characteristics of the historic district or adds to the historical associations, historical architectural qualities, or archaeological values identified for the historic district.
  
  o The nominated resource was present during the period of historical significance of the historic district and relates to the documented historical significance of the historic district.
  
  o The nominated resource either possesses historic integrity or is capable of yielding important information about the period of historical significance of the historic district.
  
  o The nominated resource has important historic or architectural worth, and its designation as a contributing resource is reasonable, appropriate, and necessary to protect, promote, and further the goals and purposes of Sacramento City Code, Chapter 17.134.

B. California Register
The California Register (Public Resources Code [PRC] § 5024.1) is the authoritative guide to the state’s significant historical and archeological resources. The California Register program encourages public recognition and protection of resources of architectural, historical, archeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under the California Environmental Quality Act (CEQA).

A resource is considered historically significant if it meets the one of the following criteria for listing in the California Register:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.

2. Associated with the lives of persons important to local, California, or national history.

3. Embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values.

4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.
Historical resources identified as significant in historical resource surveys conducted by local governments may be eligible for listing in the California Register if the survey meets one or more of the criteria for eligibility set forth in PRC § 5024.1(g).

Under the California Register, properties that are less than 50 years in age do not need to possess exceptional significance; however, enough time must have passed that they can be placed within a historic context for proper evaluation. In addition to meeting one or more of the criteria listed above, a historical resource must retain integrity. The California Register references the guidelines of the National Register of Historic Places (National Register) for determining integrity.
3. Research Design and Survey Methodology

A. Research design

(1) Previous studies
Mead & Hunt received the results of a records search request from the North Central Information Center (NCIC) of the plan area on February 27, 2012 (NCIC File No.: SAC-12-13). The results of the records search request are provided in Appendix A.

Thirteen previous cultural resource investigations, resulting in 16 reports, have been conducted between 1980 and 2010 within the plan area. A summary of reports resulting from previous studies is provided in Table 1.

Table 1. Previous Historical Resource Survey and Evaluations within the Plan Area

<table>
<thead>
<tr>
<th>Report Number</th>
<th>Author(s)</th>
<th>Report Title</th>
<th>Year</th>
<th>Portion of Previous Coverage within Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>2761</td>
<td>JRP Historical and FWARG</td>
<td>Historic Properties Survey Report: Downtown Sacramento Amtrak and Folsom Corridor Light Rail Transit Extensions and Double Tracking Project</td>
<td>1999</td>
<td>Along the northern boundary</td>
</tr>
<tr>
<td>3312</td>
<td>Billat (Earth Touch)</td>
<td>Letter Report Regarding Telecommunication Facility at 2901 Power Inn Road</td>
<td>2001</td>
<td>0.1 acre in the northeastern corner of plan area</td>
</tr>
<tr>
<td>3405</td>
<td>Maniery and Kelly (PAR)</td>
<td>Historical Property Survey of the Sacramento Army Depot Redevelopment Plan EIR, Sacramento County, California</td>
<td>1995</td>
<td>Intersection of Power Inn Road and Alpine Avenue</td>
</tr>
<tr>
<td>3853a</td>
<td>Munns and Turner (Chambers Group)</td>
<td>Cultural Resources Records Search and Literature Review Report, Level (3) Long Haul Fiber Optic Project: WS04 Sacramento to Cosumnes River, California</td>
<td>2000</td>
<td>Transmission line along entire western boundary</td>
</tr>
<tr>
<td>3853b</td>
<td>Nelson (Chambers Group)</td>
<td>Cultural Resources Survey for the Level (3) Communications Long Haul Fiber Optics Project</td>
<td>2000</td>
<td>Along entire western boundary</td>
</tr>
<tr>
<td>3853c</td>
<td>Furlong and Tremaine (Tremaine &amp; Assoc.)</td>
<td>Archaeological Monitoring for WS04 Long Haul Fiber Optic Segment, Between Sacramento and Bakersfield, California</td>
<td>2001</td>
<td>Unable to determine; may include small portions along plan area boundary</td>
</tr>
</tbody>
</table>
Section 3
Research Design and Survey Methodology

Table 1. Previous Historical Resource Survey and Evaluations within the Plan Area

<table>
<thead>
<tr>
<th>Report Number</th>
<th>Author(s)</th>
<th>Report Title</th>
<th>Year</th>
<th>Portion of Previous Coverage within Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>5809</td>
<td>Derr and Brown (Brown and Mills)</td>
<td>Historical and Cultural Resource Assessment for 14th and Power Inn, Site No. SA-976-03, 7930 14th Avenue, Sacramento, California</td>
<td>2002</td>
<td>Approx. 0.1 acre at 7930 14th Avenue in south-central plan area</td>
</tr>
<tr>
<td>5814</td>
<td>Munns and Turner (Chambers Group)</td>
<td>Cultural Resources Survey Report, Level (3) Long Haul Fiber Optic Project: WS04 Through West Sacramento and Sacramento, California</td>
<td>2000</td>
<td>Intersection of 14th Avenue and the transmission lines along the western boundary</td>
</tr>
<tr>
<td>6092</td>
<td>Jones &amp; Stokes Associates</td>
<td>Archaeological and Architectural Inventory and Determination of Eligibility and Effect of the Butterfield to Mather Field Light Rail Extension and Brighton Bridge Double Tracking Project</td>
<td>1993</td>
<td>Western half of the railroad that passes through the northern plan area</td>
</tr>
<tr>
<td>8211 (3)</td>
<td>Caltrans District 3</td>
<td>Historic Property Survey Report, Negative Archaeological Survey Report, and Historic Resources Evaluation Report</td>
<td>2006</td>
<td>Bridge 24-0286L (carries SR 50 over Hornet Drive, in northeastern corner of plan area)</td>
</tr>
<tr>
<td>9236</td>
<td>Goetter (LSA)</td>
<td>Historic Property Survey Report for the Redding Avenue Bicycle and Pedestrian Improvements Project, Sacramento, Sacramento County, California, Caltrans District 3</td>
<td>2008</td>
<td>Intersection of Folsom Boulevard and transmission lines that run along western boundary</td>
</tr>
<tr>
<td>10446</td>
<td>Baker (PAR)</td>
<td>Historic Property Survey Report, Folsom Boulevard Widening and Ramona Avenue Extension Project, City of Sacramento, California</td>
<td>2010</td>
<td>Irregular portions of the northwestern quadrant of the plan area</td>
</tr>
</tbody>
</table>

Portions of the perimeter of the plan area and a small portion of the interior of the plan area have been previously surveyed for built environment and archaeological resources. A review of the results of the records search request and previous studies identified six previously documented properties within the plan area.\(^1\) No recorded archaeological sites were identified within the plan area. Documented properties provided in the NCIC records search results are shown in Table 2. The six previously documented properties were reevaluated, with the results provided in Table 2. Mead & Hunt obtained copies of previous studies and Department of Parks and Recreation (DPR) 523 Forms for the six documented properties from the NCIC in May 2012 for inclusion into this report.

\(^1\) Two properties listed in the NCIC records search results, the Brighton Substation (Primary Number P-34-889) and Army Depot 5 (Primary Number P-34-732), are not within the plan area. Three beam and girder overpasses constructed in 1971 identified by Goetter in 2008 include Bridge No. 24-0286L (U.S. Highway 50 over First Transcontinental and Sacramento Valley Railroads) and Bridge Nos. 24-0286L and 24-0286R (U.S. Highway 50 over Folsom Boulevard – eastbound and westbound). These bridges are not eligible because they do not meet the age requirements or exceptional significance to be considered for national, state, or local designation.
Table 2. Previously Documented Properties Within the Plan Area

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<tr>
<th>Primary Number</th>
<th>Site Number</th>
<th>Most Recent Recorder and Year</th>
<th>Age/Period</th>
<th>Previous Eligibility Recommendations²</th>
<th>Description</th>
<th>Date of Construction</th>
<th>Potential for Associated Archaeological Deposits? (type)</th>
</tr>
</thead>
<tbody>
<tr>
<td>P-34</td>
<td>CA-SAC-</td>
<td></td>
<td></td>
<td>1CL - Listed in California Register</td>
<td>First Transcontinental Railroad segment</td>
<td>1869</td>
<td>Yes (old grades/beds, refuse)</td>
</tr>
<tr>
<td>P-34</td>
<td>CA-SAC-</td>
<td></td>
<td></td>
<td></td>
<td>(State Historical Landmark No. 780); 6Z – found ineligible for the National Register, California Register, and designation as a local landmark through survey evaluation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>505</td>
<td>478-H</td>
<td>Maniery (PAR) 2009</td>
<td>Historic</td>
<td>5S2 – Eligible for Sacramento Register</td>
<td>Duncan’s Store/Brighton Oil, 7400 Folsom Boulevard</td>
<td>c.1911, c.1920</td>
<td>Not likely</td>
</tr>
<tr>
<td>3449</td>
<td>N/A</td>
<td>C. Caesar 1885</td>
<td>Historic</td>
<td>N/A - nonextant</td>
<td>Chorich Residence, 7716 Folsom Boulevard (no longer extant)</td>
<td>1924</td>
<td>Yes (residential)</td>
</tr>
<tr>
<td>3450</td>
<td>N/A</td>
<td>C. Caesar 1885</td>
<td>Historic</td>
<td></td>
<td>6Z – Found ineligible for the National Register, California Register or designation as a local landmark through survey evaluation</td>
<td>1941, 1948</td>
<td>Yes (residential)</td>
</tr>
<tr>
<td>4120</td>
<td>N/A</td>
<td>Baker (PAR) 2010</td>
<td>Historic</td>
<td></td>
<td>Single-family residence and Paul &amp; Sons Automotive Body Repair, 6948 Folsom Boulevard</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

² Previous eligibility recommendations are based on the California Office of Historic Preservation (OHP) Status Codes listed in the Historic Property Data File or the closest equivalent Status Code as described in previous historical resource survey and evaluation reports or on DPR 523 forms.

³ The segment of the line carried by the Brighton Underpass (Bridge No. 24C0235) was determined a noncontributing portion of the overall property in 2010 due to a loss of integrity. This property is listed in the California Register and previous survey and evaluation reports state it has been determined eligible for the National Register.
### Table 2. Previously Documented Properties Within the Plan Area

<table>
<thead>
<tr>
<th>Primary Number</th>
<th>Site Number</th>
<th>Most Recent Recorder and Year</th>
<th>Age/Period</th>
<th>Previous Eligibility Recommendations^2</th>
<th>Description</th>
<th>Date of Construction</th>
<th>Potential for Associated Archaeological Deposits? (type)</th>
</tr>
</thead>
<tbody>
<tr>
<td>P-34-</td>
<td>CA-SAC-</td>
<td></td>
<td></td>
<td></td>
<td>Brighton Underpass (Bridge No. 23C0235) and Floodgate, Folsom Boulevard at railroad tracks, approximately 800 feet west of U.S. Highway 50</td>
<td>1928</td>
<td>No</td>
</tr>
<tr>
<td>4121</td>
<td>N/A</td>
<td>Maniery (PAR) 2009</td>
<td>Historic</td>
<td>3S – Appears eligible for the National Register through survey evaluation</td>
<td>Sacramento Valley Railroad segment, along north side of Brighton Avenue (currently the alignment of the Sacramento Light Rail Transit)</td>
<td>c.1856</td>
<td>Yes (old grades/beds, refuse)</td>
</tr>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>Baker (PAR) 2010</td>
<td>Historic</td>
<td>2B – Determined eligible for the National Register as an individual property and as a contributor to an eligible district</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Section 3
Research Design and Survey Methodology

(2) Sources of additional research
Additional research focused on the physical development of the plan area to supplement existing historic contextual themes in previous studies to evaluate properties’ eligibility for listing in the California Register and Sacramento Register and to complete the analysis for identifying potential archaeological sites within the plan area as described below. Research was conducted at the Center for Sacramento History, the California State Library, and the City of Sacramento Planning Department. Additional information was collected by Mead & Hunt from city residents knowledgeable about the history and development of the plan area. A list of sources consulted in the preparation of this report is included in the bibliography.

(3) Native American outreach
Mead & Hunt assisted the City to coordinate outreach with Native Americans known to have an interest in properties associated with the prehistory or history of the plan area. Mead & Hunt obtained a list of tribes and individuals with an interest in the plan area identified by the Native American Heritage Commission (NAHC) and the City. On May 22, 2012, Mead & Hunt sent letters to interested tribes and individuals notifying them of the Specific Plan’s preparation and to solicit information regarding properties associated with the prehistory and history in the plan area or to provide concerns about the Specific Plan. Follow up telephone calls were completed on July 19, 2012, to interested tribes and individuals. Two tribes provided a response: the Shingle Springs Band of Miwok Indians and the United Auburn Indian Community of the Auburn Rancheria. The City provided a response to the requests. Copies of correspondence of Native American outreach efforts are included in Appendix B.

B. Survey methodology
On May 28 through June 1, 2012, Mead & Hunt staff completed a survey of properties in the built environment that were at least 45 years in age. Properties that met this criterion were photographically recorded using high-resolution digital photography along with location and descriptive information related to the architectural features of each property. Surveyed properties in the built environment are provided in Section 4.

ECORP reviewed the previous studies to determine if portions or all of the plan area has been subjected to a cultural resources inventory and whether or not archaeological sites have been previously documented within the plan area. In addition, historical topographic maps were consulted to determine sensitivity of the plan area for the presence of prehistoric or historic archaeological sites. This information was used to prepare a summary of previous studies, any previously documented archaeological sites, and areas of high sensitivity for the presence of historic and prehistory archaeological sites within the plan area.
4. **Built Environment**

A. **Historic context**

Research and historic contextual themes in previous studies and site-specific history on previously documented properties within the plan area were summarized according to areas of significance defined by the National Park Service. Supplemental research focused on historic contextual themes related to surveyed properties in the built environment not provided in previous studies. The following historic contextual themes were identified as influential to the development of the plan area and surveyed properties.

(1) **Settlement, agriculture, and residential development**

Permanent settlement of the region began in 1839 when the Mexican government granted Swiss Immigrant John Sutter a large swath of land in the Sacramento Valley near the confluence of the American and Sacramento Rivers. The area became a regional trade and supply center for travelers crossing the Sierra Nevada Mountains in the 1840s. After gold was discovered near Coloma in 1848, the area grew rapidly due to its ideal location between San Francisco and the northern gold mine fields. Sacramento was incorporated as a city in 1850, and its growth coincided with expanding transportation networks and commerce with outlying markets and communities.4

The town of Brighton was established in 1849 about three miles east of Sutter’s Fort, near the west bank of the American River. Brighton was located outside the plan area with the present-day Union Pacific Railroad serving as its eastern boundary. By 1880 the town site was surrounded by orchards, vineyards, hop fields, and other crops, including sugar beets and wheat, and stock-raising on predominately small farms, which corresponded with the emergence of Sacramento as an established agricultural center by the 1860s. Most parcels surrounding the Brighton town site were devoted to farming and ranged in size from 20 acres to over 1,200 acres. The town site consisted of approximately 13 blocks. Little development occurred in Brighton; approximately five structures appear within or near the platted town site in 1911.5

By 1918 the northern portion of the plan area was subdivided as the New Ramona Colony, bound by present-day Power Inn Road on the east, 14th Avenue on the south, the railroad corridor to the west, and Folsom Boulevard to the north. Advertised as the “gem of the whole valley” and “the

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coming Pasadena of Sacramento," this development was envisioned as an agricultural colony with large parcels (presumably for small-scale farming). New Ramona Colony eventually included a small subdivision known as Ramona Villa, which consisted of small, densely platted parcels. Small parcel sizes in Ramona Villa indicate that the area was likely a speculative residential development.6

The small parcel dimensions of Ramona Villa no longer exist and no properties associated with early agriculture, Brighton, New Ramona Colony, or Ramona Villa were identified during the survey of the plan area.

Figure 2. New Ramona advertisement, 1887 (image provided to Mead & Hunt by the City and is available at the City Community Development Department).

Figure 3. Excerpt from map, c.1910 (image provided to Mead & Hunt by the City and is available at the City Community Development Department).
(2) Transportation and commerce

Transportation corridors, such as railroads and early roads, were important to the commercial growth of Sacramento by facilitating the shipment of goods to regional and distant markets. By 1860 the Sacramento Valley Railroad (SVRR) linked Sacramento with Folsom, and by 1870 the Central Pacific Railroad (CPRR) connected Sacramento and San Jose, crossing the SVRR at the former Brighton town site west of the plan area. The present-day Union Pacific Railroad along the western boundary of the plan area was constructed in 1869 by the Central Pacific Railroad to serve as the mainline of the route between Sacramento and Niles, which is part of the transcontinental railroad. The Southern Pacific Railroad began leasing the line in 1885 and acquired the line around 1900. In 1911 the line carried the Southern Pacific Railroad’s Niles and Sacramento Line. The Union Pacific Railroad acquired the railroad in the 1990s. Typically,

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8 Gail Ervin Consulting, *65th Street Redevelopment Plan*, 4.7-6.
commercial, industrial, agricultural processing, and residential development occurred near railroad corridors. A portion of the Union Pacific Railroad is the only property associated with early railroads identified during the survey of the plan area. In 1995 it was determined eligible for inclusion in the National Register at the state level of significance and is eligible for listing in the California Register.

Folsom Boulevard served as an important early road linking Sacramento to San Francisco and the Sacramento Valley communities and Sierra Mountains to the east. In 1928 Folsom Boulevard was designated as U.S. Highway 50 and the route continued as one of the main east-west automobile routes in Sacramento. In 1928-1929 the Southern Pacific Railroad, in a joint effort with the State Department of Public Works, constructed an underpass and flood gate to separate rail and automobile traffic along Folsom Boulevard/U.S. Highway 50. The construction of the underpass and flood gate alleviated one of the most dangerous at-grade railroad crossings in Sacramento.

After World War II, a new corridor for U.S. Highway 50 was developed with the acquisition of right-of-way by the California Department of Transportation. Between 1967 and 1975 the new alignment of U.S. Highway 50 was constructed north of Folsom Boulevard within the plan area. In 2010 the Brighton Underpass and Flood Gate were determined eligible for inclusion in the National Register as a rare example of a 1920s grade separation with integrated flood gates in Sacramento. No other properties with a direct association with transportation were identified within the plan area.

(3) Industrial and commercial development

Industrial and commercial development in the general vicinity of the plan area began in earnest during the early twentieth century. Businesses were initially oriented along the railroad corridors and Folsom Boulevard. By 1915 businesses within the general vicinity were located along the south side of Folsom Boulevard. Little information exists for early industrial or commercial development within the plan area; however, early businesses adjacent to the plan area included the Schaw-Batcher Company Pipe Works, a hotel, an auto garage, and a dance hall. Commercial and industrial development along the transportation routes continued during the 1920s and 1930s with restaurants, a service station, and other auto-related businesses that catered to motorists centered along Folsom Boulevard/U.S. Highway 50 within the general vicinity, but outside the plan area. Based on properties identified during the survey and a review of maps from the period, there appears to have been limited development within the plan area,

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9 Gail Ervin Consulting, 65th Street Redevelopment Plan, 4.7-6 - 4.7-7.
10 Gail Ervin Consulting, 65th Street Redevelopment Plan, 4.7-6; City of Sacramento and California Department of Transportation, Draft Environmental Impact Report/Environmental Assessment and Section 4(f) De Minimis Impact Finding (July 2011), 2-21– 2-22.
11 Gail Ervin Consulting, 65th Street Redevelopment Plan, 4.7-6 – 4.7-7.
12 Gail Ervin Consulting, 65th Street Redevelopment Plan, 4.7-7.
with a small concentration north of 14th Avenue. One property was identified during the survey that is associated with the early period of industrial and commercial development: Duncan’s Store/Brighton Oil located at 7400 Folsom Boulevard.

World War II and federal defense spending were major impetuses to economic expansion nationwide between the 1940s and 1960s, and Sacramento was no exception. The local economy was bolstered by nearby military installations at McClellan Field, Mather Field, and the Army Signal Depot. Military facilities provided a major source of employment during this period, which also resulted in the expansion of commerce and industry. During the postwar period, City officials also worked closely with the Chamber of Commerce to attract new businesses, large and small, to Sacramento.

The larger parcel sizes, combined with the close proximity to transportation routes, made the area ideal for industrial and commercial uses. By 1949 a large gravel pit was located between the present-day Union Pacific Railroad and Ramona Avenue. Proctor & Gamble opened a manufacturing facility in 1951 near the intersection of Power Inn Road and Fruitridge Road (outside the plan area). By 1954 the California Youth Authority (CYA) complex, a youth correctional facility, occupied a large parcel bound generally by present-day Cucamonga Avenue, Ramona Avenue, Power Inn Road, and Brighton Avenue. The CYA built its Northern Youth Correctional Reception Center and Clinic on vacant lots and remained open for many years. No buildings remain on the site once occupied by the large CYA facility.

Numerous industrial and commercial buildings were constructed in the plan area between the mid-to-late 1960s and the present day. Surveyed properties from this period include the Gilmore Steel Company, which occupied the large building at 3000 Power Inn Road currently used by Atlas Disposal. The Lukenbill Company constructed a series of concrete slab tilt-up warehouses during the 1970s and 1980s. These warehouses are generally located along Carlton Road and Clifton Road, but were not surveyed because they are not yet 45 years in age. The Lukenbill Company was active in Sacramento during the 1970s and 1980s, and these tilt-up warehouses represent typical construction carried out by the company in Sacramento during this period. Recent industrial and commercial construction is generally concentrated along Power Inn Road, Folsom Boulevard, and U.S. Highway 50, and includes office buildings, hotels, self-storage

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15 Avella, 118.

16 Avella, 118.

buildings, gas stations, and commercial retail buildings. A number of industrial and commercial buildings dating from the early-to-mid 1960s were surveyed.

(4) Architecture

The architectural styles and vernacular forms represented in the plan area generally consist of front gable and side gable examples of residential dwellings from the c.1920s to the c.1960s, Ranch-style residential dwellings with modest elements of Colonial Revival, and minimalist homes from the post-World War II era. One residence, located at 8005 Merced Avenue, displays modest design features of the Tudor Revival style with the use of decorative brick window and door surrounds. The majority of residential architecture within the plan area dates to the post-World War II period and consists of small unadorned ubiquitous Ranch-style front and side gable forms.

These forms are commonly found in Sacramento, the region, and the U.S. Typical postwar housing with few if any distinctive design features consists of one level minimalist and Ranch-style homes. Common design features of the postwar minimalist house generally include a compact form, minimal roof overhangs, front porches reduced to a small sheltered area at the entrance, attached one-car garage, and horizontally divided two-over-two windows and picture windows. Common design features of the Ranch-style house include low profiles, roofs with a low pitch and broad overhangs, small covered entries, integrated garages or carport, and picture windows. Both minimalist homes and Ranch Houses may feature stucco or a variety of other exterior materials.

Postwar residences within the plan area are intermixed with industrial warehouses and commercial buildings with little to no distinctive design features. Many of these residences feature alterations with the application of non-original siding materials, altered fenestration, and unsympathetic additions. Collectively, the residential development within the plan area does not represent a cohesive example of suburban development associated with the post-World War II period. The Ranch-style homes at 7937 19th Avenue and at 3316 Ramona Avenue are modest examples of architecture with the overall form and common features such as low-pitch rooflines, picture windows, and integrated garages. However, they are not outstanding examples of a type in comparison to other collections of intact residences in Sacramento and the region.

Generally, the architecture associated with other property types within the plan area, such as industrial and commercial buildings in particular, display astylistic utilitarian forms associated with low-cost post-World War II design, such as pole and cinder block construction. These forms have little to no ornamentation, and, as such, most do not appear to merit any significance under this theme. One industrial building, located at 3000 Power Inn Road, displays a modest use of late International-style design features; however, this building remains a fairly typical example of an industrial property type within the broader context of Sacramento. One extant church in the plan

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area, located at 3930 Power Inn Road, served area residents but has no identifiable ethnic
groups associated with the congregation, no association with trends important in local or regional
history, and no distinctive architectural design features. See Section 4.B below for further
discussion of these properties.

B. Results of survey and evaluation

Built environment properties at least 45 years in age surveyed within the plan area are listed in Table 3
below. Based on the historic contextual themes listed in Section 4.A, Mead & Hunt completed an
evaluation to determine the eligibility for listing in the Sacramento Register and California Register.

Four built environment properties within the plan area were previously evaluated and recommended
eligible for listing in the Sacramento Register, California Register, and/or the National Register:

- First Transcontinental Railroad, located along the western edge of the plan area running parallel
to East Railroad Avenue
- Duncan’s Store/Brighton Oil, located at 7400 Folsom Boulevard
- The Brighton Underpass (Bridge 24-0235) and Floodgate, located at the intersection of Folsom
  Boulevard and First Continental Railroad (current Union Pacific Railroad)
- Sacramento Valley Railroad, located along the north side of Brighton Avenue (current alignment
  of Sacramento Light Rail Transit)

These properties along with the one extant property previously surveyed and evaluated as not eligible
were reevaluated as part of this effort (see Table 2 in Section 3). Recommendations of whether these
properties are significant and/or retain integrity are provided in Table 3 below along with newly surveyed
properties.

Surveyed properties were also evaluated collectively for a possible historic district. Overall, the collection
of properties in the plan area does not retain the physical integrity necessary to represent a cohesive
collection of commercial, industrial, or residential buildings that resulted from broad patterns of community
planning and development that made important contributions to the history of Sacramento or the region;
nor is it representative of an identifiable grouping of buildings that display locally or regionally distinctive
architectural styles or property types. No eligible historic districts were identified.

The eligibility of structures for listing in the California Register and Sacramento Register built since 1967
should be evaluated by a professional who meets the Secretary of the Interior’s Professional
Qualifications Standards for architectural history and history since these structures were not surveyed as
part of this effort.

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### Table 3. Results of Survey and Evaluation of Built Environment Properties at Least 45 Years in Age

<table>
<thead>
<tr>
<th>Name/Historic Function and Primary No. (if previously documented) (based on OHP Classification)</th>
<th>Address (Main address as shown on survey maps in Appendix C)</th>
<th>Street</th>
<th>Property APN and description</th>
<th>OHP Status Code, Recommendation/Evaluation Rationale, and Representative Image(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial building</td>
<td>7840 14th Avenue</td>
<td>06100210230000</td>
<td>6Z - Not eligible</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>c.1960, one-story, concrete foundation, rectangular plan, frame construction; clad with board and baton and composite wood siding; side gable roof; large storage structure attached with shed roof and partially enclosed storage area.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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Construction dates for properties identified in the survey were based on available Sacramento County Assessor records, GIS tax parcel data, online information, and professional judgment during field survey activities. Generally, building permits (either online, at the City, or the Center for Sacramento History) are not available for properties in the plan area.
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<th>Name/Historic Function and Primary No. (if previously documented)</th>
<th>Address (Main address as shown on survey maps in Appendix C)</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Ancillary industrial/commercial building</td>
<td>8006 18th Avenue</td>
<td>06100810250000</td>
<td>c.1940, one-story, concrete foundation rectangular plan, frame construction with vertical composite wood siding; exposed rafters; side gable roof; alterations include replacement siding and windows. Limited access to property from public right-of-way due to fencing and gates resulted in poor images for use in this report.</td>
<td>6Z - Not eligible This ancillary building does not appear to have an important association with industrial/commercial development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. A better representative example would be associated with early or a formative period of industrial/commercial development; or served as an impetus to industrial/commercial development within the plan area, city, or region; and retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.</td>
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<td>Name/Historic Function and Primary No. (if previously documented)</td>
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<td>---------------------------------------------------------------</td>
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</tr>
</tbody>
</table>
| Commercial building                                           | 06100530240000                                             | 7933   | 18<sup>th</sup> Avenue      | 6Z - Not eligible  
This commercial property does not appear to have an important association with commercial development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II commercial properties are plentiful in the region. A better representative example would be associated with early or a formative period of commercial development; or served as an impetus to commercial development within the plan area, city, or region; and retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register. |
## Table 3. Results of Survey and Evaluation of Built Environment Properties at Least 45 Years in Age

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</tr>
</thead>
<tbody>
<tr>
<td>Commercial building</td>
<td>8020 18th Avenue</td>
<td>06100810260000</td>
<td>c.1945, one-story, concrete foundation, rectangular plan, concrete block, flat roof, metal awning on facade, garage door at rear; alterations include replacement windows and non-historic particleboard shed roof addition, and two detached frame carports at building rear.</td>
<td>6Z - Not eligible</td>
</tr>
</tbody>
</table>
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</thead>
<tbody>
<tr>
<td>Single-family property</td>
<td>7937 19th Avenue</td>
<td></td>
<td>06100830190000</td>
<td>6Z - Not eligible&lt;br&gt;This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under <em>Criterion 1</em> of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under <em>Criterion 2</em> of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II Ranch-style homes are plentiful in the region. A better representative example would retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under <em>Criterion 3</em> of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.</td>
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\[\text{Image of the property}\]
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<tbody>
<tr>
<td>Single-family property 7999 19th Avenue</td>
<td>06100830170000</td>
<td></td>
<td>c.1960, one-story, concrete foundation, frame with vertical wood siding and brick veneer, flat roof; alterations include removal of rear portion of building, added concrete block wall, and window replacements.</td>
<td>6Z - Not eligible This property appears to have initially been residential in use before undergoing alterations. It does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II Ranch-style homes are plentiful in the region. A better representative example would retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and loss of integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.</td>
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<th>Property APN and description 21</th>
<th>OHP Status Code, Recommendation/Evaluation Rationale, and Representative Image(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-family property 8021 19th Avenue</td>
<td>06100830130000 c.1945, one-story, concrete foundation, frame, front gable roof with asphalt shingles; shed addition to north with artificial siding; alterations include composite wood siding and replacement windows.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

6Z - Not eligible

This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under **Criterion 1** of the California Register or meet Sacramento Register Criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under **Criterion 2** of the California Register or meet Sacramento Register Criteria.

This property’s historic use was a single-family dwelling one of many that once existed along this street. It is now used as an office and is surrounded by a large asphalt parking lot, fencing, and industrial equipment. This building is not an example of a locally or regionally distinctive architectural style or property type. A better example would retain integrity of workmanship, setting, association, and feeling representative of a c.1945 residence. It also displays diminished integrity due to physical alterations and is not significant under **Criterion 3** of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.
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</thead>
<tbody>
<tr>
<td>Single-family property</td>
<td>8024 19th Avenue</td>
<td>0610110060000</td>
<td>c.1925, one-story, concrete foundation, frame, cutaway front porch, hip roof with asphalt shingles and exposed rafters; alterations include vinyl siding, replacement windows, and non-historic attached one-car garage.</td>
<td>6Z - Not eligible</td>
</tr>
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</thead>
<tbody>
<tr>
<td>Single-family property</td>
<td>7917 Amador Avenue</td>
<td>06100510310000</td>
<td>c.1950, one-story, concrete foundation, rectangular plan, frame with stucco and stone veneer, side gable with asphalt shingles, historic side addition; alterations include replacement windows and non-historic front porch.</td>
<td>6Z - Not eligible</td>
</tr>
</tbody>
</table>

This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II homes are plentiful in the region. A better representative example from this period would retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.

The property also includes a large whiskey jug made out of concrete and stucco. This is an example of vernacular folk art architecture and was constructed in 1976. It is presently not yet old enough to be qualify for national, state, or local designation; however, it should be reevaluated when it reaches 50 years of age in 2026.
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<tbody>
<tr>
<td>Single-family property</td>
<td>7921 Amador Avenue</td>
<td>6Z - Not eligible</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>06100510300000</td>
<td>c.1950, one-story, concrete foundation, rectangular plan, frame construction with applied stucco, side gable roof with historic rear additions; alterations include non-historic front porch roof and replacement windows.</td>
</tr>
</tbody>
</table>

This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II homes are plentiful in the region. A better representative example from this period would retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.
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<tbody>
<tr>
<td>Single-family property</td>
<td>7922 Amador Avenue</td>
<td></td>
<td>06100520050000</td>
<td>6Z - Not eligible</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>c.1950, one-story, concrete foundation, rectangular plan, frame construction with vertical composite wood siding, flat roof with slight pitch, three-light original windows; alterations include replacement windows. According to discussions with a local resident, this residence may have been surplus housing subsequently relocated to this location from Mather Field.</td>
<td>This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. This post-World War II surplus military housing may have been moved to this location, and, as such, no longer has a direct association with this theme. A better representative example from this period would retain integrity of location and clearly retain common design features of standardized military housing, which if present are obscured due to physical alterations and is not significant under Criterion 3 of the California Register, nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.</td>
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<tr>
<td>Single-family property</td>
<td>7925 Amador Avenue</td>
<td>6Z</td>
<td>061005102900000</td>
<td>Not eligible&lt;br&gt;This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II homes are plentiful in the region. A better representative example from this period would retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.</td>
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<tbody>
<tr>
<td>Single-family property</td>
<td>7926 Amador Avenue</td>
<td></td>
<td>06100520060000</td>
<td>6Z - Not eligible</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>c.1950, one-story, rectangular plan, frame construction with vertical composite wood siding, flat roof with slight pitch; alterations include replacement windows. According to discussions with a local resident, this residence may have been surplus housing subsequently relocated to this location from Mather Field.</td>
<td></td>
</tr>
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</table>

This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. This post-World War II surplus military housing may have been moved to this location, and, as such, no longer has a direct association with this theme. A better representative example from this period would retain integrity of location and clearly retain common design features of standardized military housing, which if present are obscured due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.
Table 3. Results of Survey and Evaluation of Built Environment Properties at Least 45 Years in Age

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<tr>
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</thead>
<tbody>
<tr>
<td>Single-family property</td>
<td>7929 Amador Avenue</td>
<td>06100510280000</td>
<td>c.1955, one-story, concrete foundation, rectangular plan, frame construction with applied stucco, side gable with asphalt shingles; alterations include side addition and replacement windows.</td>
<td>6Z - Not eligible This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II homes are plentiful in the region. A better representative example from this period would retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.</td>
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</thead>
<tbody>
<tr>
<td>Ancillary industrial/commercial building</td>
<td>7942 Amador Avenue</td>
<td>7942</td>
<td>061005200900000</td>
<td>c.1940, one-story, concrete foundation, rectangular plan, frame construction, side gable roof with asphalt shingles, garage door, non-historic side gable frame garage with applied stucco on property; alterations include composite wood siding. Limited access to property from public right-of-way due to fencing and gates resulted in poor images for use in this report.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6Z</td>
<td>Not eligible</td>
<td>This ancillary building does not appear to have an important association with industrial/commercial development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. A better representative example would be associated with early or a formative period of industrial/commercial development; or served as an impetus to industrial/commercial development within the plan area, city, or region; and retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.</td>
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<th>Property APN and description²¹</th>
<th>OHP Status Code, Recommendation/Evaluation Rationale, and Representative Image(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-family property 8004 Amador Avenue</td>
<td>06100520110000</td>
<td>6Z - Not eligible</td>
<td>This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. A better example would retain integrity of workmanship, setting, association, and feeling representative of a c.1925 residence. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and loss of integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.</td>
<td><img src="image.png" alt="Representative Image" /></td>
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</thead>
<tbody>
<tr>
<td>Ancillary industrial/commercial building</td>
<td>8016 Amador Avenue</td>
<td><strong>6Z</strong> - Not eligible</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>c.1950, one-story, concrete foundation, rectangular plan, frame construction with applied stucco; alterations include a non-historic shed roof enclosure.</td>
<td>06100520030000</td>
<td></td>
</tr>
</tbody>
</table>

This ancillary building does not appear to have an important association with industrial/commercial development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. A better representative example would be associated with early or a formative period of industrial/commercial development; or served as an impetus to industrial/commercial development within the plan area, city, or region; and retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.
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</thead>
<tbody>
<tr>
<td>Single-family property</td>
<td>7430 Brighton Avenue</td>
<td>c.1920, one-story, frame construction with clapboard, gable-on-hip roof, front gable projecting wing, six-over-one windows.</td>
<td>07902420020000</td>
<td>6Z - Not eligible</td>
</tr>
</tbody>
</table>

This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under **Criterion 1** of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under **Criterion 2** of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. A better example would retain integrity of setting, association, and feeling representative of a c.1920 residence. The residence also lacks architectural distinction and is not significant under **Criterion 3** of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance, this property does not meet the criteria for listing in the California Register or the Sacramento Register.
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<tbody>
<tr>
<td>Single-family property</td>
<td>8004 Butte Avenue</td>
<td></td>
<td></td>
<td>6Z - Not eligible</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>061005300090000</td>
<td>This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II homes are plentiful in the region. A better representative example from this period would retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.</td>
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![Representative Image(s)]
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</thead>
<tbody>
<tr>
<td>Single-family property</td>
<td>8008 Butte Avenue</td>
<td>06100530100000</td>
<td>c.1955, one-story, concrete foundation, rectangular plan, frame construction with applied stucco, front gable roof with low pitch and wide overhanging eaves; alterations include replacement windows and porch. According to discussions with a local resident, this residence may have been surplus housing subsequently relocated to this location from Mather Field.</td>
<td>6Z - Not eligible</td>
</tr>
</tbody>
</table>

This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under **Criterion 1** of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under **Criterion 2** of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. This post-World War II surplus military housing may have been moved to this location, and, as such, no longer has a direct association with this theme. A better representative example from this period would retain integrity of location and clearly retain common design features of standardized military housing, which if present are obscured due to physical alterations and is not significant under **Criterion 3** of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.
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</thead>
<tbody>
<tr>
<td>Single-family property</td>
<td>8016 Butte Avenue</td>
<td></td>
<td>c.1955, one-story, concrete foundation rectangular plan, frame construction, front gable roof; alterations include vertical composite wood siding and replacement windows.</td>
<td>6Z - Not eligible This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II homes are plentiful in the region. A better representative example from this period would retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.</td>
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06100530280000

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<td>This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II homes are plentiful in the region. A better representative example from this period would retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.</td>
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<tr>
<td>Single-family property</td>
<td>8020 Butte Avenue</td>
<td>06100530320000</td>
<td>c.1950, one-story, concrete foundation, rectangular plan, frame construction with applied stucco, front gable roof; alterations include an altered side entrance and replacement windows.</td>
<td>6Z - Not eligible</td>
</tr>
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This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II homes are plentiful in the region. A better representative example from this period would retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.
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</table>
| Single-family property                                        | 7949 Carlton Road                                          |       | 06100240190000              | 6Z - Not eligible  
This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria.  
This property’s historic use was a single-family dwelling, one of many that once existed along this street. It is now used for religious purposes and is largely surrounded by asphalt parking lots. This building is not an example of a locally or regionally distinctive architectural style or property type. A better example would retain integrity of workmanship, setting, association, and feeling representative of a c.1930 residence. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and loss of integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register. |

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21 OHP Status Code, Recommendation/Evaluation Rationale, and Representative Image(s)
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</table>
| Single-family property                                        | 8000    | Carlton Road | 06100510100000 | c.1945, one-story, concrete foundation, rectangular plan, frame construction with applied stucco, side gable with asphalt shingles, sliding sash windows, historic rear addition; alterations include some replacement windows. 6Z - Not eligible  
This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. A better example would retain integrity of workmanship, setting, association, and feeling representative of a c.1945 residence and/or distinctive design characteristics. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register. |
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</table>
| Single-family property                                        | 8015 Carlton Road                                           | 06100240150000 | c.1955, one-story, concrete foundation, rectangular plan, concrete block, hip roof with asphalt shingles and exposed rafters, multi-light casement windows, cutaway porch, detached two-car garage. | 6Z - Not eligible  
This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II homes are plentiful in the region. A better representative example from this period would retain distinctive design features. It is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register. |
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<tbody>
<tr>
<td>Single-family property</td>
<td>8034 Clifton Road</td>
<td>Clifton Road</td>
<td>06100240100000</td>
<td>c.1940, one-story, concrete foundation, rectangular plan, frame, hip roof, shed roof front porch; alterations include replacement windows, composite wood siding, and altered porch.</td>
</tr>
</tbody>
</table>

6Z - Not eligible

This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under *Criterion 1* of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under *Criterion 2* of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. A better example would retain integrity of workmanship, materials, setting, association, and feeling representative of a c.1940 residence and/or distinctive design characteristics. It is not significant under *Criterion 3* of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.
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<tbody>
<tr>
<td>Single-family property</td>
<td>7717 Cucamonga Avenue</td>
<td></td>
<td>07902600050000</td>
<td>6Z - Not eligible&lt;br&gt;This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II homes are plentiful in the region. A better representative example from this period would retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.</td>
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Note: "Street Property APN and description" column includes detailed information about the property, its address, and other relevant details.
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</thead>
<tbody>
<tr>
<td>Ancillary industrial/commercial building</td>
<td>7825 Cucamonga Avenue</td>
<td>6Z</td>
<td>07902600060000</td>
<td>Not eligible This ancillary building does not appear to have an important association with industrial/commercial development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. A better representative example would be associated with early or a formative period of industrial/commercial development; or served as an impetus to industrial/commercial development within the plan area, city, or region; and retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.</td>
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*Note: The table continues with additional entries.*
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</thead>
<tbody>
<tr>
<td>Industrial building 4503</td>
<td>East Railroad Avenue</td>
<td></td>
<td>06101110140000</td>
<td>c.1950, one-story, concrete foundation, rectangular plan, concrete block structural system with stucco exterior; alterations include replacement windows with integral door and rear addition.</td>
</tr>
</tbody>
</table>

6Z - Not eligible

This industrial building does not appear to have an important association with industrial/commercial development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. A better representative example would be associated with early or a formative period of industrial development; or served as an impetus to industrial development within the plan area, city, or region; and retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and loss of integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.
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</thead>
<tbody>
<tr>
<td>Ancillary industrial/commercial building</td>
<td>7901 East Railroad Avenue</td>
<td>06100810230000</td>
<td>c.1940, rectangular plan, frame, square wood supports with bracing, shed roof with exposed rafters; alterations include non-historic materials that enclose one side of shed.</td>
<td>6Z - Not eligible</td>
</tr>
</tbody>
</table>

This ancillary building does not appear to have an important association with industrial/commercial development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. A better representative example would be associated with early or a formative period of industrial/commercial development; or served as an impetus to industrial/commercial development within the plan area, city, or region; and retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.
Table 3. Results of Survey and Evaluation of Built Environment Properties at Least 45 Years in Age

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<tr>
<th>Name/Historic Function and Primary No. (if previously documented) (based on OHP Classification)</th>
<th>Address (Main address as shown on survey maps in Appendix C)</th>
<th>Street Property APN and description ²¹</th>
<th>OHP Status Code, Recommendation/Evaluation Rationale, and Representative Image(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-family property/Commercial building P-34-4120</td>
<td>07902220020000</td>
<td>6Z - Not eligible</td>
<td></td>
</tr>
<tr>
<td></td>
<td>6948 Folsom Boulevard</td>
<td>This property consists of four buildings: a 1941 residence and duplex, a c.1955 automotive shop, and a 1948 garage. Limited access to property from public right-of-way due to fencing and gates resulted in poor images for use in this report.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>This property was previously documented in 1999 and 2009 and found not to meet the criteria for listing in the Sacramento or California Registers. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. It displayed diminished integrity at the time of initial documentation in 1999 and appears to continue to lack integrity and architectural merit. As a result, it is not considered significant under Criterion 3 of the California Register and does not meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.</td>
<td></td>
</tr>
</tbody>
</table>

Based on visible portions and previous documentation, the property does not appear to have an important association with residential or commercial development in Sacramento, the region, or other themes in the historic context. Therefore, it does not possess significance under Criterion 1 of the California Register or meet the Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. It displayed diminished integrity at the time of initial documentation in 1999 and appears to continue to lack integrity and architectural merit. As a result, it is not considered significant under Criterion 3 of the California Register and does not meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.
## Table 3. Results of Survey and Evaluation of Built Environment Properties at Least 45 Years in Age

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</thead>
<tbody>
<tr>
<td>Duncan’s Store/Brighton Oil Depot P-34-3449</td>
<td>Folsom Boulevard 7400</td>
<td>07902220210000</td>
<td>This property was previously documented 27 years ago in 1985, but the completed DPR Form provides no recommendation regarding eligibility for the California or Sacramento Registers. The OHP Status Code for this property lists it as eligible for local designation. Based on the information in the completed DPR 523 Form, its historic use and related contextual themes, Mead &amp; Hunt does not find that this property meets the criteria for listing in the California or Sacramento Registers. This c.1911 store/oil depot, one-story, concrete foundation, rectangular plan, frame, horizontal wood and corrugated metal cladding, fixed-frame windows with transoms, overhead retractable garage door, canopy and pump island;</td>
<td>6Z - Not eligible When constructed, the c.1911 portion of this property served as a grocery store (Duncan’s Store) until the 1940s when it was converted to an oil reclamation plant (Brighton Oil Depot). The c.1915 bungalow once served as home to the owners of the grocery store/oil depot. This building is currently in commercial use. The property is located along Folsom Boulevard, an early transportation corridor in Sacramento and the region. It is one of few buildings within the plan area from the early twentieth century. Duncan’s Store served area residents and likely benefitted from its location along an important transportation route. While this property is associated with the themes of Commerce and Residential Development, it did not play an important role or serve as an impetus in commercial development in Sacramento, the region, or along Folsom Boulevard. As a grocery store, it was one of many businesses discussed in the historic context from this period established along this route. As such, this property does not meet Criterion 1 of the California Register and does not possess a significant association with an important broad pattern in local or regional history under the Sacramento Register. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. Abraham Duncan, the first owner, was born in 1859 and died in 1951; no evidence was found on him or his wife, Etta, to suggest either of them are important in local or regional history. As a commercial property type, the form and features of the building do not suggest a grocery or mercantile. Rather, it displays features associated with its use as an oil reclamation plant beginning in the 1940s. The distinctive physical features of the property include a modest boomtown facade and a canopy extending from the front elevation covering fuel pumps for automobile use. As such, it does not display distinctive characteristics to convey its historic use as a grocery store. This building does not meet Criterion 3 of the California Register and Sacramento Register criteria as a distinctive and important example of commercial architecture. This building was also evaluated as an oil reclamation plant. The loss of fuel pumps, the replacement of overhead service bay doors on the front elevation with overhead retractable doors, and replacement exterior siding are common alterations to industrial buildings of this age. Review of the 1984 photograph on the DPR 523 Form shows oil storage tanks behind the building, which have been removed. As a result of this loss, taken together with the other alterations, this building no longer clearly conveys its function or the distinctive physical features of an oil reclamation plant. This building does not meet Criterion 3 of the California Register and Sacramento Register criteria as a distinctive and important example of industrial architecture.</td>
</tr>
</tbody>
</table>

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<th>Property APN and description 21</th>
<th>OHP Status Code, Recommendation/Evaluation Rationale, and Representative Image(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>alterations include removal of the fuel pumps, loss of features associated with the oil reclamation plant that once stood to the south of the building, replaced garage door, and flat roof attached to east elevation that connects the commercial building to the associated residence, replacement metal and vertical siding. The property also includes a c.1915 1.5-story bungalow with a concrete foundation, rectangular plan, frame construction, side gable roof with asphalt shingles and a shed roof dormer, one-over-one windows, knee brackets, integral front porch with balustrade; alterations include some replacement windows, composite wood siding, and an altered porch. Bungalows dating to the late 1910s are plentiful in the region with many examples in Sacramento that maintain a higher degree of integrity of residential setting, feeling, and association. As a modest example of the Bungalow style, this house also features alterations that diminish integrity of materials and workmanship. This residential property does not qualify for listing in the California Register or the Sacramento Register under the theme of Architecture. Consideration was also given to whether the property serves as a possible example of an early roadhouse property type. Due to its size and close proximity (just over 3 miles from downtown) to Sacramento, it is unlikely it served as an important waypoint or stop for travelers to or from Sacramento to the Sierra Foothills. A review of comparison roadhouse properties includes the 14-mile Roadhouse, located in Citrus Heights in Sacramento County. The 14-Mile Roadhouse is listed in the California Register and is the only surviving roadhouse between Sacramento and Auburn constructed much earlier in the 1850s. The Llano Road Roadhouse in Sebastopol in Sonoma County is listed in the National Register as an excellent example of Greek Revival architecture and was also constructed in the 1850s between Petaluma and Sebastopol. 23 As such, this property does not compare favorably to other roadhouses that have been recognized for their important contribution to local and state history. Duncan’s Grocery Store was constructed nearly 60 years later, well after the early establishment and use of the Folsom Boulevard corridor for travel to the Sierra and the resulting boom associated with the Gold Rush. (See images on next page)</td>
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<tbody>
<tr>
<td>(based on OHP Classification)</td>
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</table>

[Images of representative properties]
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</tr>
</thead>
<tbody>
<tr>
<td>Commercial building</td>
<td>7500 Folsom Boulevard</td>
<td>07902220220000 c.1965, one-story, concrete foundation, rectangular plan, concrete structural system, front gable roof with metal roof, garage doors on west elevation; alterations includes a large replacement storefront.</td>
<td>6Z - Not eligible</td>
<td></td>
</tr>
</tbody>
</table>

This commercial property does not appear to have an important association with commercial development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II commercial properties are plentiful in the region. A better representative example would be associated with early or a formative period of commercial development; or served as an impetus to commercial development within the plan area, city, or region; and retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.
### Table 3. Results of Survey and Evaluation of Built Environment Properties at Least 45 Years in Age

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<tr>
<th>Name/Historic Function and Primary No. (if previously documented)</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Commercial building</td>
<td>7610 Folsom Boulevard</td>
<td>07902300040000</td>
<td>c.1955, one-story, concrete foundation, rectangular plan, frame structural system clad in sheet metal, flat roof, two garage bays, glass storefront, original restrooms on west side,</td>
<td>6Z - Not eligible&lt;br&gt;This commercial property does not appear to have an important association with commercial development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II commercial properties are plentiful in the region. A better representative example would be associated with early or a formative period of commercial development; or served as an impetus to commercial development within the plan area, city, or region; and retain distinctive design features. It is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance this property does not meet the criteria for listing in the California Register or the Sacramento Register.</td>
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</tbody>
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</tr>
</thead>
<tbody>
<tr>
<td>Commercial building</td>
<td>8040 Folsom Boulevard</td>
<td>07902300410000</td>
<td>c.1965, one-story, concrete foundation, rectangular plan, frame structural system with composite wood, front gable roof with exposed beams, glass storefront across entire facade, modern gas islands and canopies.</td>
<td>6Z - Not eligible</td>
</tr>
</tbody>
</table>

This commercial property does not appear to have an important association with commercial development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II commercial properties are plentiful in the region. A better representative example would be associated with early or a formative period of commercial development; or served as an impetus to commercial development within the plan area, city, or region; and retain distinctive design features. It is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance this property does not meet the criteria for listing in the California Register or the Sacramento Register.
Table 3. Results of Survey and Evaluation of Built Environment Properties at Least 45 Years in Age

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<th>Property APN and description</th>
<th>OHP Status Code, Recommendation/Evaluation Rationale, and Representative Image(s)</th>
</tr>
</thead>
</table>
| Industrial building | 2867 Heinz Street | 07902510140000 | c.1955, one-story, concrete foundation, rectangular plan, metal frame with metal siding, side gable roof with corrugated metal, multi-light steel frame windows, garage doors,.. | 6Z - Not eligible

This industrial building does not appear to have an important association with industrial/commercial development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. Metal frame construction is a common post-World War II construction method and the building has no distinctive design features. This property is not an example of a locally or regionally distinctive architectural style or property type. It is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. A better representative example would be associated with early or a formative period of industrial development; or served as an impetus to industrial development within the plan area, city, or region; and retain distinctive design features. Due to the lack of significance, this property does not meet the criteria for listing in the California Register or the Sacramento Register.
### Table 3. Results of Survey and Evaluation of Built Environment Properties at Least 45 Years in Age

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<th>OHP Status Code, Recommendation/Evaluation Rationale, and Representative Image(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-family property</td>
<td>2904 Hunt Street</td>
<td>07902510100000</td>
<td>c.1915, one-story, concrete foundation, square plan, concrete block with stucco, pyramidal hip roof with tile and exposed rafters, windows boarded over, property is vacant, one-car garage on property.</td>
<td>6Z - Not eligible</td>
</tr>
</tbody>
</table>

This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under **Criterion 1** of the California Register or meet Sacramento Register criteria. The property is an isolated residence surrounded by modern industrial development.

Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under **Criterion 2** of the California Register or meet Sacramento Register criteria.

This property is not an example of a locally or regionally distinctive architectural style, period, or property type. A better representative example of early worker housing important for its association with the development of rail transport of agricultural goods would include other worker housing and/or physical remnants of the Sacramento Valley Railroad, which is now used by Sacramento Light Rail Transit. A better example would retain its integrity of a mixed use residential and industrial setting, association, and feeling by the presence of other historic age resources. Due to a lack of significance and diminished integrity it does not qualify under **Criterion 3** of the California Register or meet Sacramento Register criteria.
## Table 3. Results of Survey and Evaluation of Built Environment Properties at Least 45 Years in Age

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<tr>
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<th>Address (Main address as shown on survey maps in Appendix C)</th>
<th>Street</th>
<th>Property APN and description (^2)</th>
<th>OHP Status Code, Recommendation/Evaluation Rationale, and Representative Image(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-family property</td>
<td>8005 Merced Avenue</td>
<td>06100810190000</td>
<td>c.1940, two-story, concrete foundation, rectangular plan, frame with stucco, side gable roof with asphalt shingles and shed roof wall dormer, decorative brickwork, two-car detached garage; alterations include second-story balcony and painted rusticated window and door surrounds.</td>
<td>6Z - Not eligible</td>
</tr>
</tbody>
</table>

This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. The property is an isolated residence, one of many that once existed along this street, now surrounded by asphalt parking lots and encroaching modern industrial development.

Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria.

This house is one of few residential properties within the plan area that displays elements of an architectural style with modest design features associated with the Tudor Revival style, including a rusticated brick pattern along the first story fenestration. Despite being atypical for the plan area, these details are too modest to merit importance as a representative of the application of the Tudor Revival style to residential architecture. This property is not an example of a locally or regionally distinctive architectural style or property type and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. In addition, it displays diminished integrity resulting from the nonhistoric second-story balcony, painted brick, and shed roof former.
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<th>OHP Status Code, Recommendation/Evaluation Rationale, and Representative Image(s)</th>
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</thead>
<tbody>
<tr>
<td>Single-family property</td>
<td>8015 Merced Avenue</td>
<td>06100810150000</td>
<td>c.1950, one-story, concrete foundation, rectangular plan with projecting bay, frame with stucco, hip roof with asphalt shingles; alterations include replacement windows.</td>
<td>6Z - Not eligible</td>
</tr>
</tbody>
</table>

This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II homes are plentiful in the region. A better representative example from this period would retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.
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<th>Property APN and description</th>
<th>OHP Status Code, Recommendation/Evaluation Rationale, and Representative Image(s)</th>
</tr>
</thead>
</table>
| Single-family property | 8021 Merced Avenue | 06100810140000 | c.1950, one-story, concrete foundation, irregular plan, frame construction with horizontal wood siding, gable-on-hip roof with asphalt shingles and exposed rafters; alterations include multiple additions, replacement windows, non-historic exterior cladding. | 6Z - Not eligible  
This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II homes are plentiful in the region. A better representative example from this period would retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register. |
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</thead>
<tbody>
<tr>
<td>Single-family property</td>
<td>7900 Napa Avenue</td>
<td>06100830010000, c.1960, one-story, concrete foundation, ranch, frame with horizontal ship-lap wood cladding and vertical wood in gable ends, side gable with asphalt shingles and exposed rafters, picture window and two-over-two horizontally divided windows, one-car detached garage; alterations include some replacement windows.</td>
<td>6Z - Not eligible</td>
</tr>
</tbody>
</table>

This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II homes are plentiful in the region. A better representative example from this period would retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.
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<tbody>
<tr>
<td><strong>Industrial Building</strong></td>
<td>07902700180000</td>
<td>3000</td>
<td>Power Inn Road</td>
<td>6Z - Not eligible</td>
</tr>
<tr>
<td></td>
<td>1967 multi-story, concrete foundation, rectangular plan,</td>
<td></td>
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<td>Based on a review of city directories, Gilmore Steel Company was the first business</td>
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<td></td>
<td>concrete block and steel beam structural system clad in</td>
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<td></td>
<td>to operate in this building, beginning in 1958. The company continued to operate</td>
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<td></td>
<td>corrugated metal, side gable roof clad in metal, multi-light</td>
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<td></td>
<td>at the site through the early 1980s. Research and literature review did not indicate</td>
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<tr>
<td></td>
<td>windows; building includes an office addition on east</td>
<td></td>
<td></td>
<td>that the Gilmore Steel Company played an important role in industrial development</td>
</tr>
<tr>
<td></td>
<td>elevation with elevated windows and wide overhanging</td>
<td></td>
<td></td>
<td>trends in Sacramento, the region, or the plan area. As such, this industrial building</td>
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<td></td>
<td>eaves with prow designed by Jack Hannaford; large rear</td>
<td></td>
<td></td>
<td>does not appear to have an important association with an important event, pattern,</td>
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<tr>
<td></td>
<td>steel warehouse addition.</td>
<td></td>
<td></td>
<td>or themes in the historic context and did not make a significant contribution to</td>
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<td>the history of Sacramento, the region, or within the plan area. Therefore, it does</td>
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<td></td>
<td></td>
<td>not possess significance under <strong>Criterion 1</strong> of the California Register or meet</td>
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<td>Sacramento Register criteria. A better representative example would be associated with</td>
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<td>the early and formative period of industrial/commercial development within the plan</td>
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<td></td>
<td>area that served as the impetus of industrial or manufacturing expansion.</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Based on a literature review and research, the property does not have a known</td>
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<td></td>
<td></td>
<td>association with a person of historic significance and does not possess significance</td>
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<td>under <strong>Criterion 2</strong> of the California Register or meet Sacramento Register criteria.</td>
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<td></td>
<td><strong>William G. Gilmore</strong> founded Gilmore Steel between 1926-1928, in which it first</td>
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<td>operated in San Francisco and in Portland, Oregon. In 1987 the company became Oregon</td>
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<td></td>
<td>Steel Mills. Research did not reveal that William Gilmore or the Gilmore Steel Company</td>
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<td>to have influenced any important advances or innovative industrial or manufacturing</td>
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<td></td>
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<td></td>
<td>processes in steel production in Sacramento, regionally, or in California.24</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>The building's design features include elevated bands of industrial windows and</td>
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<td></td>
<td>exposed steel framing with steel cladding on the multi-level main warehouse (east</td>
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<td></td>
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<td></td>
<td>elevation) and a metal multi-level warehouse with steel cladding over pole</td>
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<td></td>
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<td></td>
<td></td>
<td>construction to the rear (west elevation). The main elevation features a one-story</td>
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<td>brick attached office with bands of elevated fixed-frame windows and an overhanging</td>
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<td></td>
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<td>front gable roof with a partially cantilevered prow roof. This industrial building</td>
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<td></td>
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<td></td>
<td>displays features that are typically found on industrial and commercial buildings</td>
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<td></td>
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<td></td>
<td>from the 1960s, but displays the most notable industrial architecture in the plan</td>
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<tr>
<td></td>
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<td></td>
<td></td>
<td>area with modest elements of the late International style. The late-International</td>
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<tr>
<td></td>
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<td></td>
<td></td>
<td>style is characterized by the following design features: box-shaped, flat roof,</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>structure itself is the ornament, exposed structural systems,</td>
</tr>
</tbody>
</table>

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Table 3. Results of Survey and Evaluation of Built Environment Properties at Least 45 Years in Age

<table>
<thead>
<tr>
<th>Name/Historic Function and Primary No. (if previously documented) (based on OHP Classification)</th>
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<th>Street</th>
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<th>OHP Status Code, Recommendation/Evaluation Rationale, and Representative Image(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>cantilevers, smooth walls, glass curtain walls or windows ribbons, prominent use of metal in fenestration. 25</td>
<td>This building represents the end of the application of the late-International style when compared to similar industrial buildings in Sacramento. The Zellerbach Paper Company (1949) located at 1100 Richards Boulevard and the McKesson &amp; Robbins Wholesale Drug and Liquor Distribution Center (1951; designed by architect Herbert Goodpaster) located at 524 N. 7th Street/801 Richards Boulevard both feature a single level entryway with a flat roof canopies attached to a vertically massed central tower with projecting horizontal banding above small elevated windows. Overall the buildings exhibit characteristics of the late-International style with boxy horizontal massing and minimal ornamentation. The Sacramento Theatrical Lighting Company building (1951; designed by architect Albert C. Martin) located at 950 Richards Boulevard features an overall boxy horizontal design with a window ribbon at the entrance, projecting wall planes, and minimal ornamentation indicative of the late-International style. These comparison properties were constructed by companies with a long history in the region, are early examples representing the formative period of industrial development during the post-World War II period of growth in Sacramento, include the involvement of notable architects, and all of which were found to qualify for the California and Sacramento Register. 26</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No evidence was found during research on the work of Jack Hannaford to indicate that he was an important local or regional designer. As such, the building does not represent the work of a significant architect in Sacramento or the region and it is not a distinctive example of an architectural style and a late example of its property type within the context of Sacramento. Earlier examples of industrial property types that display elements of the late-International style exist in Sacramento that better represent the formative post-World War II period of industrial development. Due to the lack of significance, this property does not meet the Criterion 3 for listing in the California Register or Sacramento Register criteria. (See images on next page)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


### Table 3. Results of Survey and Evaluation of Built Environment Properties at Least 45 Years in Age

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</thead>
</table>
[Image of property 1]  
[Image of property 2]  
[Image of property 3]
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</tr>
</thead>
<tbody>
<tr>
<td>Industrial building 3300 Power Inn Road</td>
<td>07902820270000</td>
<td>Power Inn Road</td>
<td>6Z - Not eligible</td>
<td>This industrial building does not appear to have an important association with industrial/commercial development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. Concrete construction is a common post-World War II construction method and the building has no distinctive design features. This property is not an example of a locally or regionally distinctive architectural style or property type. It is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. A better representative example would be associated with early or a formative period of industrial development; or served as an impetus to industrial development within the plan area, city, or region; and retain distinctive design features. Due to the lack of significance and loss on integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.</td>
</tr>
</tbody>
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**Notes: OHP = Owner-Occupied Property; APN = Assessor Property Number.
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<th>OHP Status Code, Recommendation/Evaluation Rationale, and Representative Image(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial building</td>
<td>3900 Power Inn Road</td>
<td>06100230270000</td>
<td>6Z - Not eligible</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>c.1965, one-story, concrete foundation, irregular plan, concrete block and frame, mansard roof with tile, concrete block end walls; alterations include vertical composite wood siding, replacement windows, and shed roof patio addition to side.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

This commercial property does not appear to have an important association with commercial development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II commercial properties are plentiful in the region. A better representative example would be associated with early or a formative period of commercial development; or served as an impetus to commercial development within the plan area, city, or region; and retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.
Table 3. Results of Survey and Evaluation of Built Environment Properties at Least 45 Years in Age

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<th>OHP Status Code, Recommendation/Evaluation Rationale, and Representative Image(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Religious building</td>
<td>Power Inn Road</td>
<td>3930</td>
<td>06100240110000 c.1940, one-story, raised concrete foundation, rectangular plan, concrete block, front gable roof with asphalt shingles and horizontal wood in gable end, multi-light casement windows, modular detached non-historic annex; alterations include non-historic canopy added over front steps.</td>
<td>6Z - Not eligible</td>
</tr>
</tbody>
</table>

This religious property is the only church located within the plan area. Based on a literature review, research, and interview with the current pastor, the church does not have a significant historic association with an ethnic group, event, or pattern of events important to the history of Sacramento or the region. As a result, the church does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. In addition, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. Concrete block construction is a common construction method and the building has no distinctive design features. This property is not an example of a locally or regionally distinctive architectural style or property type. It is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. A better example of a religious building would be associated with specific events important to the history of Sacramento or region and/or display distinctive design characteristics. Due to the lack of significance, this property does not meet the criteria for listing in the California Register or the Sacramento Register.
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<tr>
<th>Name/Historic Function and Primary No. (if previously documented)</th>
<th>Address (Main address as shown on survey maps in Appendix C)</th>
<th>Street</th>
<th>Property APN and description²¹</th>
<th>OHP Status Code, Recommendation/Evaluation Rationale, and Representative Image(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Building</td>
<td>4024 Power Inn Road</td>
<td></td>
<td>06100240130000</td>
<td>c.1950, one-story, concrete foundation, rectangular plan, frame with stucco, replacement sliding sash windows, wide awning overhang on facade.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>6Z - Not eligible</td>
<td>This commercial property does not appear to have an important association with commercial development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II commercial properties are plentiful in the region. A better representative example would be associated with early or a formative period of commercial development; or served as an impetus to commercial development within the plan area, city, or region; and retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.</td>
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<th>OHP Status Code, Recommendation/Evaluation Rationale, and Representative Image(s)</th>
</tr>
</thead>
</table>
| Industrial Building 4580 Power Inn Road                                                                                           | 06101130070000                                      | c.1950, one-story, concrete foundation, rectangular plan, concrete exterior, thin concrete parapet, flat roof, two garage doors at rear; alterations include replacement windows. | 6Z - Not eligible                                                                                       

This industrial building does not appear to have an important association with industrial/commercial development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. A better representative example would be associated with early or a formative period of industrial development; or served as an impetus to industrial development within the plan area, city, or region; and retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.
### Table 3. Results of Survey and Evaluation of Built Environment Properties at Least 45 Years in Age

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</tr>
</thead>
<tbody>
<tr>
<td>Commercial building</td>
<td>4600 Power Inn Road</td>
<td>06101130140000</td>
<td>c.1950, one-story, concrete foundation, rectangular plan, frame with stucco, flat roof, elevated sliding sash windows, overhang on north elevation.</td>
<td>6Z - Not eligible</td>
</tr>
</tbody>
</table>

This commercial property does not appear to have an important association with commercial development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II commercial properties are plentiful in the region. A better representative example would be associated with early or a formative period of commercial development; or served as an impetus to commercial development within the plan area, city, or region; and retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.
### Table 3. Results of Survey and Evaluation of Built Environment Properties at Least 45 Years in Age

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<th>Property APN and description ²¹</th>
<th>OHP Status Code, Recommendation/Evaluation Rationale, and Representative Image(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-family property</td>
<td>3300 Ramona Avenue</td>
<td>07902810280000</td>
<td>c.1955, one-story, concrete foundation, Ranch, frame construction with applied stucco and brick veneer, hip roof, cutaway front stoop, one-beside-one windows, attached garage; alterations include replacement windows.</td>
<td>6Z - Not eligible</td>
</tr>
</tbody>
</table>

This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II homes are plentiful in the region. A better representative example from this period would retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.
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</table>
| Single-family property | 3304 Ramona Avenue | | 07902810150000 | c.1920, one story, raised concrete foundation, rectangular form, frame with stucco and half-timbered detail, front gable roof, shed roof awning over door; alterations include replacement windows. 6Z - Not eligible  
This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. A better example would retain integrity of workmanship, setting, association, and feeling representative of a c.1920 residence and/or distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and loss of integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register. |
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</tr>
</thead>
<tbody>
<tr>
<td>Single-family property</td>
<td>3316 Ramona Avenue</td>
<td>07902810220000</td>
<td>c.1955, one-story, concrete foundation, Ranch, frame with stucco and brick veneer, hip roof with asphalt shingles, one-over-one windows, integral one-car garage.</td>
<td></td>
</tr>
</tbody>
</table>

6Z - Not eligible

This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II homes are plentiful in the region. A better representative example from this period would retain distinctive design features. It is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance this property does not meet the criteria for listing in the California Register or the Sacramento Register.
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</thead>
<tbody>
<tr>
<td>Ancillary industrial/commercial building</td>
<td>3562 Ramona Avenue</td>
<td>0790300060000</td>
<td>c.1965, one-story, concrete foundation, rectangular form, frame with corrugated metal siding, side gable, integrated service/parking area with square supports.</td>
<td>6Z - Not eligible This ancillary building does not appear to have an important association with industrial/commercial development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. A better representative example would be associated with early or a formative period of industrial/commercial development; or served as an impetus to industrial/commercial development within the plan area, city, or region; and retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and diminished integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.</td>
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</thead>
<tbody>
<tr>
<td>Industrial building</td>
<td>7949 Ramona Avenue</td>
<td>07902820190000</td>
<td>c.1940, one-story, concrete foundation, rectangular form, metal structural system with corrugated metal cladding, front gable roof with corrugated metal, garage door; alterations include non-historic flat roof office addition with stucco exterior and steel frame multi-light windows.</td>
<td>6Z - Not eligible</td>
</tr>
</tbody>
</table>

This industrial building does not appear to have an important association with industrial/commercial development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register Criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. A better representative example would be associated with early or a formative period of industrial development; or served as an impetus to industrial development within the plan area, city, or region; and retain distinctive design features. It also displays diminished integrity due to physical alterations and is not significant under Criterion 3 of the California Register nor does it meet Sacramento Register criteria. Due to the lack of significance and loss of integrity, this property does not meet the criteria for listing in the California Register or the Sacramento Register.
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</thead>
<tbody>
<tr>
<td>Multiple-family property</td>
<td>3308-3312 Ramona Avenue</td>
<td></td>
<td>07902810160000</td>
<td>6Z - Not eligible &lt;br&gt; This residential property does not appear to have an important association with residential development in Sacramento or the region or other themes in the historic context and does not possess significance under Criterion 1 of the California Register or meet Sacramento Register criteria. Based on a literature review and research, the property does not have a known association with a person of historic significance and does not possess significance under Criterion 2 of the California Register or meet Sacramento Register criteria. This property is not an example of a locally or regionally distinctive architectural style or property type. Post-World War II homes are plentiful in the region. A better representative example from this period would retain distinctive design features. It is not significant under Criterion 3 of the California Register nor does it meet the criteria for listing in the California Register or the Sacramento Register.</td>
</tr>
</tbody>
</table>

07902810160000  
**c.1965, one-story, concrete foundation, rectangular plan, frame with composite wood siding and stucco, side gable roof, integral one-car garages, stoops with front gable roof; alterations include replacement multi-light windows.**
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</thead>
<tbody>
<tr>
<td>First Transcontinental Railroad</td>
<td></td>
<td></td>
<td>P-34-505</td>
<td>1CL - Listed in California Register and 5D2 – the portion of this segment south of Brighton Underpass contributes to the First Continental Railroad. The First Transcontinental Railroad is already listed in the California Register and meets Sacramento Register criteria for its association with broad trends that are significant in the City's history.</td>
</tr>
<tr>
<td>No APN No.</td>
<td></td>
<td></td>
<td></td>
<td>No APN No. This property was previously documented, most recently in 2009, and found to meet the criteria for listing in the California Register.</td>
</tr>
</tbody>
</table>

Based on the information in the completed DPR 523 Form, Mead & Hunt concurs with the previous evaluation and also recommends that it meets Sacramento Register criteria.
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</thead>
<tbody>
<tr>
<td>Brighton Underpass (Bridge No. 23C0235) and Floodgate P-34-4121</td>
<td>Folsom Boulevard at railroad tracks, approx. 800 feet west of U.S. Highway 50</td>
<td>1928, concrete, steel, and levee engineering structures, patterned concrete abutment walls, rough finished panels, steel flood gates.</td>
<td>3S - Eligible for the National Register and California 5S2 – Individually eligible for local designation. The Brighton Underpass (Bridge No. 23C0235) and Floodgate were previously recommended eligible for listing in the National Register. Properties listed or determined eligible for the National Register are automatically listed in the California Register. These structures also meet the Sacramento Register criteria. (See images on next page)</td>
<td>Based on the information in the completed DPR 523 Form, Mead &amp; Hunt concurs with the previous evaluation and recommends that it meets the California and Sacramento Register criteria for designation.</td>
</tr>
</tbody>
</table>
### Table 3. Results of Survey and Evaluation of Built Environment Properties at Least 45 Years in Age

<table>
<thead>
<tr>
<th>Name/Historic Function and Primary No. (if previously documented)</th>
<th>Address (Main address as shown on survey maps in Appendix C)</th>
<th>Street</th>
<th>Property APN and description</th>
<th>OHP Status Code, Recommendation/Evaluation Rationale, and Representative Image(s)</th>
</tr>
</thead>
</table>

![Representative Image 1](image1.png)

![Representative Image 2](image2.png)

![Representative Image 3](image3.png)

![Representative Image 4](image4.png)
Table 3. Results of Survey and Evaluation of Built Environment Properties at Least 45 Years in Age

<table>
<thead>
<tr>
<th>Name/Historic Function and Primary No. (if previously documented) (based on OHP Classification)</th>
<th>Address (Main address as shown on survey maps in Appendix C)</th>
<th>Street</th>
<th>Property APN and description</th>
<th>OHP Status Code, Recommendation/Evaluation Rationale, and Representative Image(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sacramento Valley Railroad</td>
<td>Located along north side of Brighton Avenue (currently the alignment of the Sacramento Light Rail Transit)</td>
<td>This property was previously documented, most recently in 2009, and found to meet the criteria for listing in the National Register.</td>
<td>2B – Determined eligible for the National Register as an individual property</td>
<td>Based on information available, Mead &amp; Hunt concurs with the previous evaluation that it meets National, California, and Sacramento Register criteria for its association with important trends in history.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>5S2 – Individually eligible for local designation.</td>
<td>The Sacramento Valley Railroad was previously recommended eligible for listing in the National Register. Properties listed or determined eligible for the National Register are automatically listed in the California Register.</td>
</tr>
</tbody>
</table>
5. **Archaeology**

ECORP assisted Mead & Hunt to provide an analysis to identify areas of high sensitivity for historic and prehistoric archaeological sites within the plan area to provide recommendations for further archaeological investigations in the future for proposed projects. Archaeological survey was not completed as part of this report.

Although the entire plan area has not been surveyed for archaeological resources, the limited previous investigations plus the overall depositional environment provides insight into the sensitivity of the plan area to yield archaeological deposits. Based on this information, ECORP developed a model for archaeological sensitivity for the plan area. The model is organized first by component (prehistoric and historical archaeological sites) and then by levels of sensitivity. Each has its own set of recommendations for analysis, which would be required under any subsequent environmental review process. As future analysis is carried out, including archaeological survey of previously unsurveyed areas, this model may require revision.

### A. Prehistoric archaeological sites

Prehistoric archaeological sites include, but are not limited to, villages, campsites, and resource procurement areas. They take many different forms, including: circular depressions; dark, greasy midden soils; concentrations of cut or processed animal bone; shell deposits; fractured or heat-affected stone; projectile points ("arrowheads"); hand stones and grinding slicks; human burials; and other cultural manifestations. Previous archaeological surveys for the perimeter and a portion of the interior of the plan area have not yielded any archaeological sites; however, those studies were limited to surface examination of a highly built environment. Given the lack of data on record, a determination of the sensitivity for prehistoric resources required a review of soils and geological data.

The plan area is located close to the American River, an ancestral drainage that transports late Cenozoic age sedimentary deposits from the Sierra Nevada onto the Sacramento Valley floor (Wagner et al. 1987). Adjacent to it, the landforms are composed of high terraces consisting of glacial outwash deposits and ancient channel gravels of the American River (Windingstad and Homburg 2012), which reflect the meandering of the river over time. As such, the current location of the river is not necessarily the same as it was during prehistoric times. Because prehistoric Native American archaeological sites were typically located along the banks of the major waterways, with close access to food sources, water, and transportation corridors, the prediction of the locations of such sites today must take into consideration the entire meander belt of the river.

At its nearest point, the plan area is situated approximately one-half-mile from the present-day location of the American River. Although a geoarchaeological study of the plan area has not been carried out, similar studies in the area (e.g., Windingstad and Homburg 2012; Bornyasz 2010a, b) have concluded that there exists a potential for deeply buried archaeological sites within the floodplains and terraces of the American River. To assist in the development of this sensitivity model, ECORP consulted the USDA Natural Resources Conservation Service and acquired a Custom Soil Resource Report for the plan area (USDA 2012). There are three mapped soil types, or units, within the plan area indicated in Table 4.
Beneath the surface soils, the plan area is underlain by Pleistocene alluvium deposits from the Riverbank Formation (CGS 2010, 2011), which is a complex mixture of consolidated ancient river-borne sediments that has led to the formation of a near-surface hardpan layer (SHRA 2003). The Riverbank Formation dates between 130,000 and 450,000 years before present (EDAW 2006), and forms alluvial fans and terraces along the river. The Riverbank Formation long pre-dates the arrival of humans into the region; therefore, any prehistoric archaeological sites are likely to be limited to within five feet of the surface, which is the maximum known depth of the top of the hardpan (Riverbank Formation). Given that the majority of the plan area has already been subject to urban development, it is possible that any prehistoric archaeological sites, either on or beneath the surface, have already been impacted.

In summary, based on known data, the entire plan area can be classified as highly sensitive for prehistoric archaeological sites, which, if present, could be significantly impacted by future development of the plan area (see Appendix D). Prehistoric sites are more likely to exist beneath the surface; therefore, the lack of prehistoric sites noted in the previous surface-only surveys does not reduce the sensitivity of the plan area in those areas. Thus, the following steps are recommended for all future project-specific environmental reviews carried out under this Specific Plan.

1. Carry out an updated records search with the NCIC.

2. Request a Sacred Lands File search from the California Native American Heritage Commission.

3. Contact those Native American tribes, organizations, or individuals recommended by the California NAHC, or who have made requests to the City for notification of projects in this area, regarding any potential impacts to prehistoric sites that are not on file with other sources.

4. If the project area has not been recently surveyed by a professional archaeologist under current standards, carry out a pedestrian survey of exposed (non-paved or non-covered) soils and undeveloped land using transect intervals no wider than 15 meters and prepare a technical report, including site records and evaluations of significance, for any newly identified sites.

5. Consult with the City’s Preservation Director to confirm compliance with City code and State law for treatment of prehistoric archeological sites.
6. Develop project-specific mitigation measures that seek to reduce any impacts to less than significant, which could include construction monitoring or data recovery.

The above tasks should be carried out by a qualified professional archaeologist, who meets the Secretary of the Interior’s Professional Qualifications Standards for prehistoric archaeology.

B. Historic-era archaeological sites

Historic-era archaeological sites include, but are not limited to: building foundations, homesteads, refuse deposits, fence lines, rock walls, privies, cellars, and mine tailings or features. Previous research carried out within the plan area already identified the presence of historic-era resources from the built environment, including historical residences, railroads, and commercial buildings. Historic-era buildings and structures from the early part of the twentieth century and earlier typically have associated subsurface archaeological deposits, such as privies, cellars, foundations, and refuse deposits. These subsurface features are typically adjacent to historic structures, but in some cases the superstructure has been demolished and not replaced. In other cases a new structure has been constructed in its place, sometimes sitting upon the previous foundation or cellar. Therefore, the connection between a subsurface historic-era archaeological deposit or feature and a superstructure may have been broken.

Surface archaeological sites, like historic-era refuse deposits associated with railroads, mining, or residential occupation of the plan area, may also be present. However, given that the majority of the plan area has been developed in modern times, surface archaeological sites may have since been removed or impacted. In either case, historic-era archaeological sites have the potential to yield data that can be used to answer research questions and provide information about history that is not represented in the archival record.

A review of historical maps of the plan area provided some insight into the sensitivity of specific areas. The 1911 USGS Brighton Quad shows that the Southern Pacific Railroad (Placerville Branch) runs from west to east across the northern part of the plan area, parallel with and south of Jackson Avenue (now Folsom Boulevard). This railroad was originally the Sacramento Valley Railroad, which ran from Sacramento to Folsom and was later extended to Placerville. The Sacramento Valley Railroad was completed to Folsom in 1856 and was the first railroad constructed in California (Robertson 1998). The 1911 Brighton Quad shows several buildings between Jackson Avenue and the railroad. The occupants of these buildings, probably houses, would have generated domestic refuse, which now could exist as buried refuse deposits.

The 1911 Brighton Quad also shows the Southern Pacific Railroad (Niles and Sacramento Line) along the western boundary of the plan area. This is the segment of the First Transcontinental Railroad (Central Pacific Railroad) that ran from the Bay Area to Sacramento and was constructed in 1869 (Robertson 1998). No buildings are shown on the 1911 Brighton Quad in the plan area along the eastern side of this rail line. However, there could be buried refuse from railroad construction camps along this rail line.
The 1949 USGS Sacramento East Quad shows additional buildings on the east-west streets south of 14th Avenue in the southern tip of the triangular plan area boundaries. These buildings, probably houses, were built between 1911 and 1949. They have since been demolished and replaced with commercial-industrial buildings. The houses that were in this area are less likely to have associated subsurface refuse deposits because after about 1920, in urban areas, trash was no longer buried on one’s property, but was hauled away.

Based on the existing data set, including a review of historical maps, the plan area can be classified into two zones of sensitivity: high and moderate. The portions of the plan area that are highly sensitive for historic-era archaeological sites include the existing railroad rights-of-way along the western plan area boundary, and along and north of the east-west railroad through the northern part of the plan area (between Folsom Boulevard and Brighton Avenue), and at the intersection of Alpine Avenue and Power Inn Road, as depicted in Appendix D.

The balance of the plan area is considered moderately sensitive for historic-era archaeological resources, which are likely to occur at the locations of late-nineteenth-century and early-twentieth-century structures, buildings, and features.

In summary, based on known data, the plan area can be classified as highly to moderately sensitive for historic-era archaeological sites, which, if present, could be significantly impacted by future development of the project area. Therefore, the following steps are recommended for all future project-specific environmental reviews carried out under this Specific Plan:

1. Carry out an updated records search with the NCIC, including a review of Sanborn Maps, historical topographic maps, and historical aerials.

2. If the project area has not been recently surveyed by a professional archaeologist under current standards, carry out a pedestrian survey of exposed (non-paved or non-covered) soils and undeveloped land using transect intervals no wider than 15 meters and prepare a technical report, including site records and evaluations of significance, for any newly identified sites.

3. Consult with the City’s Preservation Director to confirm compliance with City code and State law for treatment of historic-era archeological sites.

4. Develop project-specific mitigation measures that seek to reduce any impacts to less than significant, which could include construction monitoring or data recovery.

In addition, architectural historians or historians that may be carrying out historic building inventories should coordinate with an archaeologist to ensure that associated archaeological deposits are given sufficient consideration as part of the CEQA process.

The above tasks should be carried out by a qualified professional archaeologist who meets the Secretary of the Interior’s Professional Qualifications Standards for historic archaeology.
C. Unanticipated discovery

Due to the sensitivity of the plan area, there remains a possibility that unrecorded archaeological sites are present beneath the ground surface, and that such resources could be exposed during project construction. Both CEQA and Section 106 require the lead agency to address any unanticipated cultural resource discoveries during project construction. Therefore, mitigation measures for managing unanticipated discoveries will be necessary as part of all subsequent CEQA documents, regardless of the outcome of archaeological surveys and analyses.
6. Professional Qualifications

Chad Moffett, M.A.
Mead & Hunt, Inc.

With more than 13 years of professional cultural resource management experience, Mr. Moffett meets and exceeds the educational and professional qualifications of the Secretary of the Interior’s Standards for Professional Qualification (per 48 FR 44738-44739) in history and architectural history. He serves as a project manager for cultural resource compliance projects and Section 106 projects. He manages research and field survey efforts to complete reconnaissance and intensive surveys, National Register evaluations, and historic contexts. Moffett holds degrees in landscape architecture and historic preservation. Moffett is a Senior Historian and Project Manager at Mead & Hunt, Inc. and is the manager of cultural resources for Mead & Hunt in California.

Timothy Smith, M.A.
Mead & Hunt, Inc.

Mr. Smith is an architectural historian with more than nine years of experience in documenting, evaluating, and researching historic buildings, bridges, and landscapes. He meets and exceeds the educational and professional qualifications of the Secretary of the Interior’s Standards for Professional Qualification (per 48 FR 44738-44739) in history and architectural history. He has completed reconnaissance and intensive-level architectural surveys, National Register Nominations, historical context studies, Determinations of Eligibility, and Section 106 compliance projects. His responsibilities include field survey, photographic documentation, historical research and report preparation. He is a Historic Preservation Specialist for Mead & Hunt, Inc.

Lisa Westwood, MA, RPA,
ECORP Consulting, Inc., Cultural Resources Manager

Ms. Westwood is a Registered Professional Archaeologist with nearly 18 years of cultural resource management, contract archaeology, museum curation, and teaching experience in California, Utah, New Mexico, and the Midwest. She exceeds the Secretary of the Interior’s Professional Qualifications Standards for prehistoric and historical archaeologist, holding a B.A. degree in Anthropology and an M.A. degree in Anthropology (Archaeology). Currently, she serves as Cultural Resources Manager for Northern California for ECORP, as principal investigator and task manager for all cultural resources studies north of Fresno. Her technical areas of expertise include advanced Section 106 compliance and consultation, preparation and negotiation of agency agreement documents, human bone (osteological) identification and analysis, historical archaeology, and lithic debitage identification. She is well versed in impact assessment and development of mitigation measures for CEQA and Section 106 projects. Her previous experience as a CEQA/NEPA project manager gives her a broader perspective of regulatory compliance issues.
Bibliography

A. Built environment


City of Sacramento Community Development Department. “City of Sacramento Historical Growth by Annexation.” Geographic Information System Map.


*Map of the City of Sacramento and Vicinity*. 1918 and 1923. Available at California State Library, Sacramento, Calif.


Sacramento Bee, 17 December 1887.


B. Archeology

Bibliography

Natural Resources Conservation Service (USDA)

Windingstad, Jason and Jeff Homburg

Bornyasz, Mitch

Robertson, Donald B.

Sacramento Housing and Redevelopment Agency (SHRA)
2003 Initial Study for the 65th Street Redevelopment Plan Adoption. Prepared for SHRA by Gail Ervin Consulting, Orangevale.

California Geological Survey
2010 Geologic Map of California.
2011 Preliminary Geologic Map of the Sacramento 30’ x 60’ Quadrangle, California.

EDAW
Appendix A. North Central Information Center Record Search Results (NCIC File No: SAC-12-13)
Records Search Results Summary

February 27, 2012

Chad Moffett  
Mead & Hunt  
180 Promenade Circle  
Suite 240  
Sacramento, CA 95834

Researcher: Ellen Bowden

Re: Sacramento Center for Innovation Specific Plan Project  
T 8N/R 5E, Sections 15 & 22  
USGS 7.5' Sacramento East Quad, Sacramento County

- **NCIC Resources Within Search Area:**
  - P-34-505    CA-SAC-478H
  - P-34-732    CA-SAC-560H
  - P-34-889    CA-SAC-667H
  - P-34-3449
  - P-34-3450
  - P-34-4120
  - P-34-4121

- **NCIC Reports Within Search Area:**
  - 488
  - 2761
  - 3312
  - 3405
  - 3853
  - 5809
  - 5814
  - 6092
  - 8211
  - 9236
  - 10446

NCIC File No.: SAC-12-13
• **OHP Historic Property Data File (2011):** Select pages copied
• **Determination of Eligibility (2011):** Nothing listed
• **NRHP/CRHR listings (2008 & updates):** Nothing listed
• **California Inventory of Historic Resources (1976):** First Transcontinental Railroad
• **California State Historical Landmarks (1996):** No. 780 First Transcontinental Railroad
• **Points of Historic Interest (1992):** Nothing listed
• **California Place Names (Gudde 1969):** Select pages copied
• **The Lower American River (Dillinger et al 2005):** Select pages copied
• **John Sutter and a Wider West (Owens 1994):** Select pages copied
• **Volume 8 California (Wilson & Towne 1978):** Select pages copied
• **California An Illustrated History (Watkins 1983):** Select pages copied
• **California Railroads (Fickewirth 1992):** Select page copied
• **Caltrans Bridge Inventory: 24C0235**
• **Historic Maps:**
  1865 GLO PLAT
  1887-88 USGS Sacramento Sheet
  1911 USGS Brighton Quadrangle
  1954 USGS Sacramento East Quadrangle
  Map of Sacramento County California [no date]
  First Transcontinental Railroad Map [no date]

Thank you for using our services. An invoice and confidentiality agreement is enclosed; please sign and return a copy for our files.
# North Central Information Center Resource Listing

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<th>HRI No.</th>
<th>Trinomial</th>
<th>Name</th>
<th>Other IDs</th>
<th>Associated reports</th>
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<td>CA-SAC-478H</td>
<td>First Transcontinental Rail</td>
<td>Other WAPA 13, 17, Other LAR-13, Other Central Pacific Railroad, Other Southern Pacific Railroad, CHL 786-B, Other Union Pacific Railroad at I-80 crossing, Other First Transcontinental Railroad Segment, CIHR 160, Other C-Sacramento East-B-4, Other American River Railroad Bridge</td>
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North Central Information Center Resource Detail Record: P-34-000505

Identifying Information

Primary No.: P-34-000505
HRI No.:
Trinomial: CA-SAC-178H
Name: First Transcontinental Railroad
Other IDs: Other: WAPA 13, 17
Other: LAR-13
Other: Central Pacific Railroad
Other: Southern Pacific Railroad
CHL: 780-8
Other: Union Pacific Railroad at I-80 crossing
Other: First Transcontinental Railroad Segment
CHIR: 160
Other: C-Sacramento East-B-4
Other: American River Railroad Bridge

Attributes

Resource Type: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other
Age: ☐ Prehistoric ☐ Protohistoric ☑ Historic ☐ Unknown
Information Base: ☑ Surface survey ☐ Surface collection ☐ Testing ☐ Excavation ☑ Analysis ☐ Other ☐ Unknown
Collections: Unknown
Disclosure: Unrestricted
Attribute Codes: HP11 Engineering structure
HP19 Bridge
HP37 Highway/trail
Cross-ref: Extends into another county as ... P-29-000313
Extends into another county as ... P-31-000964
Is related in some other way to ... P-34-001004

Recording Events

Date Recorder(s) Affiliation Notes
12/10/2001 Rand Herbert, Amanda Blosser JRJP Historical Consulting Services
7/1/2006 Andrew Hope Caltrans update
2/28/1995 S. Flint, M. Kelly Dames & Moore
4/26/2001 Gabriel Roark, Maggie Craw Jones & Stokes
6/28/1995 Eleanor H. Derr Cultural Resources Unlimited
10/2/1980 Jim Arbuckle CHL
10/9/1982 Thomas J Hammer Sacramento County Historical Society
11/9/2009 PAR
11/1/1999 Jones & Stokes Jones & Stokes

Associated Documents

S-number Year Title
S-002729 1995 Archaeological Inventory Report Lower American River Locality: American River Watershed Investigation
S-002958 2001 Cultural Resources Inventory and Evaluation Report for the Proposed Upper Northwest Interceptor Project, Rio Linda and North Highlands, Sacramento County, CA.
S-003400 1995 Blue Diamond Almond Growers Complex Upgrade; C Street Properties Redevelopment Extension Area
S-009188 2002 Cultural Resources Survey for Right-of-Way Maintenance Along the Western Area Power Administration Transmission Lines Volumes I, II, and III
S-009209 2007 I-80 Across the Top Bus/Carpool Lane Project, Historic Property Survey Report
S-009616 2008 Sutter's Landing Park Improvements Project
S-010351 2007 Finding of No Adverse Effect for the Interstate-80 Bus/Carpool Lane (HOV Lane) Project in Sacramento County 03-Sac-80, PM 0.3 / 10.4 EA 03-379700
North Central Information Center Resource Detail Record: P-34-000505

S-010434 1997 Central Pacific Transcontinental Railroad, Sacramento to Nevada State Line - HAER CA-196
S-010446 2010 Historic Property Survey and Historic Resources Evaluation Reports & Archaeological Survey Report: Folsom Boulevard Widening and Ramona Avenue Extension Project City of Sacramento, CA

Notes
HAER report

Location Info
County: Sacramento
USGS 7.5' Quad: CITRUS HTS
RIO LINDA
SACRAMENTO EAST

PLSS: Township/range Section Sec BLM or Land Grant
T 9 N R 5 E of of Sec. 26 MDBM
T 10 N R 6 E SW of NE% of Sec. 49 MDBM
T 9 N R 4 E of of Sec. MDBM New Helvetia
T 8 N R 5 E NW of NW of Sec. 15 MDBM

Address:

UTMs: Datum Zone Easting Northing At point
NAD27 10 635120 4272900 North end
NAD27 10 635050 4272330 Midpoint
NAD27 10 635000 4271720 South end
NAD27 10 643680 4283520 Point A
NAD27 10 643700 4283580 Point B
NAD27 10 637530 4268124 2009: PAR/coordinates

Management status

Database Record Metadata

Entered: 11/13/2006 jay
Last Modified: 6/27/2011 kate

IC Actions: Date User Action taken
11/13/2006 jay Imported data from NCIC Excel spreadsheet
2/27/2008 erin Imported data from site record-MVD
4/23/2009 kate plotted in GIS
4/5/2010 Ellen digitized/2009 update
North Central Information Center Resource Detail Record: P-34-000732

Identifying Information

Primary No.: P-34-000732
HRI No.:
Trinomial: CA-SAC-590H
Name:
Other IDs: Other: Army Depot 5

Attributes

Resource Type: Building ✔ Structure ✔ Object ☐ Site ☐ District ☐ Element of District ☐ Other
Age: Prehistoric ☐ Protohistoric ☐ Historic ☐ Unknown
Information Base: Surface survey ✔ Surface collection ☐ Testing ☐ Excavation ☐ Analysis ☐ Other ☐ Unknown
Collections: Unknown
Disclosure: Not for publication
Attribute Codes: HP02 Single family property
Cross-refs:

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<td>Mary L. Maniery</td>
<td>PAR Environmental Services, Inc.</td>
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<td>S-003407</td>
<td>1991</td>
<td>Preliminary Literature Review Prehistoric and Historic Archaeological Resources Environmental Impact Report City Of Sacramento</td>
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Notes

Location Info

County: Sacramento
USGS 7.5' Quads: SACRAMENTO EAST
PLSS: Township/Range — Section — BLM or Land Grant
T 16 N R 5E SW of NW of Sec. 23 MDBM
Address: 8110 Alpine Avenue
City: Sacramento
Assessor's parcel no.: 061-091-013

UTMs: Datum Zone Easting Northing At point
NAD27 10 638820 4266220

Management status

Database Record Metadata

Date Entered: 11/13/2006
Last Modified: 12/22/2009
IC Actions: Date User Action taken
11/13/2006 jay Imported data from NCIC Excel spreadsheet
7/22/2008 Machiel Imported data from resource record
5/14/2009 kate plotted in GIS
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- HRI No.: 5813-1067-0000
- Trinomial: CA-SAC-687H
- Name: Brighton Substation
- Other IDs: Other: Map Reference # 42
  Other: 2901 Power Inn Road

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- Age: □ Prehistoric  □ Protohistoric  ✔ Historic  □ Unknown
- Information Base: ✔ Surface survey  □ Surface collection  □ Testing  □ Excavation  □ Analysis  □ Other  □ Unknown
- Collections: Unknown
- Disclosure: Not for publication
- Attribute Codes: HP09  Public utility building
- Cross-refs:

Recording Events
Date | Recorder(s) | Affiliation | Notes
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7/29/1998 | Christopher D. McMorris | JRP Historical Consulting Services | 
6/29/1985 | C. Caesar | Sacramento Old City Association | 

Associated Documents
- S-number: S-003312
- Year: 2001
- Title: Earth Touch Telecommunication 2901 Power Inn Road

Notes

Location Info
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- USGS 7.5' Quad: SACRAMENTO EAST
- PLSS:
  - Address: 2901 Power Inn RD
  - City: Sacramento
  - Assessor's parcel no.: 079-0310-006
- UTM:

Management status

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  - Action taken: Imported data from NCIC Excel spreadsheet
  - Date: 7/25/2008
  - User: Machines
  - Action taken: Imported data from resource record
North Central Information Center Resource Detail Record: P-34-003449

Identifying Information

- **Primary No.**: P-34-003449
- **HRI No.**: 5813-1030-0000
- **Trinomial**: Brighton Oil
- **Other IDs**: Other: Duncan's Store

Attributes

- **Resource Type**: Building
- **Age**: Historic
- **Information Base**: Surface survey
- **Collection**: Unknown
- **Disclosure**: Unrestricted
- **Attribute Codes**: HP02 Single family property, HP06 1-3 story commercial building

Cross-refs:

Recording Events

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Associated Documents

Notes

Approximate location plotted in GIS

Location Info

- **County**: Sacramento
- **USGS 7.5' Quads**: SACRAMENTO EAST
- **PLSS**: 7400 Folsom BLVD, Sacramento 079-222-2100

UTMs: NAD27 Datum Zone Easting Northing At point

Management status

Database Record Metadata

- **Date**
- **User**
- **Entered**: 6/22/2009 kate
- **Last Modified**: 2/15/2011 sally
- **IC Actions**: 
North Central Information Center Resource Detail Record: P-34-003450

Identifying Information

Primary No.: P-34-003450
HRI No.: 5813-1031-0000

Trinomial: Chorich Residence

Attributes

Resource Type: [ ] Building [ ] Structure [ ] Object [ ] Site [ ] District [ ] Element of District [ ] Other
Age: [ ] Prehistoric [ ] Protolithic [ ] Historic [ ] Unknown

Information Base: [ ] Surface survey [ ] Surface collection [ ] Testing [ ] Excavation [ ] Analysis [ ] Other [ ] Unknown
Collections: Unknown

Disclosure: Unrestricted

Attribute Codes: HP02 Single family property

Cross-ref:

Recording Events

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<th>Recorder(s)</th>
<th>Affiliation</th>
<th>Notes</th>
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Associated Documents

Notes

approximate location plotted in GIS

Location Info

County: Sacramento

USGS 7.5' Quads: SACRAMENTO EAST
PLSS:

Address: 7716 Folsom BLVD
City: Sacramento
Assessor's parcel no.: 079-0230-008-0000-07716

UTMs: Datum Zone Easting Northing At point
NAD27 10 638520 4267800

Management status

Database Record Metadata

Date User

Entered: 6/22/2009 kate
Last Modified: 2/15/2011 sally

IC Actions:
North Central Information Center Resource Detail Record: P-34-004120

Identifying Information
- **Primary No.**: P-34-004120
- **HRI No.**:
- **Trinomial**:
- **Name**:
- **Other IDs**:

Attributes
- **Resource Type**: [✓] Building  [ ] Structure  [ ] Object  [ ] Site  [ ] District  [ ] Element of District  [ ] Other
- **Age**: [ ] Prehistoric  [ ] Protohistoric  [ ] Historic  [✓] Unknown
- **Information Base**: [✓] Surface survey  [ ] Surface collection  [ ] Testing  [ ] Excavation  [✓] Analysis  [ ] Other  [ ] Unknown
- **Collections**: Unknown
- **Disclosure**: Not for publication
- **Attribute Codes**: HP02 Single family property
  HP03 Multiple family property
  HP04 Ancillary building
  HP06 1-3 story commercial building

Cross-ref:

Recording Events
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<td>11/20/2009</td>
<td>Mary L. Manley</td>
<td>PAR Environmental Services, Inc.</td>
<td>Update</td>
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<td>11/15/1999</td>
<td>Chris McMorris</td>
<td>JRP Historical Consulting Services</td>
<td>Original record</td>
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Associated Documents
- **S-number**: S-010446
- **Year**: 2010
- **Title**: Historic Property Survey and Historic Resources Evaluation Reports & Archaeological Survey Report: Folsom Boulevard Widening and Ramona Avenue Extension Project City of Sacramento, CA

Notes
- Chris McMorris' record (1989; not previously on file) was submitted by PAR with Report Number 10446 along with their 2009 update of the resource.

Location Info
- **County**: Sacramento
- **USGS 7.5' Quads**: SACRAMENTO EAST
- **PLSS**: Township/Range  Section  BLM or Land Grant
  - T 8 N R 5 E NW of NW of Sec. 15 MDBM
- **Address**: 6948 Folsom Boulevard
- **City**: Sacramento
- **Assessor's parcel no.**: 079-0222-032

UTMs:

Management status

Database Record Metadata
- **Entered**: 4/5/2010  Ellen
- **Last Modified**: 10/31/2011 Machiel

IC Actions
- **Date**: 4/5/2010  **User**: Ellen  **Action taken**: scanned
- **Date**: 4/5/2010  **User**: Ellen  **Action taken**: digitized
North Central Information Center Resource Detail Record: P-34-004121

Identifying Information

Primary No.: P-34-004121
HRI No.:

Trinomial:

Name: Brighton Underpass & Flood Gates

Other IDs:

Attributes

Resource Type: [ ] Building [ ] Structure [ ] Object [ ] Site [ ] District [ ] Element of District [ ] Other

Age: [ ] Prehistoric [ ] Protolithic [ ] Historic [ ] Unknown

Information Base: [ ] Surface survey [ ] Surface collection [ ] Testing [ ] Excavation [ ] Analysis [ ] Other [ ] Unknown

Collections: Unknown

disclosure: Not for publication

Attribute Codes: HP11 Engineering structure

HP19 Bridge

cross-refs:

Recording Events

Date Recorder(s) Affiliation Notes
11/20/2009 Mary Manery PAR Environmental Services Update
11/15/1999 Chris McMorris JRP Historical Consulting

Associated Documents

S-number Year Title
S-010446 2010 Historic Property Survey and Historic Resources Evaluation Reports & Archaeological Survey Report: Folsom Boulevard Widening and Ramona Avenue Extension Project City of Sacramento, CA

Notes

Chris McMorris recording of feature (1999/NOT previously on file) submitted by PAR with 2009 update record & 2010 Report 10446

Location Info

County: Sacramento

USGS 7.5" Quads: SACRAMENTO EAST

PLSS: Township/Range Section BL/M or Land Grant

Address:

UTMs Datum Zone Easting Northing At point

NAD27 10 637530 4268124 1999 coordinates

Management status

Database Record Metadata

Date User

Entered: 4/5/2010 Ellen

Last Modified: 4/5/2010 Ellen

IC Actions: Date User Action taken

4/5/2010 Ellen scanned

4/5/2010 Ellen digitized
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<td>02761</td>
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<td>Waechter, Sharon</td>
<td>Historic Properties Survey Report Downtown Sacramento Amtrak and Folsom Corridor Light Rail Transit Extensions and Double Tracking Project</td>
<td>JRP Historical Consulting Services</td>
<td>De Leuw Cather and Company 120 Howard Street San Francisco CA 94103</td>
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<td>03312</td>
<td>2001</td>
<td>Billiot, Lorna</td>
<td>Earth Touch Telecommunication 2901 Power Inn Road</td>
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<td>California O-I-P Attn: Dr. Knox Mellon 1416 Ninth Street, Rm. 1442-7 Sacramento, CA, 95814</td>
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<td>03405</td>
<td>1995</td>
<td>Maniery, Mary L.</td>
<td>Historical Property Survey of the Sacramento Army Depot Redevelopment Plan EIR</td>
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<td>Gail Ervin Consulting 6833 Walnut Avenue Orangevale, CA, 95682</td>
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<td>03853</td>
<td>2000</td>
<td>Nelson, Wendy</td>
<td>Cultural Resources Survey for the Level (3) Communications Long Haul Fiber Optics Project Segment WP04: Sacramento to Redding</td>
<td>Parsons Brinckerhoff Network Services 6669 Owens Drive, Suite A Pleasanton, California 94588</td>
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<td>Nelson, Wendy</td>
<td>Cultural Resources Survey for the Level (3) Communications Long Haul Fiber Optics Project</td>
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<td>Parsons Brinckerhoff Network Services 668 Owens Drive, Ste A Pleasanton, CA 94588</td>
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<td>08211</td>
<td>2006</td>
<td>Gail St. John</td>
<td>Historic Resources Evaluation Report for the Proposed Bridge Deck Rehabilitation of Twenty-one Bridges in Sacramento County</td>
<td>CalTrans District 3</td>
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<td>09236</td>
<td>2008</td>
<td>Karin Goetter</td>
<td>Historic Property Survey Report for the Redding Avenue Bicycle and Pedestrian Improvements Project, Sacramento, Sacramento County, California Caltrans District 3</td>
<td>LSA Associates, Inc.</td>
<td>City of Sacramento, Department of Sacramento</td>
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<td>Baker, Cindy and Dougherty, John</td>
<td>FINDING OF EFFECT FOR FOLSOM BOULEVARD WIDENING AND RAMONA AVENUE EXTENSION PROJECT, CITY OF SACRAMENTO, CALIFORNIA</td>
<td>PAR Environmental Services, Inc</td>
<td>Federal Highway Administration, California Department of Transportation, and the City of Sacramento</td>
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<td>City of Sacramento &amp; Cal Trans</td>
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North Central Information Center Report Detail Record: 488

Citation Information
Authors: Peak, Ann S. and Associates
Year: 1980
Title: Cultural Resource Assessment of Sacramento Municipal Utility District's Project A, Phase II 230kV Transmission Line, Hurley to Hedge-Pocket Tap, Sacramento County, California.
Affiliation:
Client: Sacramento Municipal Utility District, 6201 S Street, Sacramento, Ca 95813.
No. Pages:
Report Type(s): Archaeological survey
Inventory Size: 28 miles linear (est. 150+ acres)
No. Sites:
No. Informal:
Collections:
Disclosure:

Associated Resources

Notes

Location Info
County(ies): Sacramento
USGS 7.5' Quads: CARMICHAEL
SACRAMENTO EAST
PLSS: Township/Range Sections BLM or Land Grant
T 8 N R 5 E 11-15, 22-27, 34-36, 64, 66, MDM Del Paso
unsectored
T 8 N R 6 E 19, 30, 31 MDM
T 9 N R 5 E 65 MDM Del Paso

Address:

Database Record Metadata
Date Entered: 9/30/2000 Erin Snyder
Last Modified: 10/31/2011 sally
IC Actions: Date User Action taken
11/8/2006 jay Added records from old Library database
7/22/2000 Machiel Survey plotted in GIS
North Central Information Center Report Detail Record: 2761

Citation Information

Authors: Waechter, Sharon
Year: 1999
Title: Historic Properties Survey Report Downtown Sacramento Amtrak and Folsom Corridor Light Rail Transit Extensions and Double Tracking Project
Affiliation: JRP Historical Consulting Services
Client: De Leuw Cather and Company 120 Howard Street San Francisco CA 94105
No. Pages: 99
Report Type(s): Historic survey
Inventory Size: linear (7th & K in downtown Sac. to City of Folsom)
No. Sites: 0
No. Informal: 0
Collections: Unknown
Disclosure: Not for publication

Associated Resources

Notes
Survey maps inconsistent with survey areas described in report, which could not be identified on USGS quadrangle maps - not plotted in GIS

Location Info

County(ies): Sacramento
USGS 7.5' Quads: BUFFALO CREEK
CARMICHAEL
FOLSOM
SACRAMENTO EAST
SACRAMENTO WEST

PLSS:
Address:

Database Record Metadata

Date Entered: 8/15/2001
Last Modified: 9/15/2011

User Doniella Maher
User kate
User jay
User Machiel

IC Actions:
Date 11/8/2006 9/17/2008
User jay Machiel
Action taken Added records from old Library database Survey maps inconsistent with survey areas described in report, which could not be identified on USGS quadrangle maps - not plotted in GIS
North Central Information Center Report Detail Record: 3312

Citation Information
Authors: Billat, Lorna
Year: 2001
Title: Earth Touch Telecommunication 2001 Power Inn Road
Affiliation:
Client: California OHP Attn: Dr. Knox Mellon 1416 Ninth Street, Rm. 1442-7 Sacramento, CA. 95814
No. Pages:
Report Type(s):
Inventory Size: .1 acre
No. Sites:
No. Informat:
Collections:
Disclosure:

Associated Resources
Primary No. HRI No. Trinomial Name
P-34-0008889 5813-1067-0000 CA-SAC-667H Brighton Substation

Notes

Location Info
County(ies): El Dorado
USGS 7.5' Quads: SACRAMENTO EAST
PLSS: Township/Range Sections BLM or Land Grant
T 8 N R 5 E 14 MDBM
Address:

Database Record Metadata
Date Entered: 3/25/2002 Sally Torpy
Last Modified: IC Actions: Date User Action taken
11/8/2006 jay Added records from old Library database
North Central Information Center Report Detail Record: 3405

Citation Information
Authors: Manery, Mary L.
Year: 1995
Title: Historical Property Survey of the Sacramento Army Depot Redevelopment Plan EIR
Affiliation:
Client: Gail Ervin Consulting 6833 Walnut Avenue Orangevale, CA. 95662
No. Pages:
Report Type(s):
inventory Size: ~1420 acres
No. Sites:
No. Informal:
Collections: Unknown
Disclosure: Not for publication

Associated Resources

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<td>Cartopassi Place</td>
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Notes
no survey

Location Info
County(ies): Sacramento
USGS 7.5' Quads: SACRAMENTO EAST
PLSS:
Address:

Database Record Metadata
Date       User         
Entered: 4/22/2002  Sally Torpy 
Last Modified: 10/31/2011  Machiel 

IC Actions: Date       User         Action taken
11/8/2006  jay          Added records from old Library database
10/31/2011  Machiel     Survey loci plotted in GIS
North Central Information Center Report Detail Record: 3853

Citation Information
Authors: Nelson, Wendy
Year: 2000
Title: Cultural Resourc Survey for the Level (3) Communications Long Haul Fiber Optics Project
Affiliation:
Client: Parsons Brinckerhoff Network Services 668 Owens Drive, Ste A Pleasanton, CA 94588
No. Pages:
Report Type(s): Archaeological survey
Inventory Size:
No. Sites: 4
No. Informal: 0
Collections: Unknown
Disclosure: Not for publication

Doc. No. suffix: B
Authors: Nelson, Wendy
Carpenter, Maureen
Holanda, Kim
Year: 2000
Title: Cultural Resources Survey for the Level (3) Communications Long Haul Fiber Optics Project Segment WP04: Sacramento to Redding
Affiliation:
Client: Parsons Brinckerhoff Network Services 6689 Owens Drive, Suite A Pleasanton, California 94588
No. Pages:
Report Type(s):
Inventory Size: 294.5 km (184 miles)
No. Sites:
No. Informal:
Collections:
Disclosure:

Associated Resources

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<td>P-88-000045</td>
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<td>CA-YUB-27</td>
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Notes
See report for certain areas not surveyed along Sacramento to Bakersfield segment - entire project plotted in GIS

Location Info
County(ies): Sacramento
Yuba
USGS 7.5' Quad:
- ELK GROVE
- FLORIN
- GALT
- LODI NORTH
- NICOLAUS
- OLIVEHURST
- PLEASANT GROVE
- RIO LINDA
- SACRAMENTO EAST
- YUBA CITY

PLSS:
Address:
North Central Information Center Report Detail Record: 3853

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<td>Last Modified:</td>
<td>6/21/2011</td>
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IC Actions: | Date | User | Action Taken |
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<td>11/8/2006</td>
<td>jay</td>
<td>Added records from old Library database</td>
<td></td>
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<tr>
<td>8/20/2008</td>
<td>Machiel</td>
<td>Report plotted in GIS</td>
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<tr>
<td>1/29/2009</td>
<td>Monica</td>
<td>GIS</td>
<td></td>
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<tr>
<td>6/21/2011</td>
<td>kate</td>
<td>Pleasant Grove portion missed, plotted in GIS</td>
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North Central Information Center Report Detail Record: 5809

Citation Information
Authors: Melton, Knox
Year: 2002
Title: Archaeological Survey for Cingular Wireless: 14th and Power Inn.
Affiliation:
Client: Cingular Wireless
No. Pages:
Report Type(s): Archaeological survey
Inventory Size: no area given
No. Sites:
No. Informat:
Collections:
Disclosure:

Associated Resources

Notes

Location Info
County(ies): Sacramento
USGS 7.5' Quads: SACRAMENTO EAST
PLSS: Township/Range Sections BLM or Land Grant
T 8 N R 5 E 22 MDBM
Address:

Database Record Metadata
Date User
Entered: 5/10/2005 Gahe Aeschliman
Last Modified: 10/28/2011 saily
IC Actions: Date User Action taken
11/8/2006 jay Added records from old Library database
11/3/2009 Machiel Survey plotted in GIS
Citation Information
Authors: Munns, Ann
        Turner, Rhonda R.
Year: 2000
Title: Cultural Resources Survey Report Level (3) Long Haul Fiber Optic Project.
Affiliation:
Client: Level (3) Project Office, 6689 Owens Drive.
No. Pages:
Report Type(s): Archaeological survey
Inventory Size: no area given
No. Sites:
No. Informal:
Collections:
Disclosure:

Associated Resources

Notes

Location Info
County(ies): Sacramento
USGS 7.5' Quads: SACRAMENTO EAST
                SACRAMENTO WEST
PLSS: Township/Range    Sections       BL/M or Land Grant
      T 8 N R 4 E  unknown    MDBM
      T 8 N R 5 E  22, 21, 20, 18  MDBM
Address:

Database Record Metadata
Date          User
Entered: 5/9/2005  Gabe Aeschliman
Last Modified: 10/28/2011  sally
IC Actions: Date          User          Action taken
11/8/2006      jay          Added records from old Library database
9/25/2008      Machiel      Report plotted in GIS
Citation Information
Authors: Jones & Stokes Associates, Inc.
Year: 1993
Title: Archaeological and Architectural Inventory and Determination of Eligibility and Effect of the Butterfield to Mather Field Light Rail Extension and Brighton Gidgee Double Tracking Project.
Affiliation:
Client: Sacramento Regional Transit District.
No. Pages:
Report Type(s):
Inventory Size: no area provided
No. Sites:
No. Informal:
Collections:
Disclosure:

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<td>Sacramento Valley Railroad</td>
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<td>P-34-000462</td>
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<td>CA-SAC-435H</td>
<td>Mills Station</td>
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<td>P-34-002435</td>
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<td>Old Mills Winery</td>
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<td>P-34-003387</td>
<td>5813-0988-0000</td>
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<td>Routier Station</td>
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Notes

Location Info
County[ies]: Sacramento
USGS 7.5' Quad: CARMICHAEL
SACRAMENTO EAST
PLSS: Township/Range Sections BLM or Land Grant
T 11 N R 7 E unsectioned MDBM
Address:

Database Record Metadata
Date Entered: 6/19/2005
User: Gabe Aeschliman
Last Modified: 11/16/2009
User: Machiel
IC Actions:
Date: 11/8/2006
User: jay
Action taken: Added records from old Library database
Date: 11/16/2009
User: Machiel
Action taken: Survey plotted in GIS
North Central Information Center Report Detail Record: 8211

Citation Information
Authors: Gail St. John
Year: 2006
Title: Historic Resources Evaluation Report for the Proposed Bridge Deck Rehabilitation of Twenty-one Bridges in Sacramento County
Affiliation: CalTrans District 3
Client: CalTrans District 3
No. Pages:
Report Type(s): Archaeological survey
Inventory Size: less than 5 acres
No. Sites: 1
No. Informal:
Collections:
Disclosure: Not for publication

Associated Resources
Primary No. HRI No. Trinomial Name
P-34-001663 North Sacramento Freeway

Notes

Location Info
County(ies): Sacramento
USGS 7.5' Quads: BRUCEVILLE CARMichael FOLSOM SACRAMENTO EAST SACRAMENTO WEST

PLSS: Township/range Sections BLM or Land Grant
T 8 N R 4E 20, MDBM New Helvetia
T 8 N R 5E 15, 16 MDBM New Helvetia
T 9 N R 5E 30 MDBM
T 8 N R 6E MDBM Rio de los Americanos
T 9 N R 7E MDBM Rio de los Americanos
T 7 N R 4E 24 MDBM
T 6 N R 5E 18 MDBM
T 5 N R 5E 31 MDBM
T 5 N R 5E MDBM New Hope Tract

Address:

Database Record Metadata
Date User
Entered: 2/22/2007 erin
Last Modified: 10/2/2008 Machiel
IC Actions: Date User Action taken
10/2/2008 Machiel Survey plotted in GIS
Citation Information

Authors: Karin Goetter
Year: 2008
Title: Historic Property Survey Report for the Redding Avenue Bicycle and Pedestrian Improvements Project, Sacramento, Sacramento County, California Caltrans District 3
Affiliation: LSA Associates, Inc.
Client: City of Sacramento, Department of Sacramento
No. Pages:
Report Type(s): Architectural survey
Historic survey
Inventory Size:
No. Sites: 0
No. Informal:
Collections:
Disclosure:

Associated Resources

Notes

Location Info
County(ies): Sacramento
USGS 7.5' Quads: SACRAMENTO EAST
PLSS:
Address:

Database Record Metadata
Date User
Entered: 3/17/2008 wilson
Last Modified: 3/17/2008 wilson
IC Actions:
North Central Information Center Report Detail Record: 10446

Citation Information
Authors: Baker, Cindy
Dougherty, John
Year: 2010
Title: Historic Property Survey and Historic Resources Evaluation Reports & Archaeological Survey Report: Folsom Boulevard Widening and Ramona Avenue Extension Project City of Sacramento, CA
Affiliation: PAR
Client: City of Sacramento & Cal Trans
No. Pages: 115
Report Type(s): Archaeological survey
Architectural survey
Inventory Size: ~35 acres
No. Sites: 3
No. Informal:
Collections: Unknown
Disclosure: Not for publication

Doc. No. suffix: B
Authors: Manley, Mary
Year: 2010
Title: FINDING OF EFFECT FOR FOLSOM BOULEVARD WIDENING AND RAMONA AVENUE EXTENSION PROJECT, CITY OF SACRAMENTO, CALIFORNIA
Affiliation: PAR Environmental Services, Inc
Client: Federal Highway Administration, California Department of Transportation, and the City of Sacramento
No. Pages: 24
Report Type(s): Evaluation/Testing: NRHP
inventory Size:
No. Sites:
No.Informal:
Collections: Unknown
Disclosure: Not for publication

Associated Resources
Primary No.  HRI No.  Trinomial  Name
P-34-000505  CA-SAC-478H  First Transcontinental Railroad
P-34-004120
P-34-004121  Brighton Underpass & Flood Gates

Notes

Location Info
County(es): Sacramento
USGS 7.5' Quads: SACRAMENTO EAST
PLSS: Township/Range  Sections  BL/M  or Land Grant
T  6 N  R  5 E  15  MDBM
Address:

Database Record Metadata
Date  User
Entered: 4/5/2010  Ellen
Last Modified: 2/16/2011  Ellen
IC Actions: Date  User  Action taken
4/5/2010  Ellen  digitized
4/5/2010  Ellen  scanned
## California Historical Resource Status Codes

### 1 Properties listed in the National Register (NR) or the California Register (CR)
- **1D** Contributor to a district or multiple resource property listed in NR by the Keeper. Listed in the CR.
- **1S** Individual property listed in NR by the Keeper. Listed in the CR.
- **1CD** Listed in the CR as a contributor to a district or multiple resource property by the SHRC
- **1CS** Listed in the CR as individual property by the SHRC.
- **1CL** Automatically listed in the California Register – Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC.

### 2 Properties determined eligible for listing in the National Register (NR) or the California Register (CR)
- **2A** Determined eligible for NR as an individual property and as a contributor to an eligible district in a federal regulatory process. Listed in the CR.
- **2B** Contributor to a district determined eligible for NR by the Keeper. Listed in the CR.
- **2D** Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the CR.
- **2D1** Contributor to a district determined eligible for NR by Part I Tax Certification. Listed in the CR.
- **2D2** Contributor to a district determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
- **2S** Individual property determined eligible for NR by the Keeper. Listed in the CR.
- **2S1** Individual property determined eligible for NR by consensus through Section 106 process. Listed in the CR.
- **2S2** Individual property determined eligible for NR by Part I Tax Certification. Listed in the CR.
- **2S3** Individual property determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
- **2CB** Determined eligible for CR as an individual property and as a contributor to an eligible district by the SHRC.
- **2CD** Contributor to a district determined eligible for listing in the CR by the SHRC.
- **2CS** Individual property determined eligible for listing in the CR by the SHRC.

### 3 Appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation
- **3B** Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation.
- **3D** Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
- **3S** Appears eligible for NR as an individual property through survey evaluation.
- **3CB** Appears eligible for CR both individually and as a contributor to a CR eligible district through a survey evaluation.
- **3CD** Appears eligible for CR as a contributor to a CR eligible district through a survey evaluation.
- **3CS** Appears eligible for CR as an individual property through survey evaluation.

### 4 Appears eligible for National Register (NR) or California Register (CR) through other evaluation
- **4CM** Master List - State Owned Properties – PRC §5024.

### 5 Properties Recognized as Historically Significant by Local Government
- **5D1** Contributor to a district that is listed or designated locally.
- **5D2** Contributor to a district that is eligible for local listing or designation.
- **5D3** Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.
- **5S** Individual property that is listed or designated locally.
- **5S1** Individual property that is eligible for local listing or designation.
- **5S2** Appears to be individually eligible for local listing or designation through survey evaluation.
- **5B** Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation.

### 6 Not Eligible for Listing or Designation as specified
- **6C** Determined ineligible for or removed from California Register by SHRC.
- **6D** Landmarks or Points of Interest found ineligible for designation by SHRC.
- **6L** Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.
- **6T** Determined ineligible for NR through Part I Tax Certification process.
- **6U** Determined ineligible for NR pursuant to Section 106 without review by SHPO.
- **6W** Removed from NR by the Keeper.
- **6X** Determined ineligible for the NR by SHRC or Keeper.
- **6Y** Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.
- **6Z** Found ineligible for NR, CR or Local designation through survey evaluation.

### 7 Not Evaluated for National Register (NR) or California Register (CR) or Needs Revaluation
- **7J** Received by OHP for evaluation or action but not yet evaluated.
- **7K** Resubmitted to OHP for action but not reevaluated.
- **7L** State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1998 – Needs to be reevaluated using current standards.
- **7M** Submitted to OHP but not evaluated – referred to NPS.
- **7N** Needs to be reevaluated (Formerly NR Status Code 4).
- **7N1** Needs to be reevaluated (Formerly NR Code 4a) – may become eligible for NR with restoration or when meets other specific conditions.
- **7R** Identified in Reconnaissance Level Survey: Not evaluated.
- **7W** Submitted to OHP for action – withdrawn.

12/6/2003
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NO. 780
FIRST TRANSCONTINENTAL RAILROAD

Here, on January 8, 1863, Governor Leland Stanford turned the first spade of earth to begin construction of the Central Pacific Railroad. After more than six years of labor, crews of the Central Pacific Railroad from the west and the Union Pacific Railroad from the east met at Promontory, Utah, where, on May 10, 1869, Stanford drove the gold spike signifying completion of the First Transcontinental Railroad. The Central Pacific Railroad, forerunner of the Southern Pacific Company, was planned by Theodore D. Judah and constructed largely through the efforts of the “Big Four”—Sacramento businessmen Leland Stanford, Collis P. Huntington, Charles Crocker, and Mark Hopkins.

Old Sacramento State Historic Park, Sacramento; California State Railroad Museum, rear lounge area

The nearest marker of the Central Pacific Railroad to the project area is California Historical Landmark Number 780.
CALIFORNIA RAILROADS

An Encyclopedia of Cable Car, Common Carrier, Horsecar, Industrial Interurban, Logging, Monorail, Motor Road, Short Lines, Streetcar, Switching and Terminal Railroads in California (1851-1992)

Alvin A. Fickewirth

Golden West Books
San Marino, California • 91108-8250
16. SACRAMENTO NORTHERN RAILWAY
Company: Sacramento Northern Railway Company
Type: Electric interurban
Power: Electric
Gauge: Standard (4' 8.5")
Location: Sacramento to Chico
Distance: 160.56 mi (including leased lines)
History:
  29 Aug 1921--Date of incorporation
  4 Nov 1925--Acquired the properties of the Sacramento
    Northern Railroad Company
  8 Jul 1925--Control transferred to the Western Pacific
    Railroad Company
Source: Fickewirth, p. 117

17. SACRAMENTO, PLACER & NEVADA RAILROAD
Type: Short Line
Power: Steam
Gauge: 5-foot 3.5-inch
Location: Folsom to Auburn Station
History:
  16 Aug 1852--Date of incorporation (proposed to build from
    Folsom to Auburn and then through Nevada City
    and eastward over the Sierra Nevada Mountains)
  1861--Construction began
  1862--Rails reached Auburn Station (about 6 miles
    south of Auburn proper)
  22 Sep 1862--Began operation
  1864--Abandoned
Source: Fickewirth, p. 118

18. SACRAMENTO & PLACERVILLE RAILROAD
Company: Sacramento & Placerville Railroad Company
Incorporated: 19 April 1877
Type: Short Line
Power: Steam
Gauge: Standard (4' 8.5")
Location: Sacramento to Shingle Springs
Distance: 49.1 miles
History:
  19 Apr 1877--Date of incorporation
  14 Apr 1898--Consolidated with the Southern Pacific Company
Misc.:
  * Resulted from the consolidation of the Sacramento Valley
    Railroad Company and the Folsom & Placerville Railroad.
  * Consolidated into the Northern Railway Company.
Source: Fickewirth, p. 118
CALIFORNIA
PLACE NAMES

The Origin and
Etymology of Current
Geographical Names

ERWIN G. GUDDE

Revised and Enlarged Edition with Maps
and Reference List of Obsolete Names

UNIVERSITY OF CALIFORNIA PRESS
Berkeley, Los Angeles, London 1949
cause it is stocked with rainbow trout (Sieger).

Rainbow Mountain [San Bernardino]. The mountain west of Ivanpah Range was so named because the stratified volcanic rock resembles the rainbow (Gill).

Raines Valley [Fresno]. The valley east of Centerville was named for James Raines, a settler of 1859, who, according to Doyle, later served a term in a penitentiary and was finally lynched.

Raisin [Fresno]. The post office was established about 1906 and named for the chief product of the district.

Raker Peak [Lassen National Park]. Named for John E. Raker, a congressman from 1910 to 1926, who introduced the bill to create Lassen Volcanic National Park.

Ralston Peak [El Dorado]. The name for the peak above Echo Lake appears on atlas sheet 56-0 of the Wheeler Survey, which mapped the region in 1876. It was probably given (not necessarily by the Wheeler Survey) in memory of William C. Ralston, whose spectacular career had ended with his tragic death on August 27, 1875. See Modesto.

Rambaud Peak [Kings Canyon National Park]. Named for Pete Rambaud, a Basque sheepman, who brought the first sheep into the region of the Middle Fork of Kings River from the Inyo side, through Bishop Pass, in 1877 (Farquhar).

Ramona [San Diego]. The name was given to this community, as well as to several others, soon after 1886, when Helen Hunt Jackson's sentimental romance Ramona was at the height of its popularity. The post office is listed in 1892. Two railroad stations are called Ramona [Sacramento] and Ramona Park [Los Angeles]. Riverside County has Ramona Hot Springs. See Alemedro; Romoland.

Ramshaw Meadows [Tulare]. Named for Peter Ramshaw, a stockman in this region from 1861 to 1886 (Farquhar).

Rana. The Spanish word for 'frog' was sometimes used in place naming. Cienega [marsh] de las Ranas was the original name of the San Joaquin grant [Orange], dated April 8, 1837; a tributary of Tularecios Creek [Monterey] is still called Rana Creek; and there is a Santa Fe station Rana in San Bernardino County.

Rancheria, rán-ché'rá-dá. The Spanish word, originally designating 'a collection of ranchos or rude dwellings' (Bentley), has taken the meaning of 'hamlet' or 'village' in American Spanish. It was invariably used in Spanish California for Indian villages. Although the word has not entered our language as a generic term, it was frequently used in early American times outside of the old Spanish domain; it gradually disappeared from common speech as the old villages themselves gradually vanished. As a specific term it is preserved in more than thirty geographic features, mainly creeks on the banks of which there was once a rancheria. The best known is the cluster Rancheria: Creek, Falls, Mountain, Trail, in Yosemite National Park.

Ranch House [San Francisco]. The Santa Fe station was originally called Margarita because it was on the Rancho Santa Margarita y las Flores. Before 1900 the name was changed to Ranch House because it was near the adobe house of the Picos, onetime owners of the rancho (San Francisco).

Rancho. In American Spanish the word rancho was applied originally to a hut or a number of huts in which herdsmen or farm laborers lived. In Spanish times the word was often used in this sense in reference to the farms of the missions, pueblos, and presidios. A presidio rancho was called rancho del rey, and later, in Mexican times, rancho nacional. In Mexico the word acquired the meaning of 'a small farm'; at the fringe of the Spanish empire, in the present southwestern states of the United States, the term was evolved as the designation for a grazing range. When the private land grants were separated from the public domain the word rancho became synonymous with 'landed estate'—called hacienda in other Spanish American countries. It was really used as a generic geographical term. The western American term 'ranch' is an abbreviation of 'rancho.' Rancho Mirage [Riverside] received an official name when the post office was established February 1, 1951. The name of a post office in San Diego County, Ranchita, is a diminutive of rancho. The name Ranch Creek, given to a tributary of Estrella Creek [San Luis Obispo], is probably used in the sense of 'pertaining to a ranch.'

Rancho Santa Fe [San Diego]. In 1906 the Santa Fe purchased the San Diegoito Ranch for experimental planting of eucalyptus trees and gave it the present name. In 1927 the railroad sold the ranch to promoters, who subdivided it but kept the old name.

Randsburg: Rand Mountains [Kern]. The name was applied as a good omen to the town and the district in 1855, after Witwatersrand in the Transvaal Rand, which is known since 1852 mining districts.

Rankin Peak [Los Angeles]. Edward F. Ran who was active in the area (Ge 1949).

Ransom Point [ANDER Ransom veyor, establish meridian lines.

Rattlesnake. No; the maps of the venomous serpents named locally neculated a are also Rat Buttes, Mead Points; a Rattler and Placer coy name was also snake Flat is s south of the S and Rattlesnake American Riv of 1854 (p. 2 bold) is said winding road Snake Road.

Ravendale [Los Angeles]. Unlike word 'raven' in Spanish, Raver in the United States.

Ravena [Los Angeles]. Last section 1876. There Ravenna is after the Ital.

Ravenswood. A names press Ravenswood 1850's when to cross low was probable Ravenswood bridge was had disapposed road siding.

Rawhide [James town the once p mines. The thenth cen
thousand bushels of wheat

ake another month. It
hrowing high into the air
ial being waited to one
end and form a heap by
earned. At that day no such

after

Lower American water was
rsery on the south bank of the
asied more than 50 acres from
ursery stock for sale to val-
90 acres:
on the same side of the
ursery of A. B. Smith, who
uits, flowers, nursery, and

are devoted exclusively
t six to buildings and
yard and nursery.
d five hundred; pear,
 sixty-eight; plum, two
erry, three hundred and
one hundred and forty;
nts and gooseberries,
ne acre.

Mr. S. is careful to cultivate only such varieties as are best adapted
to this climate.

Flowee-Garden and Green-House — In this department Mr. Smith has also
been entirely successful. Though justice to so fine a place and to such enterprise
would seem to demand an extended enumeration of the plants and shrubs
raised by Mr. S., yet our want of space forbids. In the collection are to be found
more than fifteen thousand roses, embracing all the new and choicest varieties,
as well as the old favorites.

There are also, two thousand camellias, of vigorous growth, and in fine
healthy condition.

Vegetable-Seed Department — To this department Mr. Smith turned espe-
cial attention at an early day, and has pursued it, till now he devotes to it twenty
acres of ground, and the time of several laborers and from it reaps a merited
reward. His crop of seeds for the past four years has reached from three to four
thousand pounds per annum.

In the matter of irrigation, Mr. Smit... has provided himself with a
ten-horsepower steam engine, attached to a Worthington pump, and placed the
same in proximity to the (American) river. With this apparatus he elevates
water to a tank fourteen feet above the common level of his grounds, at the rate of
three hundred and fifty thousand gallons in twelve hours. From this tank
(containing about ten thousand gallons) the water is conducted underground,
in earthen pipes, made in Sacramento, to all parts of the place.

To perform the labor necessary to the thorough cultivation of this great
stock, and variety of products, requires an average of about thirty men the entire
year. (California Agriculture Society Transactions, 1859.)

Brighton

Beyond Smith’s gardens to the east, the fertile land along the river supported a vari-
ety of agricultural ventures. Agricultural activity in the vicinity of what is now the CSUS
campus was responsible in part for the establishment and growth of the town of
Brighton.

Sutter himself had planned to build a grist mill in this area in 1847, but the gold
strike at Coloma lured his workers away and the mill was never finished. In August, 1850
Brighton achieved the grim distinction of being the place where Sacramento’s Sheriff
McKinney was shot to death as a result of Sacramento’s “Squatter’s Riot.” The town was
abandoned in 1852 because of land title difficulties, although a surviving hotel, the “Five
Mile House” was used as a Pony Express remount station in 1860-61.

The Brighton area contained the state’s most extensive hop fields. Cultivation of hops
was economically important for its use in brewing and was begun at a rather early date:

I (Daniel Flint) claim to be the first man on the coast that discovered that hops
would bear the first year they were planted.

After planting my hop roots in the winter of 1857-58 in Sacramento, I was told
by one of my neighbors not to pole them, as they would surely go to vines, without
hops, everything being of such a rank growth in this rich soil.

The earliest importation of hop roots, to the best of my knowledge, was in
1855-56 by Wilson Flint, from Vermont, and propagated in Alameda until moved to
Sacramento in the winter of 1857-58.

I claim to have built the first hop kiln and first hop press on this coast, and to
engage in it as a commercial business.

The horsepower press that is used mostly on this coast is my invention, and is
capable of putting out from forty to sixty bales per day of two hundred pounds each. Good hop land can be bought from $100 to $400 per acre depending upon quality and location. Suitable hop land can be leased for a term of years for from $20 to $30 per acre.

There is no county in the State or on the coast that has such facilities for the transportation of hops, wood, coal, poles, or help for picking as Sacramento.

At the present time the future comonrum seems to be, where shall we procure our help to pick our vast hop yards? If there is any place where they can be secured it is at Sacramento. This seems to be the stopping place, or half-way house for transient help from mines, fields, and roads.

Our harvest time is free from rain, wind, or frost, which cause such great loss in other locations. The pickers can camp in the open field, needing no shelter, without serious inconvenience.

Only one variety (of hop), the large American, is cultivated to any extent on this coast. Planting takes place in January or February. Tying vines to poles begins from May 1st to 10th. Picking begins about August 20th and continues from four to six weeks. The price is from 80 cents to $1 per hundred, of green hops.

Pickers can make from $1 to $2.50 per day, according to expensiveness and condition of hops. The pickers range in nationality in the order named: Chinese, Indians, Whites, and Japanese.

There is hop land enough on this coast to supply the world. Our growers are using the most modern appliances in culture, harvesting, and curing, such as draft kiln, heaters, pipe and horse-power press. (California State Agricultural Society Transactions, 1891)

The Brighton area was also noted for its orchards and vineyards, and 1870 saw the introduction of sugar-beet farming with a large factory to process the beets. The factory, owned by the Sacramento Valley Sugar Beet Company, was located at the intersection of J Street and the American River levee. The plant could produce up to 100 tons of sugar daily. The main building was surrounded by a company-owned lodging and boarding house, storehouse, cooper shop, tool house and stables.

The company farmed 1,400 acres, including 500 acres rented near Davis. The land produced about one ton of beets per acre. At the height of the season 500 men were employed in processing the sugar-beets. This included 300 Chinese field hands.

In 1873 the company adopted a novel approach in combating an attack of armyworms. Five-hundred turkeys that were released:

... soon turned the evil into good. In a few days they gobbled up the army, and converted it into rich and profitable meat. Hereafter a turkey ranch will form a necessary supplement to the sugary and its profits will exceed those of the fatted cattle that feed upon the offal at the mill. (Pacific Rural Press)

Near the sugar factory the company built the Capital Distillery, which manufactured "wines of first, second, and third quality from molasses of the beets." A second distillery — not connected with the beet company — also operated in the Brighton area beginning in 1875, producing 10,000 gallons of brandy annually from locally-grown grapes.

Wheat production in the Brighton area was a profitable endeavor:

Good Yield — One hundred and twenty acres of wheat land belonging to John B. Taylor in the upper end of Brighton Township, produced thirty bushels to the acre this season (1873). The farmers in upper Brighton are good farmers. They generally follow their land, which produces good crops, and as a consequence they are gradually growing rich. (Pacific Rural Press)

Whether or not Bright maintain a reasonable rectification, the Rural Press proc

... (farmers) ha

business and profess they would not soon
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As a result of such ag

Movement and organized

Brighton's grange was the

Folsom

The present-day Brac Leidesdorff grants. In the acter of the land and its p how the land was farmed, the emphasis shifted from

Within the limits of t the land until the matter t grantee, died in 1848 and the land, Joseph L. Folsom that Folsom had misre agreement to sell to Folsom's right to the in 1855. Folsom himself d land as public domain. To grant had been set in a m on horseback to the "lom ary of the Leidesdorff pro

The problem was off nature to the patent and r ary question. Perhaps the whose nose was bitten off

As finally adjudicated extending from Bradshaw South Forks of the Amerik 1857, established the west on the edge of A. D. Puter grant. A.P. Catlin, a man p the attorney who successf

Newell Kane, a pion with brush and trees, m lion and wild cattle causi

Many of those who t to Sacramento from the r pose of superintending th
Whether or not Brighton farmers were "becoming rich," they were aware that to maintain a reasonable return on their farm investment, they needed to be organized politically, the Rural Press proclaimed:

... (farmers) have learned that in other industrial pursuits, as also in the business and professional world, everybody organized but the farmers, and that they would not soon become the helpless and impoverished victims of combinations they must organize and fraternize.

As a result of such agitation, Brighton farmers became involved in the Farmer's Movement and organized the American River Grange in 1873, W. S. Manlove, Master. Brighton's grange was the 12th grange organized in California.

Folsom

The present-day Bradshaw Road marks the division line between Sutter and Leidesdorff grants. In the agricultural sense, this boundary is artificial, because the character of the land and its productivity are essentially the same. There was a difference in how the land was farmed, however, and as one progressed eastward from Sutter's grant the emphasis shifted from hops to grapes.

Within the limits of the Leidesdorff grant, farmers were faced with uncertain titles to the land until the matter was settled in the courts. William Leidesdorff, the original grantee, died in 1848 and there was a disagreement between his heirs and the purchaser of the land, Joseph L. Folsom. Leidesdorff's mother, who lived in the Danish West Indies, felt that Folsom had misrepresented the value of the land and on that basis sought to have her agreement to sell to Folsom set aside.

Folsom's right to the land was established by the California Land Grant Commission in 1855. Folsom himself died in 1856 and "squatters" took this as a signal to occupy the land as public domain. To further complicate matters, the original boundaries of the grant had been set in a most informal manner, consisting of Sutter and Leidesdorff riding on horseback to the "lomeria" or foothills which they agreed would be the eastern boundary of the Leidesdorff property.

The problem was officially settled in late 1864 when President Lincoln affixed his signature to the patent and ended the bitter, sometimes violent, disagreement on the boundary question. Perhaps the most painful "loser" in this struggle was one William Tenant whose nose was bitten off in an argument over property ownership.

As finally adjudicated, the northern boundary was declared to be the American River, extending from Bradshaw Road eastward to within 3 miles of the junction of the North and South Forks of the American above Folsom. The patent, based on A. P. Jones' survey of 1857, established the western boundary at an oak tree on the south bank of the American, on the edge of A. D. Patterson's property. The town of Folsom was included in the area grant. A.P. Catlin, a man prominent in the formation of the original Natoma Company, was the attorney who successfully argued the case before the U. S. Supreme Court.

Newell Kane, a pioneer farmer, described the area in 1853: "The land was covered with brush and trees, mostly white oak, and wild animals were plentiful, the California lion and wild cattle causing at times great fear among the settlers."

Many of those who took up farming along the American River did so after returning to Sacramento from the mines. Joseph Routier, however, came specifically "for the purpose of superintending the planting of a large vineyard and orchard for Captain Folsom."
John Sutter
and a Wider West

Edited by Kenneth N. Owens

University of Nebraska Press
Lincoln and London

(1994)
So went the War on in California. Capt. Frémont was nearly all [the] time engaged in the lower Country and made himself Governor, until Genl. Kearny arrived, when an other Revolution took place. And Frémont for disobeying Orders was made prisoner by Genl. Kearny, who took him afterwards with him to the U. States by Land across the Mountains.

After the War I was anxious that Business should go on like before, and on the 28th May, 1847, Marshall & Gintery, two Millwrights, I employed to survey the large Millraise for the Flour Mill at Brighton.

May 24th. Lieut. Anderson arrived with a Detachment of Stevenson's Regiment of N. Y. Volunteers for a Garrison, and to relieve my Indian Soldiers from their Service.

May 31st. Mr. Marshall commenced the great work of the large Millraise, with ploughs and scrapers.

June 13th. A visit of Genl Kearny and his Staff and a few other Gentlemen. A salute was fired and the Garrison was parading.

June 14th. A dinner given to Gen'l Kearny and Staff. Capt. Frémont a prisoner of Gen'l Kearny. Walla Walla Indian Chiefs and people visited Frémont and wanted their pay for Services rendered in the Campaign when they was with Frémonts Battaillon, he then ordered one of his officers to pay them with Govt's horses. (Horses which has been taken from the people of the Country was called Govt. horses and war horses).

June 16th. Gen'l Kearny, Staff & Escort etc. left for the U. States across the Mountains.

June 22nd. The Walla Walla Indians have done a great deal of Depredations on their return march to Oregon, stole horses of mine and other people, stole from a many Indian tribes and maltreated them. They are a very bad Tribe of Indians and very warlike.

July 17th, 18th & 19th. Went on a visit to Comodore Stockton in his Camp on Bear creek. The Comodore left with a Strong party for the U. States across the Mountains. Made a present to the Comodore with my best and finest horse of my Cavallada. Great Sickness and diseases amongst the Indian tribes, and a great Number of them were dying notwithstanding of having employed a Doctor to my hospital.

July 20th. Got all the necessary timber for the frame of the mill-building.

July 21st. Left with Marshall and an Indian Chief in search for a Mill site in the Mountains.
ster & Capt. Folsom quartermaster Garrison at the fort. On the 4th, seback. I accompanied them, and ile from the fort Major Cloud fell the evening. The Surgeon of the done what could be done to safe as buried with military honors. ops, as Lieut. Anderson was sick. Mormon Battalion arrived, with a to great Salt Lake. They had Or- riveded to them, (War Horses) not and got Blacksmith work done. I m, some as Mechanics, some as la- Brighten, some as laborers at the ved, with P. Wisner [Wimmer] oluma, and began to work briskly 

returned from the great Salt Lake, by land. On the 19th the Garrison er down to San Francisco. 

Carpenters to assist Brouet on the ants arrived, and so it continued 

established by S[![Brannan & Smith  

cal of trouble and with breaking to the Mill Site (Brighten) from  

10 fruit trees with great expenses other places, which was given in 

Gardeners, and nearly all of the  

cd in the evening, it was raining on important business. After we owed me the first Specimens of as Gold or not, but he thought it might be; immediately I made the proof and found that it was Gold. I told him even that most of all is 23 Carat Gold; he wished that I should come up with him immediately, but I told him that I have to give first my orders to the people in all my factories and shops.

February 17th. Left for the Sawmill attended by a Baquero (Olimpio). Was absent 2d, 3d, 4th, & 5th. I examined myself everything and 
picked up a few Specimens of Gold myself in the tail race of the Sawmill; this Gold and others which Marshall and some of the other la- 
borers gave to me (it was found while in my employ and Wages) I told them that I would a Ring got made of it soon as a Goldsmith would 
be here. I had a talk with my employed people all at the Sawmill. I told them that as they do know now that this Metal is Gold, I wished that 
they would do me the great favor and keep it a secret only 6 weeks, 

because my large Flour Mill at Brighton would have been in Operation in such a time, which undertaking would have been a fortune to me, 
and unfortunately the people would not keep it secret, and so I lost on this Mill at the lowest calculation about $35,000.

March 7th. The first party of Mormons, employed by me left for 
washing and digging Gold and very soon all followed, and left me only the 

sick and the lame behind. And at this time I could say that every 

body left me from the Clerk to the Cook. What for great DAMAGES I 
had to suffer in my tannery which was just doing a profitable and ex- 
tensive business, and the Vatts was left filled and a quantity of half fin- 
ished leather was spoiled, likewise a large quantity of raw hides col- 
lected by the farmers and of my own killing.

The same thing was [true] in every branch of business which I car- 
ried on at the time. I began to harvest my wheat, while others was dig- 
ging and washing Gold, but even the Indians could not be keepe 
larger at Work. They were impatient to run to the mines, and other In- 
dians had informed them of the Gold and its Value; and so I had to 
leave more as [than] 2/3 of my harvest in the felds.

March 24th, 1848. Threatened by a band of Robers, from the Red 
Woods at San Francisco near Santa Clara.

April 2d. Mr. Humphrey a regular Miner arrived, and left for Co- 
Journal with Wimmer & Marshall. Entered with them in Mining; 

furnished Indians, teams and provisions to this Company, and as I was 
loosing instead [of] making something, I left this Company as a Part- 
ner. Some of the Neighbors, while the Mormons left, became likewise
VOLUME 8

California

ROBERT F. HEIZER
Volume Editor

SMITHSONIAN INSTITUTION
WASHINGTON
1978
Nisenan

NORMAN L. WILSON AND ARLEAN H. TOWNE

Language, Territory, and Environment

The Nisenan (nēsənān), sometimes referred to as the Southern Maidu, were the southern linguistic group of the Maidu tribe. The word Nisenan (nisenan 'from among us; of our side') was used as a self-designation by the Nisenan who occupied the Yuba and American river drainages.

Nisenan together with Maidu and Konkow form a subgroup of the California Penutian linguistic family. *Kroeber (1925:393) distinguished three dialects of Nisenan—Northern Hill Nisenan, Southern Hill Nisenan, and Valley Nisenan—although it is possible to make finer dialectal distinctions (see "Native Languages of California," this vol.).

The Nisenan territory was the drainages of the Yuba, Bear, and American rivers and the lower drainages of the Feather River (fig. 1). The western boundary was the west bank of the Sacramento River, a few miles upstream from the mouth of the Feather River southward to a few miles below the confluence of the American River. The northern boundary has not been clearly established due to the similarity of language to the neighboring groups (Kroeber 1925:393). The first true Nisenan was spoken in the drainage of the Yuba. The eastern boundary was the crest of the Sierra Nevada. The southern boundary was probably a few miles south of the American River with a large area between the American and Cosumnes rivers occupied by the Miwok to the south (Bennyhoff 1961: 204–209).

The west-east orientation of Nisenan landscape varied from the plain of the Sacramento River near sea level to 10,000-foot peaks on the Sierra crest, bisected with intermittent and year-round streams. East of the river is a flat, oak-studded grassland with denser vegetation along the streams and marshes. About 15 miles from the river the land rises into foothills covered with grasses, oak, pine, and chaparral, grading into oak and conifer forest, bisected by deep canyons supporting year-round streams. Above 5,000 feet are dense stands of conifers, rocky exposures, and small, grassy meadows. This entire region supported abundant game, waterfowl, fish, and plant resources.

The Nisenan recognized several political divisions within their territory, accepting the leadership of the headman of a specific village during times of major decisionmaking, group hunts, and ceremonies. The riverplain encompassed three such tribelet areas, each densely populated with several large villages. It is not clear which villages exercised major influence.

One center was at the mouth of the American River extending east a few miles and north and south on the Sacramento River. Pusune (pusun'ë) was an important village. Another center was at the mouth of the Bear River including the valley drainage of the Bear and a stretch of the Feather River. One major village was Hok. A third area was at the mouth of the Yuba River and reached the northern Nisenan boundary.

Hill Nisenan, between the Cosumnes River and the south fork of the American River near Placerville, formed another tribelet with strong affiliations with groups living in the lower drainages of the American River and in ridges that lay along the south fork of the American.

People occupying the ridges between the Bear River and the middle fork of the American River, including the ridges between the middle fork of the American and the Bear, formed another tribelet area. The territory of the upper drainages of the Bear and the Yuba rivers also is identified as forming another tribelet (Littlejohn 1928:10–15).

Few Indian villages existed on the valley plain between the Sacramento River and the foothills; the area provided hunting and gathering grounds for the valley people.

External Relations

Nisenan had few contacts outside their tribelet area of influence. These contacts were limited to trade, warfare, and ceremonial gatherings (Beals 1933:365).

Native communication followed the large streams, so familiarity was to the north and northwest in the Sacramento Valley. The San Joaquin portion of the valley was unknown to the Nisenan. Groups tended to identify themselves along physiographic lines, which were defined in the valley by stream systems and in the mountains by ridges. The Valley Patwin, Northern Maidu, and Valley Nisenan seem to have shared a consciousness of cultural
similarity and an attitude of common cooperation and defense (Kroeber 1929:255-256).

Hill Nisenan knew the names of many of the major Valley Nisenan villages along the rivers due mainly to travel outside the local area by large groups of men for trading and fishing. Women and children rarely ventured outside their territory.

Black oak acorns, pine nuts, manzanita berries, skins, bows, and bow wood were traded to the valley people for fish, roots, certain grasses, shells, beads, salt, and feathers. Hill Nisenan traded acorns and shells for Washo seed beaters and dried fish from Pyramid Lake. Trade also brought into the area shell, magnesite, steatite, and obsidian from the west and obsidian from the east. Property was exchanged by local groups through gambling and settlement of disputes.

Settlement Pattern

The village or community group that controlled a certain territory and acted as a group in decisionmaking, ceremonies, and food gathering ranged from small extended families of 15 to 25 people to large villages of several families numbering over 500 (Kroeber 1925:831). This group occupied a village site or a cluster of small settlements around a large village. One village usually played a dominant role in this social-political organization. Its headman had the authority to call upon the surrounding villages in social and political situations. Relations were friendly but arguments occurred over trespass, hunting rights, and ceremonies. Family feuds might cause withdrawal of a family from a village; they would move to an adjoining village or establish a new settlement. Tensions occurred between tribes over trespass, social crimes, insults to leaders, and gambling. Killing of Auburn/Nevada City men at Roseville in the 1820s caused deep-seated hatred of these people, and the epidemic of 1833 was explained as being caused by hill shannans sending bad air into the valley to avenge the killings (Payen 1961a:23; Wilson 1957–1963).

Valley Nisenan built their villages on low, natural rises along streams and rivers or on gentle slopes with a southern exposure. Villages varied in size from three to seven houses to 40 to 50 houses. Houses were domeshaped, 10 to 15 feet across, and covered with earth, tule mats, or grasses. Brush shelters, supported by upright poles, were used in the summer and on food-gathering rounds (Kroeber 1925:407–408).

The dance house (Rirm), located in major villages, was a semisubterranean structure, excavated to a depth of three to four feet, constructed with heavy beams and two or four main posts, with a covering of brush, tule, and earth. A smoke hole was at the top and the door usually faced east (Beals 1933:344). A plank drum was placed over a pit opposite the entrance. Another village structure was the acorn granary. The sweathouse, built similar to a
but to accommodate four or five men, was used for curing and purification. Caves are rare; however, a few occupied rockshelters, one ceremonial cave, and a sweating cave have been reported in Nisenan territory (Fayen 1961a:22).

Hill Nisenan villages were located on ridges and large flats along major streams. They were smaller than in the valley, and it was common for family groups to live away from the main village. Houses were conical-shaped and covered with slabs of bark, skins, and brush. Brush shelters were used in the summer. Most villages had bedrock mortar sites.

Other sites included seasonal camps, quarries, ceremonial grounds, trading sites, fishing stations, cemeteries, river crossings, and battlegrounds.

Nisenan territory was crisscrossed with well-established trails, and the Nisenan gave most physical features a local place-name. They had intimate knowledge of their tribelet area and its boundaries.

**Subsistence**

The Nisenan area offered abundant year-round food sources. Food-gathering quests were based on seasonal ripening but hunting, gathering, and fishing went on all year with the greatest activity in late summer and early fall. They did not depend on one crop but gathered many different staples.

Seasonal harvests could be personal or communal property. Much activity and social behavior such as status, sharing, trading, ceremonies, and disagreements were important adjuncts to the gathering and distribution of food.

Extended families or whole villages of hill people would gather acorns. Men would hunt while the women and children gathered the nuts knocked from the trees. Buckeye nuts, digger and sugar pine nuts, and hazelnuts were also gathered.

Acorns were removed from the granary, cracked on an acorn anvil, and shelled. They were ground into flour using a bedrock mortar and a soaproot brush to control scattering (fig. 2). After leaching to remove the tannin (fig. 3), the flour was cooked in watertight baskets. During the cooking process fire-heated stones were lifted with two sticks, dipped in water to cool them, and then dropped into the cooking basket. Enough mush and soup was prepared for several days.

A headman could ask for acorns for a ceremony or a family in need. There were lazy people who never had enough acorns. These people would not be helped and they would often move in with relatives at another village during the winter (Wilson 1972:36).

Roots, dug with a digging stick in the spring and summer, were eaten raw, steamed, baked, or dried and pounded in mortars and pressed into cakes to be stored for winter use. Wild onion (chan), wild sweet potato (sikum), and “Indian potato” (dubus) were most desired. Wild garlic was used to wash the head and body, and wild carrot (ba) was used as medicine (Littlejohn 1928:30).

Grasses, herbs, and rushes provided food and material for baskets and clothing. Seeds were gathered using a seed beater and tray. They were parched, steamed, dried, or made into mush.

Many varieties of native berries, wild plums, grapes, and other native fruits were eaten. Manzanita berries were traded to the valley or made into a ciderlike drink.

Game was roasted, baked, or dried.

Deer drives were common with several villages participating, the best marksmen doing the killing. A circle of fire could be used where the animals were driven to the center and killed. Deer were also hunted using deer skin and antler decoys, snares, and deadfalls. They were run down in soft ground or snow. Antelope was taken by the surround, drives, and flag decoys. Elk was usually killed along waterways in soft ground.

Much ceremony surrounded the bear hunt. Black bears were hunted in the winter. Lighted brands were used to drive them from their dens. Grizzlies on the valley floor were greatly feared and rarely hunted (Wilson 1972:34).

Wildcats and California mountain lions were hunted for food and their skins.

Rabbits and other small game were killed with sticks and blunted arrows. Traps, snares, nets, fire, and rodent hooks were also used. In the valley and foothills nets were made into a fence where driven rabbits were entangled and clubbed. Other small animals were caught and killed except the coyote. Drives usually took place in late spring. The catch was divided by the man in charge of the drive.

Weirs, nets, harpoons, traps, and gorgeshooks, as well as tule balsas and log canoes were used in fishing. Fish were poisoned using soaproot and turkey mullein or driven into shallow water and caught by hand. Freshwater clams and mussels were obtained in the big rivers. On
California
AN ILLUSTRATED HISTORY
by T. H. Watkins
The Great West Series
WEATHERVANE BOOKS NEW YORK
(1983)
The two were not disconnected, for the Southern Pacific was the largest single landowner in the state. The process by which this enviable position was attained stemmed from a moment of decision following the completion of the transcontinental railroad in 1869. At that time the owners of the Central Pacific—the "Big Four," Stanford, Huntington, Hopkins, and Crocker—were, by their own lights, feeling the pinch. The heavy construction costs they had expended in their race across the desert to Promontory had already forced them to sell most of their government and company bonds; not even the profits from the dummy corporation of the Contract & Finance Company were enough to cover those expenses, and except for fat salaries, which they had with some foresight been paying themselves, they had realized little of the profits that had seemed attainable when they met with Theodore Judah seven years before. It is not to be supposed that they were destitute; if they had, as Charles Crocker wished, simply put their Central Pacific stock on the market, historian David Lavender estimates (in _The Great Persuader_) that each would have realized about $780,000—less old debts, to be sure.

In any case, Huntington utterly opposed such a plan. With his eye on the immense profits hovering at the edge of the future, he persuaded his associates that the only recourse was not to retrench, but to expand. And so they did, energetically consolidating and refining an internal transportation network out of holdings acquired during the 1860s in an effort to stem potential competition. In the north: they absorbed the California & Central and Yuba railroads and acquired a franchise for the California & Oregon, which effectively blocked any competition from that direction. Completion of the Western Pacific from Sacramento to Oakland gave them access to San Francisco Bay, and the absorption of the San Francisco & Sar. Jose line gave them southern access to San Francisco. Most importantly, by obtaining the franchise of the Southern Pacific Railroad (still a "paper" road when they gained control) and beginning its construction in 1870, they had not only a line that connected north and south, but one whose franchise included congressional authorization to build the western link of a southern transcontinental railroad. With thoughts on federal land grants, the Big Four associates moved the planned route of the Southern Pacific from

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*Henry George, whose _Progress and Poverty_ influenced the economic thinking of a generation.*

Into a comparatively precarious and often necessitous condition; others established enormous farms, in which the soil is cultivated by hired labourers, many of whom are discharged after the harvest—a phenomenon rare in the United States, which is elsewhere a country of moderately sized farms, owned by persons who do most of their labour by their own and their children's hands. Thus the land system of California presents features both peculiar and dangerous: a contrast between great properties, often appearing to conflict with the general weal, and the sometimes hard pressed small farmer, together with a mass of unsettled labour, thrown without work into the towns at certain times of the year.

As we shall see in later chapters, the "peculiar and dangerous" features of California's land system, shaped by nineteenth-century experience, have survived for more than a century; Bryce's words might have been written today.

If land monopoly and its consequences was one of the major thematic chords in California's life in the latter third of the nineteenth century, its counterpoint was the role of the railroad—specifically, the Southern Pacific Railroad.

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the coastal region, most of whose land was in private ownership, to the San Joaquin Valley, most of which was still in the public domain. As final links in this transportation chain, they purchased the California Steam Navigation Company, giving them control over the northern state’s internal waterway system, and in 1874 started their own Pacific steamship line, the Occidental & Oriental, whose competition proved so ruinous to the Pacific Mail Steamship Company that it, too, was ultimately absorbed by the Big Four.

By 1872 the California & Oregon Railroad had been constructed to Redding, where its terminus remained for several years, and four years later the Southern Pacific had laid track down the San Joaquin Valley, across the Tehachapi Mountains, and through the San Fernando Valley to Los Angeles. In 1877 the line was extended to Yuma on the Colorado River, thus blocking the entrance of any competing line from the south (most especially the ill-fated Texas & Pacific, of which more in chapter 12). In 1882 the company completed its “Sunset Route” to New Orleans, giving it absolute domination of transcontinental railroad traffic to and from California—at least for a time. The entire network was organized in 1884 under the aegis of the Southern Pacific Company, a corporation formed in the state of Kentucky, whose corporation laws were among the most lenient in the nation.

No transportation enterprise in the world was so large or so devoid of competition as the Southern Pacific in its heyday. No transportation enterprise owned so much land, for in all its building up, down, and around the state, the Southern Pacific obtained 11,588,000 acres of federal grant lands. Much of this was in desert and mountain country; much of it was also in some of the most fertile areas of the state, such as the San Joaquin and the Sacramento valleys. That land provided (and still provides) the company with much of its annual revenues through land sales and short-term leases to tenant farmers. Huntington and his associates approached transactions along these lines with precisely the same hard-bitten regard for the value of their dollars that had enabled them to build their transportation empire in the first place—a fact illustrated by events in a corner of the southern San Joaquin Valley, a corner called Mussel Slough by some but “Starvation Valley” by others.

When the Southern Pacific’s line entered that section of the valley early in the 1870s, the company had issued brochures and pamphlets inviting settlement on its grant lands. Since it did not want to assume the tax costs of the land at the time, the railroad had delayed taking full title to the grants from the government; however, it did guarantee title to the settlers’ claims, promised that they would be given the first opportunity to buy when the railroad decided to take ownership, suggested somewhat vaguely that the price per acre would be in the vicinity of “$2.50 upward,” and finally guaranteed that, as noted in one of the pamphlets, “in ascertaining the value, any improvement that a settler or other person may have on the lands will not be taken into consideration: neither will the price be increased in consequence thereof. Settlers are thus assured that in addition to being accorded the first privilege of purchase, they will be protected in their investments.”

The settlers came; land that cheap in California was not easy to come by, even if it was situated in a nearly waterless section of a seasonally arid country. Through the dry, one-hundred-degree summers and the crashing rains of winter, through drought, floods, frosts, and crop-destroying winds, the settlers fought the land. Banding together, they constructed irrigation ditches
and brought seasonal overflow water to their crops from Mussel Slough, and by 1877 had generally won out against the vagaries of the land. In that year, the Southern Pacific took final claim to its grants and announced that the land was now for sale— to anyone who could meet prices that now ranged from $17 all the way up to $40, far above estimates the railroad had made several years earlier. Outraged, the settlers maintained that the higher prices were the direct result of their improvements on the land, a violation of the promise not to take such improvements into consideration. The railroad’s reply simply noted that there was no specific contract involved, and that it was entitled, in Huntington’s words, to “what the land is worth.”

The farmers formed a Settlers’ League and took their case to the U.S. District Court of San Jose in 1879; they lost, and the railroad began selling off the land to those willing to meet the price. The Settlers’ League responded by degenerating into a kind of rural vigilante committee, complete with masks, drill practice, secret meetings, and actions as pointed as they were brutal. New settlers who had purchased at the railroad’s price were persuaded of their folly, their possessions carefully removed from their homes, and their homes burned, a procedure that tended to dampen the enthusiasm of potential buyers. The railroad then hired two local toughs by the names of Mills D. Hartt and Walter J. Crow to function as “owners,” obtained writs of eject-
ment against several original settlers, and gave the writs to the federal marshal with instructions to dispossess the specified farmers and turn over their lands to Hartt and Crow.

On the morning of May 11, 1880, Hartt, Crow, and the marshal were greeted by twenty grim, well-armed settlers when they tried to make the first eviction at the Henry Brewer ranch. The air was filled with imprecations and shouted arguments and much waving of arms and fists, and eventually shots rang out. Who fired them no one ever determined, but in seconds Hartt was killed, and five settlers lay dead or dying; Crow leaped from his buggy and escaped to a wheatfield, where he was eventually tracked down and killed.

While the Southern Pacific pulled every string at its command to be sure that its version of the affair was the first to gain common knowledge, the "Mussel Slough Tragedy" (as it came to be called) effectively distilled a widespread public resentment of the railroad. Ever since the Golden Era, when outcry had been raised against the conglomerate of the California Stage Company, Californians had been uncommonly monopoly-conscious, and there was no monopoly anywhere like the monopoly of the railroad. Nor, it must be noted, did the railroad itself go out of its way to seduce public favor (with such exceptions as that noted above); for the most part, its directors considered public opinion irrelevant to the larger question, which they saw as nothing less than survival, as David Lavender has written: "Self-defense and the survival of the fittest, their attitudes proclaimed, were the first law of economics as well as of nature. In fulfillment of that law they would do, with no sense of wrong, whatever was necessary to protect their great achievement against erosion by politicians... competitors, or raiding speculators, just as they would have protected their homes against robbers or wild animals. If this involved breaking unjust laws (and the associates could define injustice to suit themselves), then they would do it."

There was a multitude of men who held and exercised such opinions in the nineteenth century, of course, and in all fairness it must be pointed out that the very ruthlessness such attitudes represented had created a comprehensive transportation network whose long-term value to the economic development of the state cannot be questioned. It opened up vast new areas of settlement, stimulated the continuing growth of the lumber industry (particularly in the Sierra Nevada), provided ready transportation of goods, both inside California and across the continent, made possible the growth of Los Angeles, and helped create an agriculture whose social value may have been questionable but
months and promised to complete the main line across the Tehachapis and through the San Fernando Hills by 1876.

The railroad, as agreed, began construction of the smaller branch lines early in 1873, and started pushing across the desert for Yuma. In its wake, the Los Angeles region enjoyed an exciting, if somewhat premature, boom; more farmers came, and new towns—Garden Grove, Downey, and Orange among them—popped up along the branch lines. The Los Angeles Chamber of Commerce was formed in April 1873 under the leadership of Robert M. Widney (by then a municipal judge) and John G. Downey, and began an intense advertising campaign, spreading the glories of Southern California wherever it could. From Nevada, John P. Jones, one of the Comstock "kings" and now a United States senator (see chapter 9), entered the scene by beginning construction of a new harbor at Santa Monica and laying plans for the Los Angeles & Independence Railroad to compete with the Southern Pacific–controlled Los Angeles & San Pedro. Early in 1875 the Southern Pacific began its assault on the Tehachapi Mountains, and the fever of anticipation rose. "The operations of the Southern Pacific Railroad Company," the Chamber of Commerce noted in one of its flood of publications, "have revolutionized Los Angeles County, commercially and financially." And Los Angeles, the Express remarked fulsomely, "is going to be a city all the way down to Santa Monica."

But the city had not reckoned with the arrogance of the Southern Pacific, in spite of its experience with the subsidy of 1872. In January 1875, David D. Colton caused legislation to be introduced into Congress that would significantly revise the Texas Pacific Act along lines the Southern Pacific considered more equitable. One stipulation asked was that the railroad be allowed to construct a branch from the Tehachapi Mountains across Antelope Valley and through Cajon Pass to San Bernardino and connection with the line to Yuma; this would have the effect of reducing Los Angeles to branch-line status. Even worse, from the city's point of view, was a second request: that the Southern Pacific be allowed to postpone the completion of its Los Angeles connection through the San Fernando Hills until November 1, 1885—nearly ten years beyond the 1876 date it had promised the city. The railroad, it should be pointed out, was not just exercising an idle grudge against Los Angeles; it simply wanted to postpone the expense of tunneling through the San Fernando Hills for a few years, as well as obtain a shorter route to its transcontinental connection—all of this so reasonable and businesslike that the directors of the Southern Pacific could not understand why anyone would want to oppose the idea.

Los Angeles opposed it; under the leadership of the Chamber of Commerce and with the support of the Texas & Pacific's Thomas A. Scott, who viewed the progress of the Southern Pacific without enthusiasm, the city met the lobbyists of the Southern Pacific in a head-on conflict—and won. The Southern Pacific's bill was soundly defeated, one of the few legislative setbacks the railroad had endured since its founding, and the last
crat of agriculture, the ideal crop for gentlemen farmers as well as industrial farmers, and its appeal to both was phenomenal. In 1890 there were a little over one million orange trees in Southern California; after ten years of nationwide exposure to this new kind of gold, the number had risen to 5,648,714 trees, whose annual product exceeded one billion dollars.

This was the stuff of growth, and the "boosters" of Southern California took full advantage of it. The defunct Los Angeles Chamber of Commerce was revived under new leadership and began a proselytizing campaign that would not be matched by any organization on earth; the theme was grow, grow, grow! and Los Angeles grew with startling abandon, until its population leaped to more than 100,000 in 1900. Not only did it grow, it began to exercise muscle, and probably no other event so defined its new sense of power as its final conflict with the Southern Pacific Railroad.

At issue was the old harbor of San Pedro, which the citizens of Los Angeles wished to enlarge with several million dollars of federal money. At first, the Southern Pacific enthusiastically supported the idea, but when a new, independent railroad began operations between Los Angeles and San Pedro in 1891, the directors changed their minds. Viewing competition with their usual distaste, they maintained that it would be far better to spend the money on their own harbor of Santa Monica, acquired when they purchased the Los Angeles & Independence Railroad from Senator John P. Jones. Anticipating success in this regard, the Southern Pacific moved ahead and constructed a huge new wharf at Santa Monica, severely undercutting the trade of its own operation at San Pedro as well as the Santa Fe's new ocean terminal at Redondo Beach. In the meantime, Collis P. Huntington, an old dog who believed in old tricks, applied pressure to Southern Pacific men in Congress and attempted to browbeat the leaders of Los Angeles into dropping their plan for San Pedro.

He was only partially successful in either regard. In a secret vote held in 1894, the Los Angeles Chamber of Commerce voted in favor of San Pedro by more than two to one, and each of two investigative bodies sent west by Congress to determine the best location for a major port recommended San Pedro. Huntington did not give up easily, although he must have smarted from the almost continual attacks by the city's "Free Harbor League," an organization formed to press the campaign for San Pedro. In 1896, Huntington manipulated a River and Harbors Bill through the Senate's Commerce Committee that included an appropriation of three million dollars for the improvement of Santa Monica—and none for San Pedro. When the bill reached the floor, Senator Stephen M. White, a Los Angeles lawyer elected in 1893 and a vigorous champion of San Pedro, rose in a last-ditch effort to propose an amendment that called for another engineering study to determine whether Santa Monica or San Pedro should receive the federal grant. Pointing to the allies of the Southern Pacific, White cried, "They fear fairness!" in his finest courtroom manner, and for five days the winds continued to blow in the halls of Congress as the antagonists faced off in debate. The amendment carried, and with it the bill was passed and sent to the House, from which it emerged intact for President Grover Cleveland's signature. After the president signed the River and Harbors Bill into law, a third engineering report once again recommended San Pedro, and in the spring of 1899 construction of the Port of Los Angeles began, an event celebrated for two days in Los Angeles and Wilmington.

After fifty years of somnolence interrupted by sudden, disruptive spurts of growth, Southern California faced the twentieth century with a knowledge of its strength and a full-blown conviction that it held a firm grip on destiny, as articulated by a particularly excitable real estate speculator during the boom of the eighties. "We have seen the future," he had announced, "and it belongs to the Sunset Land!"
water would cost settlers only fifty cents an acre-foot!

Settlers began trickling in almost immediately, but before Chaffey could even begin his canal, he found that the California Development Company was rich in promise but little else; it had no money for construction. He tore up his contract, raised his own money, and began building a canal on Thanksgiving Day, 1900. When completed in the spring of the following year, the Imperial Canal, as it was called, was the most ambitious privately owned irrigation project in the West. Cutting into the Colorado River at Pilot Knob, just north of the Mexican border, it meandered to nearly sixty miles south into Mexico, west across fifty-two miles of purchased Mexican right-of-way, and north to terminate where the Alamo River enters the United States; here, the town of Calexico sprouted, a shack-and-shanty manifestation of Oliver Wenzclaw's ancient dream.

Once done with the project, Chaffey sold it back to the California Development Company for $300,000 and went on to other things. What he left behind was more than a water-delivery system; it was a complex money-making machine, at least for those who could manipulate it. Water was conveyed from Pilot Knob into Mexico, where it was sold to a dummy Mexican corporation that delivered it to Calexico and the California Development Company; eight mutual water companies (organized and officered by executives of the CDC), then bought the water for fifty cents an acre-foot* for distribution to the individual farmers making up its membership; in return for furnishing the water at a minimal cost, the CDC was given all the “water stock” of the mutual companies; in turn, the Imperial Land Company, a CDC subsidiary that had been organized mainly to promote the sale of government lands (since it owned very little of its own), was allowed to purchase great blocks of this water stock at low prices for resale to individual farmers at $25 a share, each share representing one acre of watered land.

Water stock was the gimmick that made the whole machine work, for under the rules of the CDC only shareholders could receive water from the Imperial Canal; furthermore, each parcel of land had to be completely “covered” by stock before water was delivered (e.g., a 160-acre section had to be represented by 160 shares of stock). The Imperial Land Company, possessed of most of the stock, was quite willing, of course, to sell it on liberal terms of credit; should any farmer default on his payments, the company “foreclosed” on his share of water stocks. Without water the land was useless, and the farmer would have little recourse but to sell his parcel to the company at the company’s price. The company was then quite free to turn around and sell the acquired land to anyone—including such outside investors as Harrison Gray Otis of the Los Angeles Times, who came to own more than a thousand acres of Imperial Valley land. As a kind of caboose on this gravy train, officers of the CDC and the Imperial Land Company also owned thousands of acres of Mexican land along the right-of-way of the canal, all of it watered with Colorado River water without the inconvenience of water stock.

By 1904 the Imperial Valley was booming. Seven thousand settlers had arrived to farm the land, producing that year more than one million dollars in dairy produce, barley, hay, cattle feed, honey, vegetables, fruits, and turkeys. And while the CDC struggled along on a very thin profit margin (as it was designed to do), the coffers of the Imperial Land Company swelled, as speculators and occasional farmers streamed in to buy the company’s farming parcels, as well as town lots in Calexico, Brawley, Imperial, and Holtville. It was a prime year, and the last the valley would have for some time—for the Imperial Canal was beginning to silt up badly near its mouth, impeding the delivery of water. Taking their attention away from the selling of acreage, the executives of the CDC solved the problem by making a second cut into the river without bothering to provide adequate protection against the river’s notorious flood season. Having made this last “improvement” on the canal, the company sold it to the Southern Pacific Railroad for $200,000 and went back to the making of money.

The railroad (under E. H. Harriman, successor to Collis P. Huntington) did little to improve the new cut. The flood season started, and the river broke through the canal; a brush dam was hastily thrown up, and quickly washed away. Again and again the river assaulted the breach. By the end of 1905, the gap had widened to more than six hundred feet, and billions

*An acre-foot of water is enough water to cover one acre of land to a depth of one foot—or 325,000 gallons.
of gallons of silt-laden water oozed down the "hump" of the Colorado delta to the Salton Sink, re-creating the Salton Sea, destroying farms, and washing out the tracks of the Southern Pacific five times. The railroad fought back, but it was not until February 10, 1907—after an expenditure of nearly two million dollars and the dumping of 2,057 carloads of rock, 921 of gravel, and 203 of clay—that the Colorado was returned to its proper channel.*

*Since they didn't yet know that the railroad had purchased the CDC and its works, the residents of the valley cheered it as the hero of the hour. The railroad was careful to continue keeping the sale a secret, thereby avoiding damage suits to which it was liable. Moreover, it made back its two-million-dollar expense and more by a $700,000 grant from the federal government for its flood-control work and, as noted above, its later sale of the whole distribution system to the Imperial Irrigation District.

The railroad had saved the valley, but there was no guarantee that there would not be a repetition. Seeking to control their own possible future, the residents of the valley banded together in 1911 to form the Imperial Irrigation District and with a bond issue of $10,500,000, purchased the entire water distribution system from the mutual water companies and the railroad (which received $3,000,000 for the canal). They then began a twenty-year effort to persuade the federal government to save them from the rampages of the river by the construction of a massive upriver dam for flood control. As we shall see in a later chapter, that campaign became a major force behind the creation of the Boulder Dam Project in the 1930s.

Being the very stuff of life, water and its use have consistently inspired an emotionalism that transcends all the intricacies of finance, of engineering
July 30, 2012

NCIC File No.: SAC-12-13 ADDENDUM

Chad Moffett
Mead & Hunt
180 Promenade Circle
Suite 240
Sacramento, CA 95834

RAPID RECORDS SEARCH ADDENDUM TO
Sacramento Center for Innovation Specific Plan Project
T8N/R5E Section 15
USGS 7.5' Sacramento East Quad, Sacramento County

- NCIC Resources Within Search Area:
  No additional resources
- NCIC Reports Within Search Area:
  488
  8211
  10446
  Copies of reports previously sent to client.
- OHP Historic Property Data File (2012): Nothing listed
- Determination of Eligibility (2012): Nothing listed
- NRHP/CRHR listings (2008 & updates): Nothing listed
- California State Historical Landmarks (1996): Nothing listed
- Points of Historic Interest (1992): Nothing listed
- Caltrans Bridge Inventory: 24C0235
- Historic Maps: Client has copies

Thank you for using our services. An invoice and confidentiality agreement is enclosed; please sign and return a copy for our files.
Appendix B. Native American Outreach
May 22, 2012

Ms. April Wallace Moore
19630 Placer Hills Road
Colfax, CA 95713

Subject: Cultural Resources Survey Update
Sacramento Center for Innovation Specific Plan
City of Sacramento, CA

Dear Madam:

Mead & Hunt, Inc. (Mead & Hunt) has been contracted by the City of Sacramento to complete a cultural resources survey and evaluation for the above-referenced project.

The proposed project includes development of a Specific Plan for the new Sacramento Center for Innovation. The proposed project area is located in Sections 15 and 22, Township 8N, Range 5E (MDM), just south of Sacramento State University and to the west of the Granite Regional Park Development Area. The 240-acre plan area is generally bound by U.S. Highway 50 to the north, the Union Pacific Railroad to the west, and Power Inn Road to the east. A copy of a map showing the proposed project area location and vicinity is enclosed.

The Specific Plan will provide the planning support for development that will transform the proposed project area into the hub of the sustainable growth, green technology, and clean energy movement that is growing in Sacramento. It will provide a clear focus for the urban design, development standards, design guidelines, public facilities, utility capacity, and circulation proposed in the proposed project area. Completion of the Specific Plan is anticipated in the summer of 2012. Additional information can be found on the project website at http://www.cityofsacramento.org/dsd/projects/innovation-technology-village-sp.cfm.

You were identified as a potentially interested consulting party by the California Native American Heritage Commission and the City of Sacramento. On behalf of the City of Sacramento, we are contacting you to describe the proposed project and to request any comments you may have regarding the project's potential to affect sites recognized by your tribe as historically, culturally, or religiously significant, and to identify such resources within the immediate area of the proposed project location as part of the review under the California Environmental Quality Act.
Ms. April Wallace Moore  
May 22, 2012 
Page 2 

We welcome the comments of individuals or organizations that may have knowledge of the project area, or wish to share information or concerns with regard to this proposed project.

If your organization has any information regarding the presence of cultural resources that may be adversely affected by the proposed project, please inform us at your earliest convenience. Please submit any additional information or comments on the project within 30 days of receipt via mail, fax, or email to:

Timothy Smith  
Cultural Resource Specialist  
Mead & Hunt, Inc.  
180 Promenade Circle, Suite 240  
Sacramento, CA 95834  
Fax: 916-971-0578  
Email: timothy.smith@meadhunt.com

If you have any questions or require additional information, please contact me.

Sincerely,

MEAD & HUNT, Inc.

[Signature]

Timothy Smith  
Cultural Resource Specialist

Enclosures
May 22, 2012

Daniel Fonseca
Shingle Springs Band of Miwok Indians
PO Box 1340
Shingle Springs, CA 95682

Subject: Cultural Resources Survey Update
Sacramento Center for Innovation Specific Plan
City of Sacramento, CA

Dear Sir:

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The Shingle Springs Band of Miwok Indians was identified as a potentially interested consulting party by the California Native American Heritage Commission and the City of Sacramento. On behalf of the City of Sacramento, we are contacting you to describe the proposed project and to request any comments you may have regarding the project’s potential to affect sites recognized by the Shingle Springs Band of Miwok Indians as historically, culturally, or religiously significant, and to identify such resources within the immediate area of the proposed project location as part of the review under the California Environmental Quality Act.
We welcome the comments of individuals or organizations that may have knowledge of the project area, or wish to share information or concerns with regard to this proposed project.

If your organization has any information regarding the presence of cultural resources that may be adversely affected by the proposed project, please inform us at your earliest convenience. Please submit any additional information or comments on the project within 30 days of receipt via mail, fax, or email to:

Timothy Smith
Cultural Resource Specialist
Mead & Hunt, Inc.
180 Promenade Circle, Suite 240
Sacramento, CA 95834
Fax: 916-971-0578
Email: timothy.smith@meadhunt.com

If you have any questions or require additional information, please contact me.

Sincerely,

MEAD & HUNT, Inc.

Timothy Smith
Cultural Resource Specialist

Enclosures
May 22, 2012

Mr. David Keyser, Chairperson
United Auburn Indian Community of the Auburn Rancheria
10720 Indian Hill Road
Auburn, CA 95603

Subject: Cultural Resources Survey Update
Sacramento Center for Innovation Specific Plan
City of Sacramento, CA

Dear Sir:

Mead & Hunt, Inc. (Mead & Hunt) has been contracted by the City of Sacramento to complete a cultural resources survey and evaluation for the above-referenced project.

The proposed project includes development of a Specific Plan for the new Sacramento Center for Innovation. The proposed project area is located in Sections 15 and 22, Township 8N, Range 5E (MDM), just south of Sacramento State University and to the west of the Granite Regional Park Development Area. The 240-acre plan area is generally bound by U.S. Highway 50 to the north, the Union Pacific Railroad to the west, and Power Inn Road to the east. A copy of a map showing the proposed project area location and vicinity is enclosed.

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Mr. David Keyser, Chairperson  
United Auburn Indian Community of the Auburn Rancheria  
May 22, 2012  
Page 2  

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If you have any questions or require additional information, please contact me.

Sincerely,

MEAD & HUNT, Inc.

[Signature]

Timothy Smith  
Cultural Resource Specialist

Enclosures
May 22, 2012

Eileen Moon, Vice Chairperson
Tsi-Akim Maidu
1239 East Main Street
Grass Valley, CA 95945

Subject: Cultural Resources Survey Update
Sacramento Center for Innovation Specific Plan
City of Sacramento, CA

Dear Madam:

Mead & Hunt, Inc. (Mead & Hunt) has been contracted by the City of Sacramento to complete a cultural resources survey and evaluation for the above-referenced project.

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If you have any questions or require additional information, please contact me.

Sincerely,

MEAD & HUNT, Inc.

Timothy Smith
Cultural Resource Specialist

Enclosures
May 22, 2012

Mr. Gregory Baker, Tribal Administrator
United Auburn Indian Community of the Auburn Rancheria
10720 Indian Hill Road
Auburn, CA 95603

Subject: Cultural Resources Survey Update
Sacramento Center for Innovation Specific Plan
City of Sacramento, CA

Dear Sir:

Mead & Hunt, Inc. (Mead & Hunt) has been contracted by the City of Sacramento to complete a cultural resources survey and evaluation for the above-referenced project.

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Mr. Gregory Baker, Tribal Administrator  
United Auburn Indian Community of the Auburn Rancheria  
May 22, 2012  
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Email: timothy.smith@meadhunt.com

If you have any questions or require additional information, please contact me.

Sincerely,

MEAD & HUNT, Inc.

[Signature]

Timothy Smith  
Cultural Resource Specialist

Enclosures
May 22, 2012

Mr. John Tayaba, Vice Chairperson
Shingle Springs Band of Miwok Indians
PO Box 1340
Shingle Springs, CA 95682

Subject: Cultural Resources Survey Update
Sacramento Center for Innovation Specific Plan
City of Sacramento, CA

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If you have any questions or require additional information, please contact me.

Sincerely,

MEAD & HUNT, Inc.

Timothy Smith
Cultural Resource Specialist

Enclosures
May 22, 2012

Mr. Marcos Guerrero, Tribal Preservation Committee
United Auburn Indian Community of the Auburn Rancheria
10720 Indian Hill Road
Auburn, CA 95603

Subject: Cultural Resources Survey Update
Sacramento Center for Innovation Specific Plan
City of Sacramento, CA

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Mr. Marcos Guerrero, Tribal Preservation Committee  
United Auburn Indian Community of the Auburn Rancheria  
May 22, 2012  
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If you have any questions or require additional information, please contact me.

Sincerely,

MEAD & HUNT, Inc.

[Signature]

Timothy Smith  
Cultural Resource Specialist

Enclosures
May 22, 2012

Nicholas Fonseca, Chairperson
Shingle Springs Band of Miwok Indians
PO Box 1340
Shingle Springs, CA 95682

Subject: Cultural Resources Survey Update
Sacramento Center for Innovation Specific Plan
City of Sacramento, CA

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If you have any questions or require additional information, please contact me.

Sincerely,

MEAD & HUNT, Inc.

Timothy Smith
Cultural Resource Specialist

Enclosures
May 22, 2012

Ms. Rose Enos
15310 Bancroft Road
Auburn, CA 95603

Subject: Cultural Resources Survey Update
Sacramento Center for Innovation Specific Plan
City of Sacramento, CA

Dear Madam:

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You were identified as a potentially interested consulting party by the California Native American Heritage Commission and the City of Sacramento. On behalf of the City of Sacramento, we are contacting you to describe the proposed project and to request any comments you may have regarding the project’s potential to affect sites recognized by your tribe as historically, culturally, or religiously significant, and to identify such resources within the immediate area of the proposed project location as part of the review under the California Environmental Quality Act.
Ms. Rose Enos  
May 22, 2012  
Page 2

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If you have any questions or require additional information, please contact me.

Sincerely,

MEAD & HUNT, Inc.

[Signature]

Timothy Smith  
Cultural Resource Specialist

Enclosures
SACRAMENTO CENTER FOR INNOVATION SPECIFIC PLAN AREA
June 4, 2012

Mead & Hunt
M & H Architecture, Inc.
180 Promenade Circle, Suite 240
Sacramento, CA 95834

RE: Cultural Resources Survey Update, Sacramento Center for Innovation Specific Plan,
City of Sacramento, CA

Dear Timothy Smith

The Most likely Descendant, Daniel Fonseca would like to initiate consultation process with
Mead & Hunt for the Sacramento Center for Innovation Specific Plan Area. We would also
like to request an onsite consultation. Among other things, we would like this consultation to
address the cultural and historic resource issues, pursuant to the regulations implementing
Section 106 of the National Historic Preservation Act.

Prior to meeting we would like to request any and all completed record searches and or
surveys that were done in or around the project area up to and including environmental,
archaeological and cultural reports.

Please let this letter serve as a formal request for the Shingle Springs Band of Miwok Indians
to be added as a consulting party in identifying any Traditional Cultural Properties (TCPs)
that may exist within the project’s Area of Potential Effects (APE).

Please contact Angela Rivera, Administrative Assistant at: (530) 698-1557 to schedule a
consultation meeting pursuant to Section 106 of the NHPA.

Sincerely,

Daniel Fonseca
Cultural Resources Director
June 21, 2012

Timothy Smith
Cultural Resources Specialist
Mead & Hunt, Inc.
180 Promenade Circle, Suite 240
Sacramento, CA 95834

Subject: New Sacramento Center Specific Plan

Dear Mr. Smith,

Thank you for requesting information regarding the above referenced project. The United Auburn Indian Community (UAIC) of the Auburn Rancheria is comprised of Miwok and Southern Maidu (Nisenan) people whose tribal lands are within Placer County and ancestral territory spans into El Dorado, Nevada, Sacramento, Sutter, and Yuba counties. The UAIC is concerned about development within its aboriginal territory that has potential to impact the lifeways, cultural sites, and landscapes that may be of sacred or ceremonial significance. We appreciate the opportunity to comment on this and other projects in your jurisdiction.

In order to ascertain whether or not the project could affect cultural resources that may be of importance to the UAIC, we would like to receive copies of any archaeological reports that have been, or will be, completed for the project. We also request copies of future environmental documents for the proposed project so that we have the opportunity to comment on potential impacts and proposed mitigation measures related to cultural resources. The information gathered will provide us with a better understanding of the project and cultural resources on site and is invaluable for consultation purposes. Please contact us if any Native American cultural resources are in, or found to be within, your project area.

Thank you again for taking these matters into consideration, and for involving the UAIC early in the planning process. We look forward to reviewing the aforementioned documents as requested and setting up a time to formally discuss this project. Please contact Marcos Guerrero, Tribal Historic Preservation Officer, at (530) 883-2364 or email at mguerrero@auburnrancheria.com if you have any questions.

Sincerely,

David Keyser,
Chairman

CC: Marcos Guerrero, THPO
To: April Wallace   Company: Nisenan-So Maidu

Recorded by: Timothy Smith   Time: 4:30 pm (Pacific)

Date: 19 July 2012   Telephone No.: 530-637-4279

Project: Cultural Resources Survey Update   Project No.: R2753500-120498.01
Sacramento Center for Innovation Specific Plan

Subject: Follow-up on notification letter

I contacted Ms. Wallace to follow-up on the notification letter sent on May 22, 2012 to see if she had any comments to share. She was not available and I left a message with her husband at the number listed above.
To: Eileen Moon

Recorded by: Timothy Smith

Date: 19 July 2012

Project: Cultural Resources Survey
Sacramento Center for Innovation Specific Plan

Company: Tsi-Akim Maidu

Time: 4:30pm (Pacific)

Telephone No.: 530-477-0711

Project No.: R2753500-120498.01

Subject: Follow-up on notification letter

I contacted Ms. Moon to follow-up on the notification letter sent on May 22, 2012 to see if she had any comments to share. The original listed number was disconnected for Tsi-Akim Maidu. A message was left for Eileen on phone number 530-274-7497.
To: Rose Enos  
Company: Maidu Washoe

Recorded by: Timothy Smith  
Time: 4:30pm (Pacific)

Date: 19 July 2012  
Telephone No.: 530-878-2378

Project: Cultural Resources Survey Update  
Project No.: R2753500-120498.01
Sacramento Center for Innovation Specific Plan

Subject: Follow-up on notification letter

I contacted Ms. Enos to follow-up on the notification letter sent on May 22, 2012 to see if she had any comments to share. Ms. Enos expressed concern about burial sites and requested to be notified if any discoveries are made in the future.
July 25, 2012

Daniel Fonseca
P.O. Box 1340
Shingle Springs, CA 95682

Subject: Sacramento Center for Innovation (SCI) Specific Plan

Dear Mr. Fonseca,

This letter is in response to your formal request for a consultation process pursuant to Section 106 of the National Historic Preservation Act (NHPA). The historic and cultural resources survey that you reference is being completed for California Environmental Quality Act (CEQA) purposes and not per Section 106 of the NHPA.

The Sacramento Center for Innovation (SCI) specific plan is not associated with a specific development project. The specific plan for the 240-acre site is a land use and planning document that will create flexible development standards to facilitate the transition of this area from industrial to a mix of uses including office space along with research and development. The survey does not include site excavation; no specific development would be approved as part of the plan process.

The City is preparing an Initial Study to evaluate potential project impacts, and we anticipate that the project will be consistent with the 2030 General Plan, and that the Master EIR will adequately identify and evaluate all cumulative effects.

The historic and cultural resources survey is being completed to determine if there are any potential significant impacts to historic and cultural resources that could occur as a result of specific plan approval. If you have any information relating to the project’s impact on sites recognized by the Shingle Springs Band of Miwok Indians that would assist Staff in preparation of the survey, we would welcome your input. Please contact me at the number and e-mail below. Copies of the historic and cultural resources survey and the CEQA document completed for the project will be sent to you when completed.

We appreciate your concerns and interests in the specific plan and survey. If you have additional questions feel free to contact me via e-mail at Rmendoza@cityofsacramento.org or you can call me at my direct line which is (916) 808-5003.
Sincerely,

Remi Mendoza
Associate Planner

CC: Tom Pace, Long Range Planning Manager
    Roberta Deering, Preservation Director
    Tom Buford, Senior Planner
    Chad Moffett, Mead & Hunt, Inc.
July 26, 2012

David Keyser
10720 Indian Hill Road
Auburn, CA 95603

Subject: Sacramento Center for Innovation (SCI) Specific Plan

Dear Mr. Keyser,

This letter is in response to your request for copies of archeological reports, environmental documents, and to be contacted if any Native American cultural resources are in, or found within, the project area.

The Sacramento Center for Innovation (SCI) specific plan is not associated with a specific development project. The specific plan for the 240-acre site is a land use and planning document that will create flexible development standards to facilitate the transition of this area from industrial to a mix of uses including office space along with research and development. The survey does not include site excavation; no specific development would be approved as part of the plan process.

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We appreciate your concerns and interests in the specific plan and survey. If you have additional questions feel free to contact me via e-mail at RMendoza@cityofSacramento.org or you can call me at my direct line which is (916) 808-5003.

Sincerely,

[Signature]

Remi Mendoza
Associate Planner

CC: Tom Pace, Long Range Planning Manager
    Roberta Deering, Preservation Director
    Tom Buford, Senior Planner
    Chad Moffett, Mead & Hunt, Inc.
    Marcos Guerrero, TPO
Appendix C. Documented Built Environment Property Maps
Sacramento Center for Innovation Specific Plan
North Area Map (North of 14th Avenue)

Legend
- Specific Plan Project Area
- Surveyed and Evaluated Parcels
- Previously Identified Sites

Source: City of Sacramento Parcels, 5/22/12

Sacramento Valley Railroad

Refer to South Area Map for Details
Appendix D. Archaeological Sensitive Area Maps