Item No. 3

Supplemental Material

For

City of Sacramento
Preservation Commission
Agenda Packet

For the Meeting of: November 3

☒ Additional Material
☐ Revised Material

Contact Information: Evan Compton, Associate Planner 916-808-5260

Project Name: River District Project (M10-012)

Subject:

Please find a copy of the survey overview and context attached. It was online but omitted from the staff report.

RIVER DISTRICT

ARCHITECTURAL AND HISTORICAL PROPERTY SURVEY UPDATE

Prepared for the
City of Sacramento

by

Historic Environment Consultants
5420 Home Court
Carmichael, California

July 2009

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INTRODUCTION

Historic and architectural Surveys have been formerly conducted within the Richards Boulevard Area, now identified as the River District, for the purpose of identifying significant cultural resources. The current Survey is an update of the Survey conducted in January 1999, as well as earlier surveys within the area. The Survey has identified and evaluated significant residential and non-residential individual properties, and a historic district, within the study area, constructed before 1959 (fifty years ago).

Resources within the area have been reviewed, researched, and evaluated according to various attributes including type of structure, use, construction type, condition, style, contribution to the area, and potential eligibility for listing in the National Register of Historic Places. The Survey process included extensive historic research regarding the study area to gain an understanding of its past, its present evolution, and a development of context for the evaluation of its resources. References included original government documents and archives, personal and public histories, periodicals and publications, private documents and collections, and oral histories. This information will guide the City planning process and help determine preservation and development opportunities within the area.

The Survey utilized the given boundaries as delineated in the Boundary Map (Exhibit A), as well as eligibility criteria for listing of properties in the Sacramento Register of Historic & Cultural Resources and the California Register of Historic Resources. The survey boundaries are slightly different from the area surveyed in 1999, and exclude Blue Diamond Growers properties.

This report is an update of the earlier report noting pertinent changes and including additional information. Resources that have achieved importance during the last fifty years, but not previously noted due to lack of age, are now included.

CRITERIA FOR EVALUATION

Evaluation criteria utilized in this Survey are those adopted by the City of Sacramento. Evaluation criteria are based primarily upon associations of a property with persons or events possessing a degree of local historic or cultural importance, or upon architectural values and/or noteworthy construction techniques, and utilize the Sacramento Register of Historic & Cultural Resources criteria, described as follows:

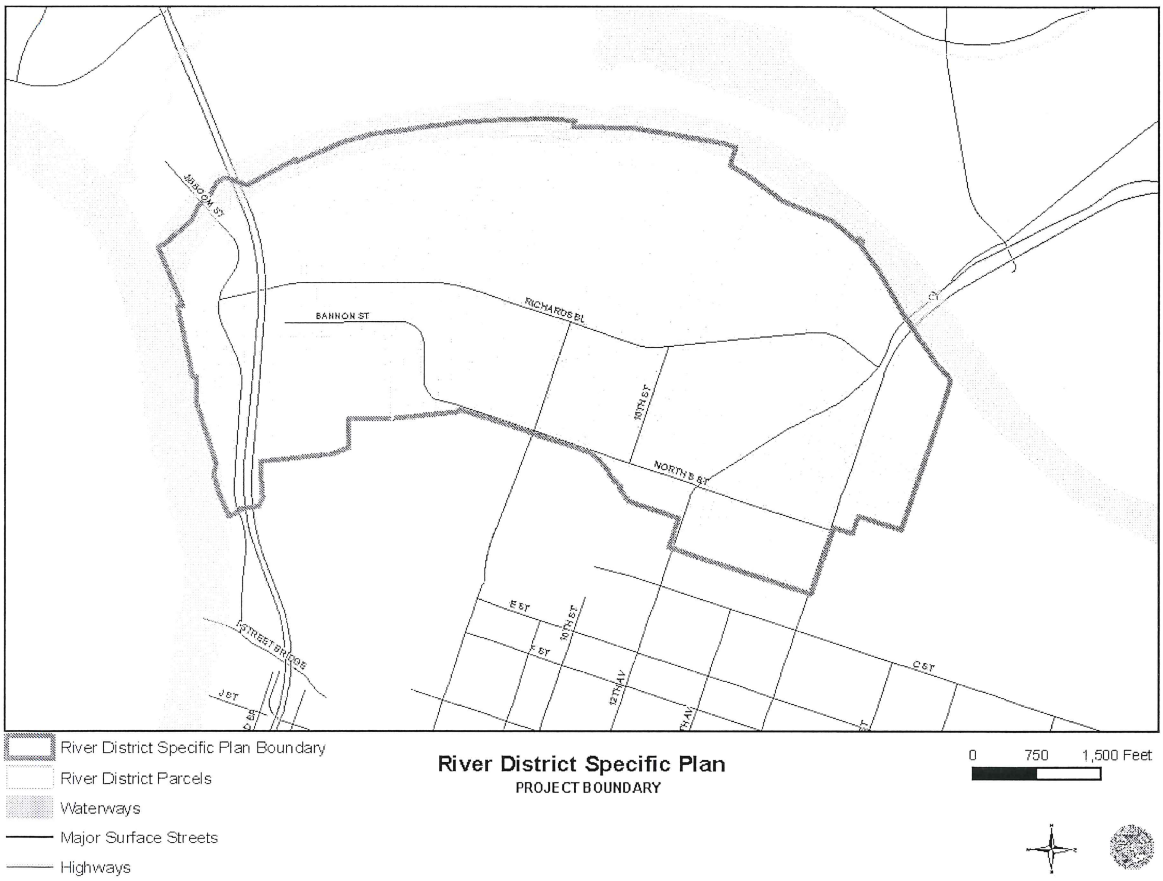
The resource must meet one or more of the following:

i.. it is associated with events that have made a significant contribution the broad patterns of the history of the city, the region, the state or the nation;

ii. it is associated with the lives of persons significant in the city's past;
iii. it embodies the distinctive characteristics of a type, period, or method of construction;
iv. it represents the work of an important creative individual or master;

v. it possesses high artistic valuses; or
vi. it has yielded, or may be likely to yield, information important in prehistory or history of the city, the region, the state or the nation

and has integrity of location, design, setting, materials, workmanship and association, and has significant historic or architectural worth.

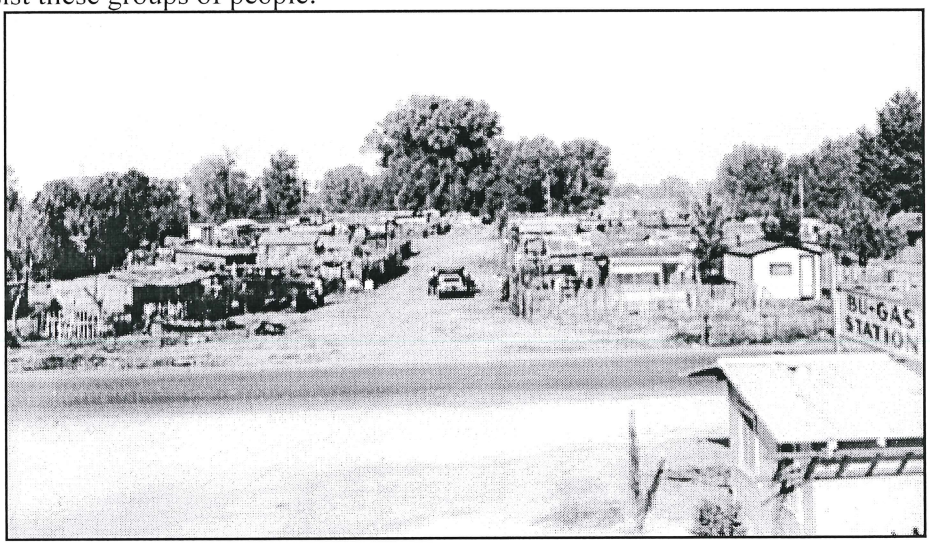


SUMMARY

The Richards Boulevard Project Area/River District roughly encompasses land along the northern edge of the Old City grid and the American River, bounded on the east by the Blue Diamond Company properties and on the west by the Sacramento River. This area is part of the American River Basin drainage system and has experienced several events over time that have shaped its current uses and conditions. Nestled in a curve of the American River, it has long been subject to floods and marshland conditions. Its location, adjacent to one of the West's largest former industrial sites, has also limited its development for other than primarily industrial uses. The structures found in the Area largely reflect that heritage and include an attractive grouping of brick buildings used for industrial and warehouse functions as well as some modest residential buildings.

Also located in the District are a significant water filtration plant, and an important former power generation and distribution facility. In contrast, the District additionally contains small neighborhoods of residential buildings. Though rather modest in size and design, the Dreher-Basler neighborhood represents a small residential island amid the busy thoroughfares, warehouses, industrial and light manufacturing structures, truck and distribution companies, and transient population.

The social history of the District includes, as well, its attraction to transients, the homeless, and seasonal agricultural workers that dates at least back to the Great Depression, and the creation of Hoovervilles and hobo jungles in the area and along the American River. This activity has been widespread throughout the area for a number of years, and appears to have affected land use and development patterns of this area to some extent, as well as that of the Gardenland area to the north across the American River. This tradition continues to the present, with some support agencies now located in the area to assist these groups of people.



Hoovervilles, such as the one at right, sprang up in the River District during the Depression.

One potential historic district, one utility complex and one commercial building appear to meet criteria for listing in the National Register of Historic Places: the industrial area along North 16th Street, with its collection of attractive utilitarian and brick buildings, the Sacramento City

Water Treatment Plant complex, and the Sacramento Pipe Works. The former P.G.and E. Power Plant designed by Willis Polk also appears to meet National Register of Historic Places eligibility criteria. Some additional structures also within the Project Area appear to meet criteria for listing in the California Register of Historical Resources and the Sacramento Register of Historic & Cultural Resources. The area surveyed is approximately 1320 acres in size.

An overview synopsis of the area's evolution is included in order to provide a context for this update report. The Richards Boulevard area, now known as the 'River District,' has a long history associated with the evolution of Sacramento and the surrounding region. Located directly north of the central city district of Sacramento, it has reflected city development in a variety of ways. Several factors have contributed to the type, extent, and character of growth that has occurred within the project area since the founding of the city.

OVERVIEW

The area known as the River District area lies directly north and adjacent to the downtown business district of the City of Sacramento. The area is separated from the urban center of Sacramento by the Southern Pacific Railroad yards (sold to Union Pacific and now owned by Thomas Enterprises and the City of Sacramento,) currently referred to as the Sacramento Railyards, and railroad levee on the south. Interstate Freeway 5 intersects the western border of the area near the Sacramento River. The American River forms the northern boundary, and the Blue Diamond Growers property serves as a boundary on the east of the designated area. Three bridges access the area: the I Street Bridge, the Jibboom Street Bridge and the American River Bridge.

The District is situated just south of the Natomas District in the American Basin with its rich alluvial agricultural lands. This Basin extends from the confluence of the Sacramento and American Rivers to six miles beyond the junction of the Sacramento and Feather Rivers. In the era prior to historic settlement, area inhabitants included the Nisenan Native Americans who spoke a language related to that of the southern Maidu tribes in California.

The area is part of the large American River Basin natural drainage system, and subject to flooding. The proximity of the area to the American River and its confluence with the Sacramento River has exacerbated existing drainage and flooding situations over time. The construction of river levees and the reclamation of nearby lands in the 20th century have largely alleviated flooding and swampy conditions.

The River District area did not fully develop as a prime site for commercial or residential development, primarily as a result of its flooding potential, poor drainage, and inadequate access to the central portion of the city. Its physical isolation from the central city due to the location of the Southern Pacific Railyards between the area and the city probably accounted for its late annexation to the city and its resulting limited development potential. The presence of the railyards themselves with their industrial activities also dictated aspects of its development. Additionally, two busy highways traversed the area. Consequently, the land uses in the area developed as primarily industrial, distribution, warehousing and transportation uses. These ranged widely from small manufacturing activities to a major cannery, large trucking companies, a substantial amount of oil

and petroleum product storage, food product manufacturing and major produce distribution. Prior to this, much of the area was officially designated as swamp land by the Federal government.

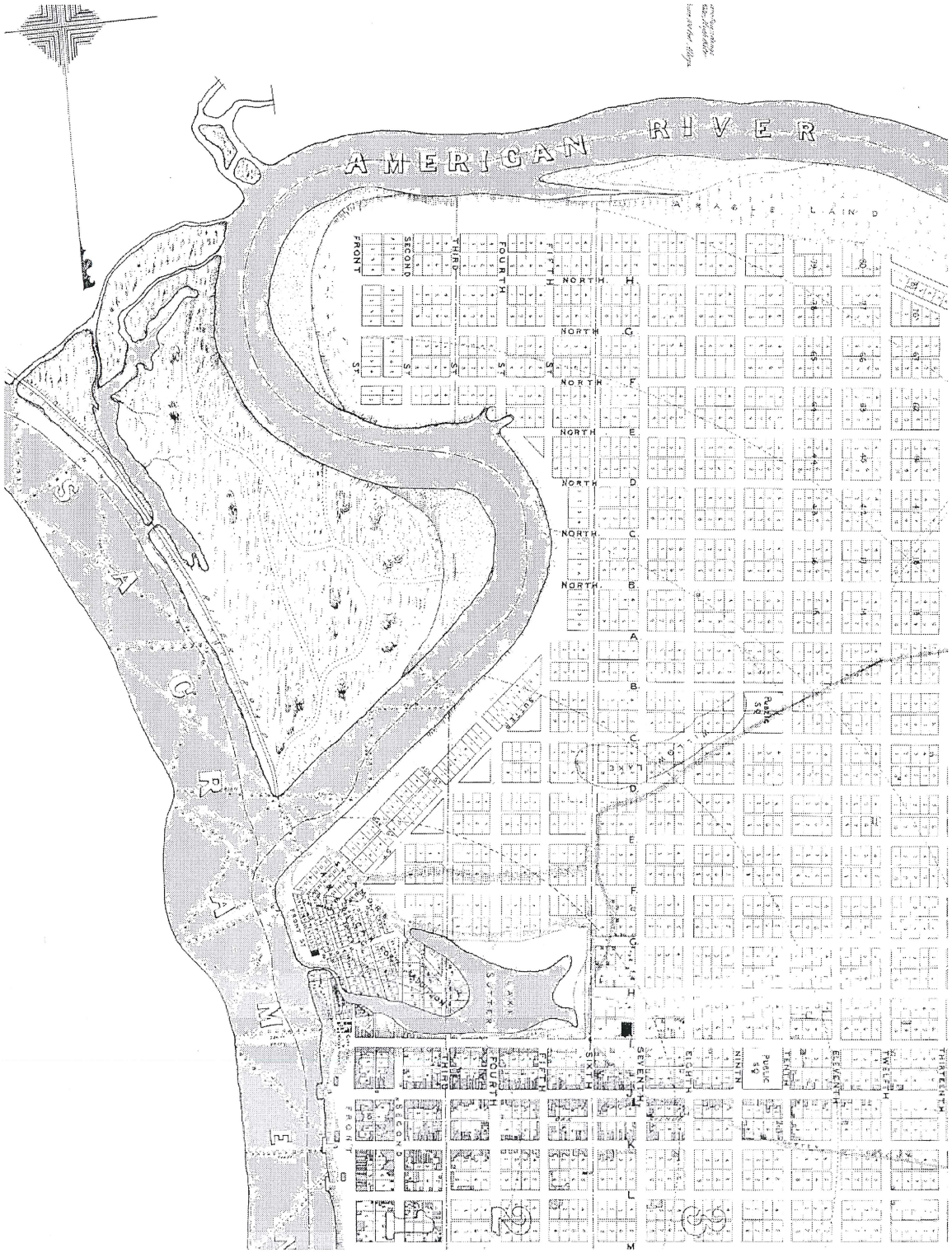
The first European settlement in the Sacramento area was Sutter's Fort, established near the banks of the American River in 1839 by John Sutter, a Swiss immigrant. With the subsequent discovery of gold near Sutter's sawmill in Coloma in 1848, the area became flooded with gold seekers and settlers, and the survey, designation, and settlement of lands in this region began. Sutterville was the first town, laid out by Sutter in the late 1840s. However, Sacramento City grew and prospered at a site more northerly, at the conjunction of the Sacramento and American Rivers, and bypassed the Sutterville site which was soon abandoned as a separate settlement.

The original geographical configuration of the American River in this area was somewhat different than today. The American River originally emptied into the Sacramento River through Sutter Slough, near the present location of the Southern Pacific Railroad Sacramento Depot, now named the Sacramento Valley Station. In 1868, another new channel for the river was created by deepening the slough north of the original location, creating a new river channel north of it, and blocking the original channel.

When the river was relocated farther to the north, a flood plain area between it and the city was created. Some years later, the Southern Pacific Railroad proposed widening and strengthening the levee north of the city, if the city would allow the storage of extra cars on the levee. The city agreed and the levee was strengthened substantially. However, the Southern Pacific Railyards and the railroad levee have constituted a visual and physical barrier between the City and this area since their construction in the nineteenth century. In the 1860s, the area abandoned by the river provided much infill for the raising of the downtown streets. By 1905, the former river channel had been reclaimed. This area constitutes most of the western portion of the present River District area.

This "reclaimed" area was not only continually subject to floods, it also was a natural drainage area. The land north of the river was particularly prone to swampland. Lying within the American River Basin, the swamp and overflow area remained essentially unusable until reclaimed by Natomas Consolidated of California, successor to Natomas Water and Mining Company. In 1900, reclamation of the area began on a large scale. In l911, Reclamation District 1000 was organized, and the reclamation work the Natomas enterprises proposed to then undertake was the largest private enterprise of its kind in the United States up to that time (Castenada, Docken, Pitti, Ide, 1984). The project is significant in the technological history of the state, and transformed the area on the north side of the American River, north of the River District into rich and viable ranch and settlement land.

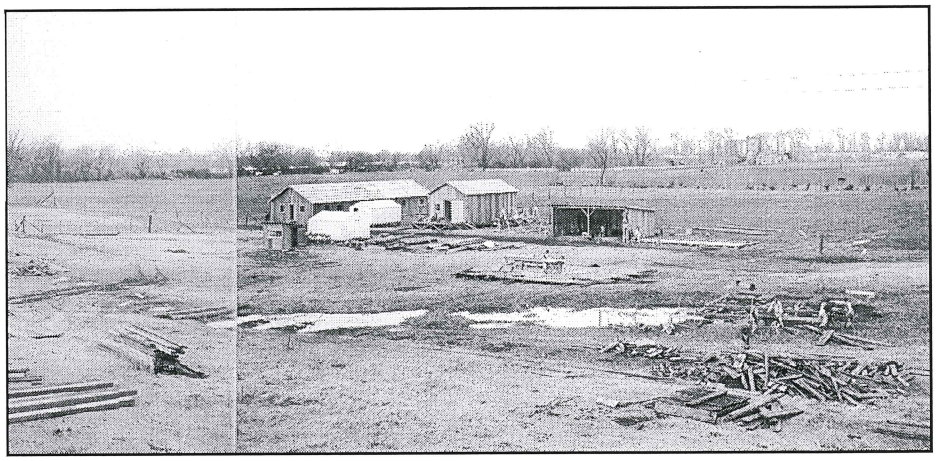
The construction of the new levee system of the lower tract, District #1000, north of and across the river from the River District, began in 1912. The levees, cross canal, drainage and irrigation canals, and ditches were completed between 1914 and 1915. Work continued twenty four hours a day, with teams of men living on site in camps or on sledges that could be towed alongside the work. The drainage system consisted of 125 miles of ditches and canals and two large pumping plants (Miller, 1985). By 1918, the land was available for sale to farmers, and the principal



In 1868, another new channel for the river was created by deepening the slough north of the original location, creating a new river channel north of it, and blocking the original channel. When the river was relocated farther to the north, a flood plain area between it and the city was created. On some maps it is labeled 'Boston.'

settlement and agricultural production of the area began. The settlement and growth of this area just to the north, was to have direct effects upon the development and growth of the River District area.

The River District in 1921, during initial construction of the Water Filtration Plant, was mostly vacant grazing land.



Another key element governing the extent and kind of growth the area was to experience were the bridges providing access to and through the area. The earliest bridges in the area appear to have been the Swift Bridge and Lisle's Bridge. Swift Bridge was constructed during the 1850s at the mouth of the American River. This bridge washed away in l861. Rebuilt soon after, it washed away once more in 1862. The crossing of the American River at 16th Street was the site of Lisle's Bridge, an early and important link connecting Sacramento to the gold mines.

The current bridge over the American River, constructed in 1915, crosses the river at 16th Street at approximately the same location. Before 1915, the Sacramento 16th Street Bridge carried most of the traffic entering the city from the north. In 1915, the original five-span Sixteenth Street Bridge over the American River was constructed for the Lincoln Highway. It was widened in 1935 and extended in 1941. A parallel structure was added in 1958.

The Lincoln Highway, first mapped in 1913, was the first coast to coast road in America. It began at Times Square in New York and ended at the Pacific Ocean in Lincoln Park in San Francisco. It was initially planned to encourage attendance at the 1915 Panama Pacific Exposition in California and as a memorial to President Lincoln. The successful publicity of the Highway project fueled a great surge of highway improvement in conjunction with the increased production of automobiles in the country. The routing of a portion of the Lincoln Highway through Sacramento along 16th Street encouraged auto and truck travel, both commercial and recreational.

The presence of the bridge and highway generated the establishment of several early auto camps in the area, perhaps helping to set the stage for the transient population that characterizes it still today. This route has become a modern highway, carrying traffic both through and to the area. Other modern bridges serving the Richards Boulevard general area include the I Street Bridge (not included in this Survey), and the Jibboom Street Bridge, built in 1931.

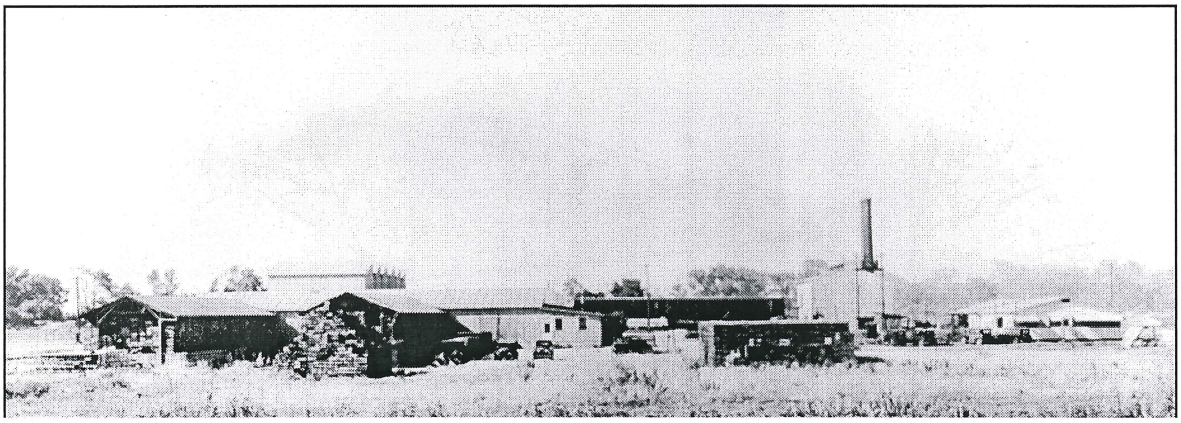
The lower value of the land due to drainage issues made it an early focus for a variety of industrial uses. In the early 1920s, the City constructed a large new filtration plant on the west side of the area, near the Pacific, Gas & Electric Company's new 1912 substation on Jibboom Street designed by Willis Polk, that converted steam to electricity. Since both facilities depended upon a substantial amount of available water in order to function, they were both located near the Sacramento River. A major trucking firm located along North 16th Street, and a large produce distribution center was established in 1926. Others saw a potential for modest housing subdivisions in the area and began a small development east of North 16th Street. Later, a major cannery and canning manufacturer settled in the area. Auto camps sprang up along North 12th and North 16th Streets to service travelers to Sacramento from the north and east. Light manufacturing establishments, a number of oil, gas and petroleum distribution centers, food production factories and warehouses were also important long term tenants of the area. Transients and seasonal agricultural workers also found inexpensive "lodging" sites in this area - sometimes renting very small plots of land from a common landlord upon which they were left to create whatever dwelling they could manage. Some areas remained vacant and undeveloped.

There were some 'pioneers' that played a large part in the settlement of this area. One of them was William H. Basler, for whom a street east of North 16th Street was named. By 1913, Basler, a fuel supplier, owned most of the land between North 12th and North 16th Streets above North B Street. Basler had a wood yard and sold coal in the area. Martin Basler, a relative and engineer specializing in levee design and building, also lived in the area. He built and lived in a house close to the American River to demonstrate his faith in the levee's strength. Martin also had two quonset huts erected on Vine Street (later Richards Blvd.) about three years after World War II.

In 1921, William Dreher purchased a 25 acre ranch along 16th Street in this area and began to develop the land from pasture. In time he established a dairy in the area with throughbred Holstein cows. He built up a good trade and sold young stock to clients as far away as the Hawaiian Islands. His head bull was the half brother of the State Fair champion in 1922. Soon afterward, Dreher began to subdivide his ranch and lay out town lots and factory sites. He was one of the first in the area to lay out streets. He improved the land with curbs, gutters, and sold the lots to homemakers. He also had a service and oil station at 16th Street at the junction of Marysville Road and the American River crossing. Later ventures included the subdivision and sale of summer lots and resort sites at Lake Tahoe. A street in this area bears his name.

The Bercut-Richards Cannery represents a major effort by Tom Richards Sr. to develop an industrial park along Richards Boulevard. He succeeded in efforts to make the Cannery active and viable, and helped to establish a Continental Can Company plant across the street from the cannery to assist its production. The Cannery was a major economic force in the Sacramento region for many years, popularizing "Sacramento" brand tomato products in particular. This and the Calpak, later Del Monte Cannery nearby and Libby's, provided many jobs for unskilled immigrants from many countries, young people and students of lower economic

levels. These became entry jobs for many whose children later became important contributors to the growth, education and prosperity of Sacramento, and often leaders in the community.



In the early 1930s Bercut-Richards took over this cannery in the River District. Tom Richards eventually purchased extensive acreage in the district and actively pursued developing an Industrial

For many years, the 12th Street Road (part of old Auburn Road) running diagonally through the area provided a main access to the centra city. Later 16th Street became linke to 12th Street as a one way corridor to the northeast, and both streets connected to Highway 160. The earlier 12th Street Road and its brid across the American River accommodated early auto traffic to the northeast. Its presence encouraged the development of several small auto camps and roadside establishments in the Richards Boulevard area along or adjacent to 12th Street. Some of these small auto court units and cabins may later have provided low cost housing for those in the area. The construction and early operation of these auto camps and auto courts occurred during the late 1920s to mid 1930s.

Some early attempts at development or agricultural uses were redirected to small housing subdivisions, and a small enclave of residences was constructed, principally along Dreher and Basler Streets east of 16th Street. Low income residential uses were widespread, both in provided housing and in a variety of makeshift dwellings generated by the homeless during the Great Depression. By the middle of World War II, a large low income government housing development was in operation, with a school facility nearby. Two WWII Quonset huts were purchased after the War by a resident and erected along Richards Boulevard. The variety of uses within the area has been reflected in the various types and kinds of structures found there, and in their materials and construction techniques as well.

Common activities within the area were storage, warehousing, and product distribution facilities. In particular, a number of petroleum, oil and gas storage and distribution facilities were located in the area. A number of storage tanks are noted at different sites on the Sanborn Insurance Maps of the area, between 1915 and 1952. Once the principal produce distribution center for the city, a produce distribution center on North 16th Street has diminished in activity due to the establishment of other such facilities elsewhere in the region. Additionally, a major trucking firm formerly operated out of a location on Sproule Ave. The California Almond Growers Exchange utilizes several structures in the area along North A and North B Streets near their primary facilities to the east and on C Street, for both storage and production activities. As noted, other food production facilities included the Bercut-Richards Cannery on North 7th Street, established in the early 1930s.

Through time, several factors limited the development of the area as prime commercial or residential land. One of the major factors was the area's geographical location with its flood potential and drainage problems. Bisected or bound by major roadways and subject to flooding, the area's agricultural values were limited. Other limitations included its proximity to the railyards with its major industrial activities and noise level, difficult access from other areas, and relative isolation from central Sacramento. These factors discouraged most non-industrial activities in the Richards Boulevard area and limited potential development.

The industrial character of the area, the river, and the nearby railyards also attracted the homeless and indigent, and off season agricultural workers. Others came to this area, forming settlements or camps which became known as "Hoovervilles." These "camps" were characterized by a jumble of small, makeshift shelters and substandard dwellings. There was one such complex on North B Street and other groupings along both sides of the river. In the 'District,' a pattern developed whereby owners of vacant lots often divided their larger parcels into a number of small plots within a compound, and rented the small piece of land to families and individuals on a monthly basis. Those occupying the plots of land would create their own shelter and use communal facilities, if such were provided. A number of the small auto camp and auto court buildings constructed near 12th Street and 16th Street to house early auto travelers, may have been converted, or moved and converted, to low income housing. These activities further affected the character and economic growth of the area.

The Central Pacific/Southern Pacific Railyards and the railroad levee have constituted a barrier between the city and this area since their construction in the nineteenth century. The transient character of the area was emphasized by the transcontinental railroad terminus in Sacramento. During this era of the country, a subculture evolved of homeless men - 'hobos'- that traveled the rails, hopping from one freight train to another, traveling around the country. Many of them had lost jobs during the Great Depression and others were transient labor organizers, seeking employment justice. Some of them became 'voices' of the times– folk musicians like Woody Guthrie, Utah Philips and others, and those who observed it such as writers like John Steinbeck,

photographers like Dorothea Lang – sensitive to this restless, rootless and often lonely world and the social commentary of the times that it represented. (Photo below taken in Sacramento by Dorothea Lang.)

With the advent of better times, the area still retained a substantial population of low income and transient residents, and institutions such as the Salvation Army, Loaves and Fishes, Union Gospel Mission and other religious-based organizations moved into the area to assist them. A tradition begun during, and perhaps before, the Great Depression and spurred by seasonal agricultural worker practices has continued with the presence of a number of homeless and indigent persons who continue to populate the area.

Shortly after the beginning of World War II, the federal government constructed a housing unit in the area designed by a prominent Bay Area architect, William Wurster, a major figure in the "Bay Area Tradition" of architecture. This unit was subsequently taken over by the Sacramento Housing & Redevelopment Agency and has been operated as the Dos Rios Housing unit since that time. The Dos Rios School was constructed in 1942 to provide schooling for the housing unit's children. It was designed by prominent Northern California architect George Sellon, who also served as the first State Architect. Thus, governmental planning also supported these activities and the presence of low income families and persons in the area.

In 1954, a large new California State Printing Plant, designed by the noted Bay Area architectural firm of Wurster, Bernardi and Emmons, was constructed in the area. This large plant added to the variety of industrial activities of the area. A major new building was constructed in 1949 by Zellerbach Paper Company which employed many and was lauded as an important addition to Sacramento's commercial future. A large drug company, Coffin and Reddington, completed a large facility in 1951 that is now occupied by Sacramento Theatrical Lighting. The building was designed by a major Los Angeles architect who designed the Los Angeles City Hall.

The Volker Flooring distribution center, with an attractive façade composed of art deco and modern influences, was built in 1949. In 1951 another large drug company, McKesson & Robbins, completed a building that was the largest wholesale drug house and liquor wholesale facility under one roof in the world, designed by a notable local architect, Herbert Goodpastor.

Small portions of the Richards Boulevard area were annexed by the city in 1949 and the early 1950s, but the major sections were annexed in 1960 and 1963. The area has maintained its overall industrial and traffic/truck-dominated character over time along with the continued presence of a small pocket of residential buildings along Basler and Dreher Streets.

Current Status of River District

A number of changes have taken place within the area during the ten years since the last Historic Resources Survey.
The following observations are not the only changes but have ramifications regarding preservation and development activities.

Transportation:

- Access to the general District area has been enhanced by the extension of 7th Street to the north from downtown Sacramento to Richards Boulevard. The new 7th Street road allows increased access to this area.
- A new traffic interchange at North 16th and Richards Boulevard has been constructed facilitating and organizing access to the District.
- Truck and automobile traffic appears to have increased. Commercial activity has increased. There are several businesses whose grounds contain considerable parking for large trucks.

Construction and upgrades:

- The Water Treatment Plant has been substantially upgraded with a new address on Water Street, new buildings and new water treatment facilities.
- A large new intake structure for the newly updated Water Treatment Plant has been constructed next to the Sacramento River and enhanced with a small public park at its entrance. The new public/utility areas, such as the new river water intake structure and park, both enhances public access to the Sacramento River and dramatizes the isolated 1912 P.G. and E. Station B structure.
- Several new office and warehouse structures and complexes have been constructed, primarily north of Richards Boulevard toward the American River, and near the west end of Richards Boulevard near I-5. There are new hotel/motel complexes and service facilities along the river and the I-5 intersection with Richards Boulevard. These newer complexes contrast with some of the older buildings and vacant existing areas south of the Boulevard and along North 7th Street.
- A small winery, a casino and an athletic club have opened along N.16th Street, The winery and health club occupy historic buildings within the recommended N.16th Street Historic District.
- The former Continental Can manufacturing company complex across from the Bercut Richards Cannery on 7th Street has been remodeled into an office complex. Current plans will replace the Cannery with new development.
- A large fairly new building on Richards Boulevard near I-5 has been occupied as auxiliary space for City of Sacramento administrative offices.
- The Dos Rios government housing complex has been somewhat upgraded and appears maintained. The Dos Rios School is still active, and a several temporary structures have been added to the site.
- The residential buildings on the east side of 16th Street on Dreher and Basler Streets have largely remained unchanged. Generally, they are fairly well maintained and some have been improved.
- New residential-scale housing units have been constructed on A Street at the south end of Ahern Street below North B Street.
- A number of warehouses and storage facilities throughout the area have been upgraded, and a few now contain retail or entertainment services.

Deteriorated or removed Properties:

- Any remnants of former auto courts in the area are gone or unrecognizable.
- The Bercut-Richards Cannery complex has been partially dismantled and will be removed for another development project.
- Within the area between N.12th and N.16th Streets, there are still a number of somewhat deteriorated older wood frame and corrugated-metal sheathed industrial buildings with what appears to be defunct machinery and varied detritus scattered on littered and vacant back lots.
- Several small and frail residential structures have been removed from their sites in the area since the last Survey, particularly along the west end of Bannon Street.
- There still appear to be a number of vacant or abandoned warehouses and storage buildings in the general area.
- Buildings with the address of 550 N.16th Street have been demolished. These buildings were included in the original survey's recommended N.16th Street Historic District.

Continuing State facilities:

- The State agricultural-oriented property that has served as a nursery along 7th Street remains but activity appears diminished.
- The State Printing Plant is still operating but the State is considering replacing it.

Sacramento County facilities:

- The District area contains such Sacramento County facilities as a work release facility and the (City/County) Sacramento Archives and Museum Collection Center.

Various proposed plans for the development of this area are currently being reviewed by the City and County of Sacramento.

FINDINGS AND CONCLUSIONS

The Update Survey has identified several buildings and a historic district that appear to meet criteria for listing on the Sacramento Register of Historic & Cultural Resources.

The recommended N.16th Street Historic District maintains a special character related to its transit and industrial uses, and constitutes a strong visual statement based on its (largely) brick building construction and simple utilitarian forms. The contributing use of its buildings and their substantial role in the growth and evolution of Sacramento is undeniable. They convey a strong sense of time and place of a former era widely acknowledged as vital to Sacramento's development. Though they are primarily utilitarian in character, these resources are significant for their role in the industrial, transportation, commercial and agricultural evolution of Sacramento and its role in the growth of the State. There are also several individual properties that appear potentially eligible for listing in the Sacramento Register.

Properties Recommended for listing in the N. 16th Street Historic District

Contributing Resources

North 16th Street
- 116
- 131(includes 1601 North A Street)
- 200
- 211-217
- 221
- 235
- 318
- 400
- 410
- 430
- 470
- 500

North 17th Street
- 83

North A Street
- 1600
- 1601 (includes 131 North 16th Street)

North C Street
- 1401-1451
- 1501
- 1515
- 1527
- 1610-1620

McCormack Street
- 1448 -1503
- 1517

Thornton Street
- 1615

Non-Contributing Resources

121 North 16th Street, building

324 North 16th Street, lot formerly associated with 318 North 16th Street (This lot has been historically used as a truck park and refueling center and is currently used as a truck park.)

420 North 16th Street, lot formerly associated with 410 and 430 North 16th Street.

Properties Recommended for individual listings in the Sacramento and California Registers

North 7th Street
344 California State Printing Plant
524 McKesson and Robbins Wholesale Drug and Liquor and 801 Richards Boulevard, all part of the same building.

North 10th Street
521 Admail West

North 12th Street
311 Acme Cabinet Shop

North 16th Street
116 N. 16th Street

North C Street
1341 Fire Station

Dos Rios Boulevard
700 Dos Rios School

Jibboom Street
Jibboom Street Bridge
Sacramento River Station "B" (former P.G.&E. facility)

Richards Boulevard
950 Sacramento Theatrical Lighting
1100 Zellerbach Paper Co. building
1400 Quonset Huts

Water Street
1 Sacramento Water Filtration Plant

Properties Recommended for listing in the California Register of Historical Resources

North 7th Street
344 California State Printing Plant

Dos Rios.
700 Dos Rios School

Jibboom Street
Former PGE Plant, Station B
Jibboom Street Bridge

Richards Boulevard
950 Sacramento Theatrical Lighting
1100 Zellerbach Paper Company

North 16th Street
116 N. 16th Street, Pipe Works

North 16th Street Historic District

Water Street
1 Sacramento Water Treatment Plant

Properties Recommended for listing in the National Register of Historic Places

Jibboom Street: Sacramento River Station "B" (former P.G.& E. facility)

1 Water Street: Sacramento Water Treatment Plant

116 North 16th Street: Sacramento Pipe Works

North16th Street Historic District

Properties Determined Eligible by California Department of Transportation for listing in the National Register of Historic Places

Jibboom Street
Jibboom Street Bridge

The I Street Bridge and viaduct is outside of the Project area but is listed on the National Register of Historic Places.

The American River Bridge is not eligible for listing on the National Register of Historic Places.

METHODOLOGY

The process for the research, property survey and document preparation regarding this Report has involved several phases and activities.

Criteria for the identification and evaluation of significant historical and architectural properties within the survey area were those adopted by the City of Sacramento and coincide with those of the National Register of Historic Places. Structures built in and prior to 1959 – 50-years-old or older – were the focus of the inventory.

Research was conducted regarding the specific area, and nearby and adjacent areas in the region whose evolution and activities were interrelated. Previous documents and reports concerning the area were reviewed for related information. An historic overview of the area was developed to assist in the research and contextual evaluation of properties.

A property by property survey was conducted. Photographs were taken, and field notes and descriptions prepared regarding the surveyed properties. Structures meeting the base criteria for inclusion in a list of potential properties were listed for further research.

Research on individual properties and structures was conducted. The information developed included date of construction, name of original or early owner or builder, subsequent owners as available, and any events associated with the structure or property. Also noted were any alterations or additions and dates of occurrence. The Overview was utilized to interpret and expand upon site-specific information. Data was summarized and compiled. Resources utilized are listed in the Report Bibliography.

Properties were evaluated according to adopted City Eligibility Criteria as to historical, architectural and cultural significance, and integrity considerations. A list of properties meeting the base criteria for significance was compiled, and structures were individually described and summary statements of significance developed. The North 16th Street Historic District was delineated and included property designations as Contributing or Non-Contributing. Properties evaluated as eligible for the Sacramento or California Registers were identified and Inventory forms were prepared.

Any properties, individual or districts, meeting eligibility criteria for listing in the National Register of Historic Places were noted. References are noted in the Bibliography and on individual Inventory forms.

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Interview: Robert Frost/1400 Richards Blvd.

Appendix A

Map: North 16th Street Historic District

Inventory Forms