

ORDINANCE NO. 2016-0047

Adopted by the Sacramento City Council

November 10, 2016

REPEALING ORDINANCE 2007-103 AND LISTING THE CENTRAL SHOPS HISTORIC DISTRICT AS A HISTORIC DISTRICT ON THE SACRAMENTO REGISTER OF HISTORIC & CULTURAL RESOURCES

BACKGROUND

- A. The city council has found “that significant aspects of the city’s rich and diverse historic resources deserve recognition and preservation to foster an understanding of our heritage, and to promote the public health and safety and the economic and general welfare of the people of the city. The preservation and continued use of historic resources are effective tools to sustain and revitalize neighborhoods and business districts within the city, enhance the city’s economic, cultural and aesthetic standing, its identity and its livability, marketability and urban character.” (Sacramento City Code section 17.604.100.A.)
- B. To this end, the city code provides a mechanism for listing landmarks, historic districts, and contributing resources on the Sacramento Register of Historic and Cultural Resources (“Sacramento Register”). Listing properties on the Sacramento Register helps to maintain and revitalize the City of Sacramento and its neighborhoods by encouraging the use and reuse of historic building and protects buildings and neighborhoods from deterioration and inappropriate alterations, all of which enhance the City’s economic, cultural, and aesthetic standing.
- C. On December 11, 2007, the city council adopted Ordinance 2007-103, which added the Central Shops Historic District (“District”), within the Railyards project area, to the Sacramento Register.
- D. Since the city council’s adoption of the District in 2007, the development plan for the Railyards has evolved, which necessitates a change to the District’s boundaries. In addition, the prior preservation plan anticipated moving the Sacramento Railyards Water Tower from its existing location to come within the District’s boundaries as delineated in 2007. Under the revised plan, the Water Tower will remain in its existing location, separate from the District, but has been added to the Sacramento Register as a landmark under Ordinance 2016-0048.

- E. The purpose of this ordinance is to revise the District's boundaries (as shown in Exhibit A) to reflect the revised Railyards development plan and make other changes to the District, including eliminating the Water Tower as a contributing resource to the District.
- F. The District is associated with important dates, people and features of the Transcontinental Railroad construction and initial operation, as well as the subsequent development of the nation's railroad system. The Central Shops served as the principal shops of the Pacific Lines of the Southern Pacific system between 1868 and 1990, overseeing subsidiary shops from Portland, Oregon, and Ogden, Utah, to San Francisco and Los Angeles, California. In addition, the Central Shops were a major influence on the shops of the Atlantic Line from El Paso, Texas through New Orleans, Louisiana. During the course of its first 80 years or so the Central Shops complex has been recognized as the largest integrated industrial complex west of the Rocky Mountains, and perhaps west of the Mississippi River. As late as World War II they retained industrial capabilities found nowhere else in the West, such as the ability to produce the giant metal rollers for the wartime Kaiser steel plant built at Fontana in Southern California. The Central Shops were by far the largest single employer in the Sacramento region until after World War II, with workers playing a major part in the economic, social, cultural and political life and development of the Sacramento region. The shops were a major center for innovation, invention and development of railroad and related technologies, and also became an early center for systematic standards, supported by testing, with regional and national impacts. Chief mechanical officers based at Sacramento, notably A. J. Stevens and his successor H. J. Small, gained national recognition, the former for innovation, the latter for standardization. But on the national scene, the most important personage following the original founders of the railroad was E. H. Harriman, who promoted the Sacramento-originated standards all across his railroad system covering over half the country, and who instituted major capital improvements across the system including the last major expansion of the core historic shop buildings preserved today. Architecturally, the shop buildings qualify as being representative examples of typical mid-19th century to late Victorian industrial architecture, some portions having been rebuilt in the early 20th century. They feature classic samples of decorative and architectural details from their various periods of construction.

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

SECTION 1

The city council hereby finds the following:

- A. The revised area for the Central Shops Historic District, as shown in Exhibit A, is a geographically defined area;

- B. The District has integrity of design, setting, materials, workmanship, and association in that the District contains representative examples of typical mid-19th century to late Victorian industrial architecture (with some portions rebuilt in the early 20th century), and features classic samples of decorative and architectural details from their various periods of construction; and
- C. The city council has considered the city code's directive that 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."

SECTION 2

The Central Shops Historic District, as identified in Exhibit A, is hereby listed on the Sacramento Register as a historic district.

SECTION 3

The resources listed in Exhibit B are hereby added to the Sacramento Register as contributing resources to the Central Shops Historic District, based on the following findings of fact:

- A. The resources are within the historic district;
- B. The resource either embody 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 in that the existing structures within the historic district were actively used to serve the Pacific Lines of the Southern Pacific railroad system;
- C. The resources were present during the period of historical significance of the historic district and relates to the documented historical significance of the historic district in that the Central Shops served as the principal shops of the Pacific Lines of the Southern Pacific system between 1968 and 1990, overseeing subsidiary shops from Portland Oregon, and Ogden, Utah to San Francisco and Los Angeles, California, and east to El Paso Texas, with additional major influence on the shops of the Atlantic Lines through Texas and Louisiana to New Orleans;
- D. The resources either possess historic integrity or are capable of yielding important information about the period of historical significance of the historic district in that many of the original structures exist and their individual function and relationship to each other are clearly delineated; and
- E. The resources have 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 this chapter in that they represent an important part of the City's history when the railroad served key industries and the Central Shops were the largest employer in the Sacramento region until after World War II, with workers playing a major part in the economic, social, cultural, and politic life and development of the Sacramento region.

SECTION 4

In accordance with section 17.604.220.C.2 of the city code, the significant features and characteristics of the District and its contributing resources are listed in Exhibit B.

SECTION 5

Ordinance 2007-103, related to Nominating and Adding the Central Shops Historic District to the Sacramento Register of Historic and Cultural Resources as a Historic District is hereby repealed.

Table of Contents

Exhibit A – District Boundaries

Exhibit B – Contributing Resources; Significant Features and Characteristics

Adopted by the City of Sacramento City Council on November 10, 2016, by the following vote:

Ayes: Members Ashby, Guerra, Hansen, Harris, Jennings, and Schenirer

Noes: None

Abstain: None

Absent: Members Carr, Warren, and Mayor Johnson

Attest:

Shirley Concolino

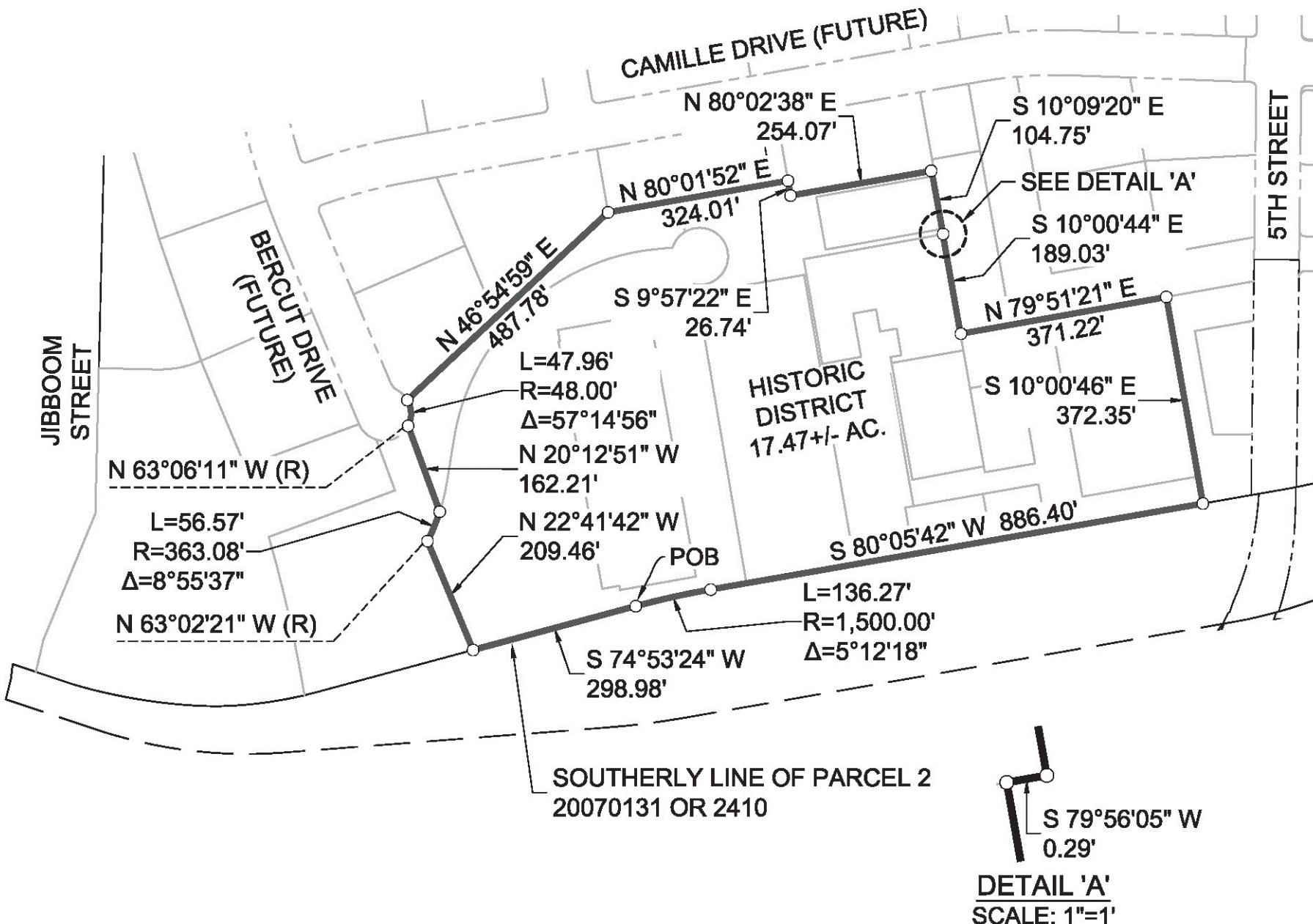
Digitally signed by Shirley Concolino
DN: cn=Shirley Concolino, o=City of Sacramento, ou=City
Clerk, email=sconcolino@cityofsacramento.org, c=US
Date: 2016.12.16 13:02:45 -08'00'

Shirley Concolino, City Clerk

Passed for Publication: November 1, 2016

Published: November 4, 2016

Effective: December 10, 2016



SCALE: 1" = 250'
JOB #: 15-11-071
DATE: AUG., 2016

EXHIBIT OF
HISTORIC DISTRICT
BOUNDARY
CITY OF SACRAMENTO, CALIFORNIA

LEGAL DESCRIPTION

HISTORIC DISTRICT BOUNDARY

ALL THAT REAL PROPERTY SITUATED IN THE CITY OF SACRAMENTO, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA AND BEING A PORTION OF PARCEL 2 OF THAT CERTAIN DOCUMENT RECORDED JANUARY 31, 2007 IN BOOK 20070131, PAGE 2410, SACRAMENTO COUNTY OFFICIAL RECORDS. MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHERLY BOUNDARY OF SAID PARCEL 2, BEING THE NORTH LINE OF RAILROAD EASEMENT II, AS SHOWN ON RECORD OF SURVEY, FILED FEBRUARY 8, 2011 IN BOOK 81, PAGE 17, SAID COUNTY RECORDS. SAID POINT BEING THE EASTERNLY TERMINOUS OF THAT CERTAIN COURSE SHOWN AS "NORTH 74°53'24" EAST, 583.72 FEET" ON SAID RECORD OF SURVEY; THENCE FROM SAID POINT OF BEGINNING ALONG SAID COURSE, SOUTH 74°53'24" WEST, 298.98 FEET; THENCE LEAVING SAID SOUTHERLY BOUNDARY ALONG THE FOLLOWING 13 COURSES:

1. THENCE NORTH 22°41'42" WEST, 209.46 FEET TO THE NORTHERLY LINE OF THE 40 FOOT WIDE TRACK ACCESS EASEMENT AS SHOWN IN THAT CERTAIN DOCUMENT RECORDED MARCH 29, 2012, IN BOOK 20120329, PAGE 0508, SAID COUNTY RECORDS;
2. THENCE ALONG SAID NORTHERLY LINE, TO THE LEFT, ALONG THE ARC OF A NON-TANGENT CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 363.08 FEET, A CENTRAL ANGLE OF 08°55'37", AND AN ARC LENGTH OF 56.57 FEET. THE CENTER OF SAID CURVE BEARS NORTH 63°02'21" WEST FROM THE BEGINNING OF SAID CURVE;
3. THENCE LEAVING SAID LINE, NORTH 20°12'51" WEST, 162.21 FEET;
4. THENCE TO THE LEFT, ALONG THE ARC OF A NON-TANGENT CURVE CONCAVE TO THE WEST, HAVING A RADIUS OF 48.00 FEET, A CENTRAL ANGLE OF 57°14'56", AND AN ARC LENGTH OF 47.96 FEET. THE CENTER OF SAID CURVE BEARS NORTH 63°06'11" WEST FROM THE BEGINNING OF SAID CURVE;
5. THENCE NORTH 46°54'59" EAST, 487.78 FEET;
6. THENCE NORTH 80°01'52" EAST, 324.01 FEET;
7. THENCE SOUTH 09°57'22" EAST, 26.74 FEET;
8. THENCE NORTH 80°02'38" EAST, 254.07 FEET;
9. THENCE SOUTH 10°09'20" EAST, 104.75 FEET;
10. THENCE SOUTH 79°56'05" WEST, 0.29 FEET;
11. THENCE SOUTH 10°00'44" EAST, 189.03 FEET;
12. THENCE NORTH 79°51'21" EAST, 371.22 FEET;
13. THENCE SOUTH 10°00'46" EAST, 372.35 FEET TO SAID SOUTHERLY BOUNDARY; THENCE ALONG SAID BOUNDARY SOUTH 80°05'42" WEST, 886.40 FEET; THENCE CONTINUING ALONG SAID BOUNDARY, TO THE LEFT, ALONG THE ARC OF A TANGENT CURVE CONCAVE TO THE SOUTH, HAVING A RADIUS OF 1500.00 FEET, A CENTRAL ANGLE OF 05°12'18", AND AN ARC LENGTH OF 136.27 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 17.47 ACRES, MORE OR LESS.

Exhibit B: Significant Features and Characteristics

Sacramento City Code Section 17.604.210 prescribes that the Significant Feature(s) or Characteristic(s) of the resources to be added to the Sacramento Register shall be identified in the designating Ordinance. The significant features and characteristics of the Central Shops Historic District include the following:

Significant Features & Characteristics: All elements, materials, surfaces, and finishes, of the original design of the structures and landscape/site features shall be included. Specific features and elements include:

Car Machine Shop - Exterior

- free-standing building with four principal elevations
- gabled roof form with gabled clerestory running length of the ridge line
- masonry wall structure, common bond brick, with articulated brick piers
- (repeating) arched door and window openings.
- corbelled brick arches over door and window openings
- brick sills
- wood-framed, multi-lite, sash windows, with fixed upper sash, operable lower sash, on first story.
- wood-framed, multi-lite, sash windows, operable on second story
- wood door, hardware and strap hinges (south elevation).
- corrugated metal roof
- roof vents, conical caps
- tracks
- vent grilles
- cast iron tie ends, anchors and anchor plates, and bolts
- remnant cast iron hardware, pintles (upright pivot hinge), other hinges and hooks
- attached ladder
- gabled wood bridge connection to Planing Mill
- signage

Car Machine Shop Interior - First Floor (Level)

- masonry walls brick, painted white.
- engaged masonry (brick) pilasters, painted white.
- exposed second floor framing
- wood posts and brackets
- concrete floor
- tracks
- cast iron wheels, mobile, on tracks (2 sets)
- signage
- large open interior space (open space incorporates all levels/floors)
- extent mechanical equipment

Car Machine Shop - Interior Second Floor (Level)

- masonry walls brick, painted white.
- engaged masonry (brick) pilasters, painted white.
- roof framing and long span truss system
- wood posts and brackets
- wood floor
- wood wall sheathing
- wood casework
- partition walls, wood, inset with multi-lite glazing.
- attic truss system and wood floor/framing
- corrugated metal roof decking
- signage

While the information above lists character-defining features by “floor,” none of the buildings have interior floors, with the exception of the Privy. They are large open spaces, which is a significant character-defining feature of the buildings. The extant mechanical equipment, including cranes, are also character-defining features.

The Planing Mill – Exterior

- free-standing building
- gabled roof form with gabled clerestory running length of the ridge line
- masonry wall structure, common bond brick, with articulated brick piers
- (repeating) arched door and window openings.
- corbelled brick arches over door and window openings
- brick sills
- wood-framed, multi-lite, sash windows, with fixed upper sash, operable lower sash, on first story.
- wood-framed, multi-lite, sash windows, operable on second story
- corrugated metal roof
- roof vents, conical
- tracks
- vent grilles
- cast iron tie ends, anchors and anchor plates, and bolts
- remnant cast iron hardware, pintles (upright pivot hinge), other hinges and hooks
- attached ladder
- gabled wood bridge connection to Car Machine Shop

Planing Mill Interior - First Floor (Level)

- masonry walls brick, painted white.
- engaged masonry (brick) pilasters, painted white.
- long span trusses
- exposed second floor framing
- wood posts and brackets
- suspended, gravity-operated steel fire door
- concrete floor

- tracks, two sets
- large open interior space (open space incorporates all levels/floors)
- extant mechanical equipment

Planing Mill Interior - Second Floor (Level)

- masonry walls brick, painted white
- engaged masonry (brick) pilasters, painted white
- corrugated metal roof decking above ceiling
- roof framing and long span truss system
- wood posts and brackets, decking
- second floor ceiling, tongue-and-groove
- wood flooring
- wood wall sheathing painted white and green.
- wood-framed partition walls and office partitions.
- wood-framed casework and closets.
- suspended, gravity-operated steel fire doors
- swinging doors, half-glazed, pair
- cast iron fire protection threshold
- attic truss system and wood floor/framing

While the information above lists character-defining features by “floor,” none of the buildings have interior floors, with the exception of the Privy. They are large open spaces, which is a significant character-defining feature of the buildings. The extant mechanical equipment, including cranes, are also character-defining features.

Privy - Exterior

- free-standing building with four symmetrical elevations
- gabled roof form
- boxed metal eaves
- masonry wall structure, common bond brick, with articulated brick piers
- stucco finish
- corbelled brickwork at cornice
- (repeating) arched door and window openings.
- recessed door and window openings.
- projecting sills
- wood-framed, multi-lite, sash windows, operable.
- connection to Planing Mill, wood-framed decking
- louvered vents in gable ends
- cast iron tie ends, bolts
- timber roofing members
- metal roof deck
- recessed vertical panels and moldings
- wood sash, double-hung windows
- segmented arched windows with projecting sills
- horizontal encircling belt course

Privy - Interior

- masonry walls brick, painted white.
- wood door and window surrounds
- exposed wood framing/rafters at ceiling
- large interior open space
- extant mechanical equipment

Car Shop No. 3 - Exterior

- double clerestory with low-pitched gabled roof and parapet
- lower level masonry wall structure, common bond brick, with articulated brick piers
- (repeating) arched door and window openings.
- tower, hipped (pyramidal) roof, with corrugated sheet metal siding
- wood "keystones" with painted numbers at each bay
- corbelled brick arches over door openings
- brick sills (west elevation)
- narrow lancet windows
- protective cast iron plates over sills
- wood-framed, multi-lite, sash windows, two-over-two, double-hung.
- wood-framed, multi-lite, clerestory windows.
- wood sash windows, multi-lite (west elevation).
- wood doors, large, squared openings, with diagonal framing.
- construction and inset doors (west elevation)
- concrete lintels (west elevation)
- corrugated metal roof and wall sheathing at elevator tower
- roof vents, conical caps
- exterior metal wall sheathing at second floor
- projecting fire walls, brick
- freestanding, gabled south wall, brick, with ghosted features and infilled arched door and window openings.
- suspended, gravity-operated steel fire doors (south elevation)
- tracks
- attached ladder
- cast iron tie ends, anchors and anchor plates, and bolts
- remnant cast iron hardware, pintles (upright pivot hinge), other hinges and hooks

Car Shop No. 3 Interior - First Floor (Level)

- masonry walls brick, painted white and green
- engaged masonry (brick) pilasters, painted white
- roof framing and tension rod truss system
- ceiling framing/rafters
- wood posts and brackets
- crane, overhead with tracks
- concrete floor
- office partition walls with multi-lite glazing).
- Tracks

- large open interior space (open space incorporates all levels/floors)
- extent mechanical equipment

Car Shop No. 3 Interior - Second Floor (Level)

- masonry walls brick, painted white and green
- engaged masonry (brick) pilasters, painted white
- wood deck roof sheathing
- roof framing and long span truss system
- wood posts and brackets, decking
- wood flooring
- wood-framed partition walls and office partitions
- wood-framed casework and closets.

While the information above lists character-defining features by “floor,” none of the buildings have interior floors, with the exception of the Privy. They are large open spaces, which is a significant character-defining feature of the buildings. The extant mechanical equipment, including cranes, are also character-defining features.

Blacksmith Shop - Exterior

- concrete walls with articulated piers, formwork markings
- steel industrial sash windows, multi-lite, with horizontal pivot, operable
- concrete sills
- gabled roof with gabled clerestory
- corrugated metal siding in gabled end
- roof vents, conical
- original door, wood, hardware and strap hinges
- roof vents
- attached ladder
- remnant signage

Blacksmith Shop – Interior

- concrete walls, painted white
- concrete floor
- crane, overhead
- steel framed roof (northeast addition)
- wood trusses, wood framing
- wood columns
- hewn wood beams
- corrugated transite roofing
- mechanisms to operate clerestory windows
- large open interior space (open space incorporates all levels/floors)
- extent mechanical equipment

Paint Shop - Exterior

- free-standing building with four principal elevations
- masonry wall structure, common bond brick, with articulated brick piers
- (repeating) arched door and window openings.
- arched original door with hardware and strap hinge (west elevation, southernmost bay)
- corbelled brick arches over door and window openings
- “keystones” with painted numbers at each bay
- brick sills
- roof, multi-planed, gabled, hipped and flat
- wood-framed, multi-lite, sash windows
- vent grilles
- cast iron tie ends, anchors and anchor plates, and bolts
- remnant cast iron hardware, pintles (upright pivot hinge), other hinges and hooks
- tracks

Paint Shop Interior - First Floor (Level)

- brick walls, painted white
- corbelled brickwork below infilled openings
- engaged masonry (brick) pilasters, painted white
- interior “passage” with arched openings, infilled and/or glazed.
- interior masonry (brick) partition wall of arches (former south elevation until 1890), painted white.
- industrial sash windows (east elevation).
- wood and steel trusses
- wood posts and brackets
- concrete floor
- large open interior space (open space incorporates all levels/floors)
- Skylights

Paint Shop Interior - Second Floor (Level)

- wood and brick walls, painted white and green
- wood wall sheathing and ceiling
- wood floor
- wood partition walls
- wood casework
- wood posts and brackets
- corrugated metal roof decking
- remnant historic signage (fire escape sign)
- extent mechanical equipment

While the information above lists character-defining features by “floor,” none of the buildings have interior floors, with the exception of the Privy. They are large open spaces, which is a significant character-defining feature of the buildings. The extant mechanical equipment, including cranes, are also character-defining features.

Erecting Shop, Exterior

- brick walls
- steel framing
- metal gable roof over the Engine Rebuild Shop and Component Rebuild Shop
- metal deck roof of the Erecting Bays
- parallel roof systems
- gambrel roof at north end
- gabled clerestory with multi-paned windows.
- exterior articulated bays with arched multi-paned windows and brick pilasters
- brick moldings
- shallow stepped cornice
- double-hung windows with cast iron sills.
- large rectangular windows and articulated bays at east end

Erecting Shop, Interior

- cast iron posts with paired brackets
- exposed wood truss system
- interior bays
- large interior open space (open space incorporates all levels/floors)
- extant mechanical equipment

Boiler Shop, Exterior

- corrugated metal siding
- gable roof
- shed roof extensions on east and west elevations
- window openings
- signage

Boiler Shop, Interior

- wood framed construction
- wood truss ceiling
- large interior open space (open space incorporates all levels/floors)
- extant mechanical equipment
- signage

Turntable

- circular shape
- concrete pit
- tracks
- steel framework
- table
- metal cab

Transfer Table Pits, between the Boiler Shop and the Erecting Shop

- Rectangular concrete bed slightly recessed below ground
- Footprint measuring 70 feet wide and 544 feet long
- Location between the Boiler Shop and Erecting Shop
- Four sets of parallel slots and rail

Site Features/Artifacts

- Shed/Firing Line, North of Boiler Shop.
- Control Booth, North of Boiler Shop, north of firing line shed.
- Roundhouse brick foundation-remnant. North of Boiler Shop, north of firing line shed, running in a east-west direction
- Line of Poles. East side of the Erecting Shop.
- Turntable and associated pit and tracks. North of Erecting Shop.
- Three sets of turntable tracks. North of Erecting Shop
- Turntable pit. North of Erecting Shop
- Pipe, Riveted and Sautered. North elevation of Car Machine Shop.
- Water Tank. Northeast of Site
- R-used Tank Car. East of Paint Shop
- Tower for Overhead Wires. South end of Transfer Table between Car Shop No. 3 and Paint Shop
- Anvil/Hammer from Blacksmith Shop. South of Blacksmith and Erecting Shops in area proposed as site of line relocation
- Crane. West Elevation of Car Shop No. 3.
- Air Reservoir. West Elevation of Car Shop No. 3.
- Tracks and Alignments. Run from interior of Car Shop No. 3 east west, across “plaza” into corresponding bay of the Erecting Shop and thru to the Boiler Shop and Paint Shop.