

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 Park.

For many years, the 12th Street Road (part of old Auburn Road) running diagonally through the area provided a main access to the central city. Later 16th Street became linked 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 bridge 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 A Street

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

North C Street

- 1401-1451
- 1501
- 1515
- 1527

1610-1620

McCormack Street

- 1448 -1503
- 1517

North 17th Street

- 83

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

North 16th 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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Sacramento Archives and Museum Collection Center: (SAMCC)

Hobo Jungle photo file

Natomas Co. files and records

Photographic Collection:

85/24/1805-85/24/1812, 1819, 0006; 81/34/2228-2229; 81/37/2144;

81/37/2216; 81/37/2222-2223; 81/37/4844ii;

Sacramento Bee Index, 1910-1930

Photograph Collection: "Hobo Jungle Photos": 81/01/1243-48; 1249; 1250-

57; 1259; 1261-62; 1264-65; 1267

Sacramento County Records

County Map Books, Vol 1., 1911-1912; 1927

County Map Books, Vol 4., 1931, 1932, 1933, 1934, 1935, 1937

Reclamation District #1000 Files, 1911

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Sacramento Tax Assessment Books, 1911-1939

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Sacramento Archives and History Collection:

Sanborn Insurance Company Maps, 1915 - 1952

Sacramento Bee

1907: June 13, Pg.1

1912: July 24, Pg. 3; Oct. 17, Pg. 13

1913: February 12, Pg. 16; March 8, Pg. 12

1917: June 1, Pg. 3

1919: March 28, Pg. 1; October 3, Pg. 11; November 18, Pg. 12

1925: July 11, Pg. A8

1931: April 20, Pg. 5

1933: September 1, Pg. 1

1937: February 18

1946: February 7

1948: September 1
1948: September 4
1950: May 5

Sacramento Union

1906: October 30, Pg. 1
1908: May 8, Pg. 12
1909: October 13, (No Pg.); November 19, Pg. 1; December 20, Pg. 2;
December 23, Pg. 1; December 25, Pg. 3
1910: March 27, (No Pg.); April 3, Pg. 20
1950: March 10, p. 3; May 6, p. 8; June 25, 1950, p. 10
1951: February 24, p. 9; February 27, p. 8

Interview: Robert Frost/1400 Richards Blvd.

Attachment 4: PG & E Survey Form

NPS Form 10-900
(Oct. 1990)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

1. Name of Property

historic name Sacramento River Station "B", Riverfront Station

other names/site number Old P.G.&E. Steam Plant

2. Location

street & number 400 Jibboom Street not for publication

city or town Sacramento vicinity

state California code CA county Sacramento code 067 zip code 95811

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official/Title _____ Date _____

California Office of Historic Preservation
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official _____ Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register

See continuation sheet.

determined eligible for the National Register

See continuation sheet.

determined not eligible for the National Register

removed from the National Register

other (explain): _____

Signature of the Keeper

Date of Action

Sacramento River Station B
Name of Property

Sacramento, CA
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

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

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

INDUSTRY: Power Plant

Current Functions
(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

Beaux Arts Style

Materials
(Enter categories from instructions)

foundation CONCRETE
roof CONCRETE WITH STEEL TRUSSES
walls CONCRETE

other WINDOWS AND ROOF MONITORS: STEEL AND GLASS

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation Sheet

Sacramento River Station B
Name of Property

Sacramento, CA
County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations
(Mark "X" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

INDUSTRY
ARCHITECTURE

Period of Significance
1912-1957

Significant Dates
1912 – Constructed
1924 – Fourth Generator Added

Significant Person
(Complete if Criterion B is marked above)
N/A

Cultural Affiliation
N/A

Architect/Builder
Polk, Willis

Narrative Statement of Significance

See Continuation Sheet

9. Major Bibliographical References

Sacramento River Station B
Name of Property
Bibliography

Sacramento, CA
County and State

See Continuation Sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

1. North Central Information Center, General Records
2. City of Sacramento Preservation Office
3. Center for Sacramento History

10. Geographical Data

Acreage of Property: 1.925 acres

Verbal Boundary Description

See Continuation Sheet

Boundary Justification

See Continuation Sheet

11. Form Prepared By

name/title Paula Boghosian edited by Sean de Courcy

organization City of Sacramento Preservation Office date February 2010

street & number 300 Richards Boulevard, 3rd Floor telephone (916) 808-8259

city or town Sacramento state CA zip code 95811

Additional Documentation

Sacramento River Station B
Name of Property

Sacramento, CA
County and State

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

None

Property Owner

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

Name Jim Combs, Department of Parks and Recreation, City of Sacramento

street & number 915 "I" Street, 5th Floor telephone (916) 808-5200

city or town Sacramento state CA zip code 95814

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

NPS Form 10-900-a
(8-85)

OMB Approval No. 1024-0018

Sacramento River Station B
Name of PropertySacramento, CA
County and StateUnited States Department of the Interior
National Park Service**National Register of Historic Places
Narrative Description Continuation Sheet**Section number 7 Page 1**Narrative Description**

The Sacramento River Station B at 400 Jibboom Street in Sacramento faces west between Interstate 5 and the Sacramento River. Willis Polk, a notable Bay Area architect, designed the structure in 1912. The building is in its original location, just a quarter mile north of Sacramento's central business district. Consistent with many public utility buildings of the era, Polk designed the Sacramento River Station in the Classical Revival Style. Polk was also an ardent proponent of the Beaux Arts Movement, which is reflected in some of building's more ornate details. In 1912, the facility began producing electricity for the Pacific Gas and Electric Company (hereafter PG&E) as an auxiliary steam station and sectionalizing facility where voltage was transformed for distribution. In 1924, PG&E upgraded the facility, making it the largest steam power plant in the region.

The structure is two stories in height with a below grade basement and is constructed of reinforced concrete on a steel frame. The building's footprint contains two large rectangular L-shaped blocks. The boiler rooms in the southern section of the building were originally topped with four large smoke stacks. The structure is surfaced with cement plaster on the south, west, and north elevations. The building's plaster coat is decorated with horizontal scoring that mocks courses of stone. Unlike the detailed features of these façades, the building's eastern elevation was finished with rough concrete, and considered the "rear" of the building. Polk's original design called for further additions to this elevation, which never came to fruition.

Tall arched openings on the east and west elevations contain multi-paned windows (currently boarded), and the main west-facing arch entryway houses a massive classical door, surmounted with an ornate cartouche. The southern façade dons a similar arched entryway as the side facing west, though not as ornately embellished. The encircling roof parapet contains a shallow pediment form above each arch. Below the western pediment the words "Pacific Gas and Electric Company" are engraved into the concrete. The building's roof is also reinforced concrete. Atop the roof, three metal and glass monitors (currently boarded) allowed light into the building's interior.

The main building to the north is 156' 5" long, 100' 6" wide, and three stories in height. The width of the smaller southern wing is 71' 4" and is approximately two-and-a-half stories tall. The steel frame and six inch-thick reinforced concrete walls of the structure support steel Howe style roof trusses. The trusses are supported by twelve cubic yard blocks of concrete positioned on clusters of piles. A total of five hundred piles were sunk to form the building's foundation. The shallow gabled roofs of the two block sections each contain a monitor. The roof of the north block also contains a single roof monitor running east to west. The building's roof is also reinforced concrete.

The exterior of the northern wing of the building is divided into three horizontal sections—a base, a center, and a cornice/parapet. The base section is smooth in texture and approximately ten to twelve feet in height. The central section extends from the building's base to the cornice band. The upper cornice section contains a shallow parapet. An ornamental arch and cartouche crest the primary elevation, facing the Sacramento River. The primary façades to the west, north, and south are all finished with a cream tinted Santa Cruz white cement plaster.

The west elevation is the primary façade and the most striking architecturally. Facing the Sacramento River, the western elevation contains a tall arched opening with a classical door frame surmounted with an ornate cartouche. The cartouche contains a circular ornament mounted on a small structural base with cornice moldings supported on either end by sculptured male figures. The base of the composition is sculptured with floral and scroll motifs. The arched opening, behind the cartouche, has a large multi-paned window. To the north on the same elevation is a large blind panel window just adjacent to the multi-paned window. The shallow bay containing the arch and cartouche projects slightly to the west from the surface of the façade.

The southern section or wing of the building originally held the plant's steam boilers. These boilers were placed on either side of a central aisle, which extended from north to south in this section. The eastern half of this room held four 826 horsepower Sterling boilers and two batteries. Each boiler had three firing doors. The boilers were designed for 200

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pounds of working pressure at 100 degrees of superheat. There was space for an equal number on the west side, although originally only one was installed. There was one steel smokestack mounted directly over each battery of boilers. The stacks projected 100 feet above the furnace floor, and were 7' 6" in diameter. These dramatic stacks were removed after PG&E sold the building.

The northern wing of the building was originally occupied by two turbine generators, water condensers, and auxiliary machinery (transformers and electrical equipment outside the building converted voltage from direct current to alternating current). The northern section of the building contained an open basement, a main floor, and an upper story, with a partially open central space that extended from below-grade to the roof. The generators were placed in bays on the first floor of the building in the large interior space. These generators adjoined the boiler room to the south. An arched front entrance opens directly into this central space. The formed-concrete generator bays are 38' wide, 100' long, and 52' high. An electrically-driven crane with a capacity of 80,000 pounds operated along the length of the interior. The crane was mounted on girder-supported rails, mounted atop steel trusses. The crane was manufactured by the Cyclops Iron Works of San Francisco. A set of concrete columns supported the partition between the boiler room and generator room. A row of concrete columns on the other side of the generator room supported the upper galleries. Each boiler cost \$16,000, the condenser \$63,000, and the electrical equipment \$105,000. All the generators, transformers, metal cranes, catwalks, and other electrical equipment were removed over time. The interior of the building is void of any other equipment that would indicate its original use, with just concrete shell and support structures remaining.

In the north wing a circulating pump drew water from the Sacramento River through a 30" cast iron pipe. The water was forced through the plant's condensers where the exhaust steam liquefied, before passing back to the river through a similar pipe. A nearby well was sunk in order to supply water for the boilers if river water became too muddy, or the water-level dropped too low. The pipe which drew water from the Sacramento River to the Power Station has been capped, but remains in the building.

There were six 1,500 kilowatt General Electric transformers on the main floor close to the northern wall. In the northeast corner of the building, a wide steel and concrete staircase led from the first to the second and third levels. Turbo-generators and 60,000 volt oil circuit breakers were located on the second floor of the main building. The high-voltage power lines joined the circuit breakers through bar disconnectors, which crossed a closed monitor rising above the roof. Transmission lines then passed through 6" circular openings in the double glass windows. All equipment, inside and outside the building, has been removed.

West of the plant, a wooden piling pier and wharf extended from the levee out into the river. The 30" cast iron intake and discharge pipes were carried underground from the pump pit in the station. The water-intake pipe was suspended within the pier, before descending into the Sacramento River. The wharf was removed after the plant closed. Vestiges of the pier and remnants of the pipe remained along the river's edge until 2002. Few remnants remain of the PG&E Wharf today; the remnants of a few piers are visible at the shoreline just south of the Water Intake Structure.

Historic Integrity

River Station B maintains its historic integrity of location, design, setting, materials, workmanship, feeling, and association. The building has never been moved from its original (1) location. No significant alterations have been made to the buildings exterior (2) design over time. Additionally, the interior volumes and open spaces have remained unaltered so that the utilitarian nature of the buildings interior design remains intact. The building still maintains its (3) setting as it pertains to the Sacramento River and the park-like plan of City-Beautiful architect Willis Polk. While the condition of the building's exterior (4) materials varies the majority remains intact. All historic (5) workmanship remains unaltered. The (6) feeling of the building remains industrial/mixed-use zone. Finally, the PG&E signage and clear relationship to Sacramento's growth and development into an electrically powered city help the building maintain its historic (7) association.

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The location of the building has not changed since its construction. While development has encroached on the location somewhat, Sacramento River Station B remains one of the dominant features of the waterfront. This riverfront setting has changed somewhat since the plants' construction in 1912, but the large vacant lot surrounding the building minimizes the impact of more recent incursions in the area.

Polk designed the Sacramento River Station B with exterior Beaux Arts architectural features. The building maintains these design elements, making River Station B an excellent example of Beaux Arts Classic Revival style. Most important to the style are the exterior classical details including, the pediments, arches, cornice, and mock courses of stone on the south, west, and northern elevations, which are all intact. Additionally, the fine craftsmanship of the figures above the main entryway are typical Beaux Arts design features. While these statues have suffered minor chipping and abrasion, the basic form and details exist. Like other buildings designed in Beaux Arts style in California, the Sacramento Station B was also designed with a classic tripartite vertical division—with a base, columns, and a crown—which has not been altered. The eastern elevation of the building was never finished and remains rough concrete. While this feature dates back to the building's period of significance (1912-1957), it does not appear to have been part of Polk's original design, and is not typical of the Beaux Arts style.

Concrete emerged as a common construction material during the early twentieth century. Reinforced concrete lent itself nicely to Beaux Arts Classicism because it could be finished to resemble stone or marble. Additionally, plaster and terracotta details were easily applied to Beaux Arts concrete buildings. Sacramento River Station B is an example of a reinforced concrete building around a steel frame. The steel girders were riveted together, a practice later replaced with spot welding. This lasting construction method has called for little maintenance over the years, and despite some minor cracking on the building's plaster coat and terracotta figures, the building appears to maintain integrity with regard to its materials and workmanship.

After PG&E sold the building in 1957 all the equipment in the building and all metal elements, including equipment, catwalks, pipes, and stacks were stripped, leaving only the concrete walls, floors, supports for the equipment, and window and door openings. With the all internal equipment—especially the massive boilers, crane, and catwalk elements—the existing interior is now a large open area, which would not have been the case prior to the removal of the building's more functional elements. This equipment was not part of Polk's design, and was temporary in nature; therefore, its removal does not affect the integrity of the building.

The riverfront setting coupled with the Beaux Arts architectural style gives the building enduring feeling as an important structure from the early 20th Century. Despite the development of some small hotels and motels to the north, and construction of a section of elevated freeway (U.S. Interstate 5) to the east, Sacramento River Station B continues to dominate its historic setting on the Sacramento River.

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Narrative Statement of Significance

Sacramento River Station B is best understood in two significant historic contexts: the early 20th Century move from gas to electric power, and the late 19th and early 20th Century architectural style of the Beaux Arts, fueled by the City Beautiful Movement. The building is significant at the local level under National Register criteria "A" for its role in Sacramento's transition from gas to electric power. Additionally, Sacramento River Station B is significant at the local level under criteria "C" as an excellent example of a Beaux Arts Classical Revival style utility building, designed by master architect Willis Polk. The building's period of significance begins with its construction in 1912 and ends when PG&E sold the building in 1957.

Historic Context

Electric Power

During the late nineteenth and early twentieth centuries many small independent (mainly gas) utility companies emerged in California. While competition among these small companies drove down prices, soon it became apparent that these utilities lacked the capital to invest in a modern power infrastructure grid. Moreover, when small companies concentrated on defending certain geographic areas against competitors, it ultimately stifled their growth. In California's then *laissez faire* environment small utilities developed a pattern of growth, merger, and takeover. The cycle replicated itself regardless of region or environment. First, small utility providers in local markets looked to merge with neighboring companies to offer consolidated local service. Mergers proved successful and soon a single company provided service to entire regions. In an age typified by corporate trusts, California's result was entirely predictable. Giant utility companies, like PG&E gained hegemonic control of entire sectors of the state's utility industry. Powerful providers also meant an unrivaled amount of capital flowed into California's infrastructure. Business entrepreneurs and risk-takers fueled this gilded-age culture. In the end, these large companies brought their superior means to bear and forever transform California's built environment. Remnants of this transformation still exist in the form of buildings such as River Station B.

The first of the small gas utility companies in the western United States was a direct ancestor of PG&E. In 1852, the San Francisco Gas Company was created by Scottish-born entrepreneur Peter Donahue and his brother, James. Located near the San Francisco waterfront, at the intersection of First and Howard Streets, the first gas plant began transforming coal into manufactured gas by 1854. That same year gas began to heat and light homes and businesses throughout the city. Gas grew in popularity and the Donahues reaped a generous profit from their enterprise. After only two years in operation the original plant was enlarged to meet the growing demand. However, it was not long before competition to the Donahue's company emerged. In 1870, the City Gas Company began competing with the San Francisco Gas Company, and by 1873 the two companies merged to form the San Francisco Gas and Light Company.

On June 5, 1854, just after San Francisco began receiving gas service, William Glenn obtained a franchise to build and operate a gas plant in the nearby state capital, Sacramento. Glenn sold his franchise to a group of entrepreneurs led by Angus Frierson who established the Sacramento Gas Company on August 22, 1854. By October, the Sacramento Gas Company began construction of a plant in an area north of the Southern Pacific Railyards, an area known at that time as Slater's Addition. However, heavy flooding that year delayed breaking ground on the project until the following spring. The plant was completed and began providing gas service in December, 1855. In the first year the daily output of gas in Sacramento was only 8,000 to 10,000 cubic feet, and the company served just 13 customers. Businesses comprised most of the gas clientele in Sacramento early on because the price of gas was so expensive. In 1863 the City agreed to pay the Sacramento Gas Company to install 45 street lamps. These lamps would only be lit during sessions of the State Legislature.

It was not until 1871 that a serious competitor to the Sacramento Gas Company emerged. In that year W.E. Brown,

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Robert E. Clark, and Albert Gallatin established the Citizens Gas and Light Company in Sacramento. The fledgling company installed gas lines and fixtures along portions of the riverfront. In a competitive spirit the Citizens Gas and Light Company maintained 18 miles of street mains, compared to the 10 miles of lines owned by the Sacramento Gas Company. In 1887, following cycle of consolidations and mergers with other utilities, including electric providers, the Citizens Gas Company began offering both gas and electric service to Sacramento residents.

According to PG&E historian Charles Coleman, the evolution of the Sacramento Gas company was typical of gas and electric utilities in throughout California—first small pioneer gas companies, then competition and merger, then merger with electric companies, then consolidation into regional systems, and finally into the one, integrated, interconnected system of today that focuses on supplying California with affordable electricity.

The brothers H.P. and Charles Livermore visited the town of Folsom and envisioned a factory powered by the by the American River. However, the rapid growth of California's electric industry inspired H.P. Livermore to propose a more radical idea. Long distance transmission of power had not proven reliable, yet Livermore insisted the production of electricity at Folsom could power the growing Sacramento metropolis downstream. In particular, Livermore claimed power generated at Folsom could modernize the Capital City, including make the operation of electric railways possible. Livermore soon incorporated the Sacramento Electric Power and Light Company to help engineer his project. He structured his own company as a franchise for the development of street railways in Sacramento. This way Livermore could try to lure large eastern investors to invest in a long-distance transmission system from Folsom to Sacramento. Before long, Livermore had solid offers from both Westinghouse and General Electric.

Working in cooperation with Sacramento financier Albert Galatin, General Electric quickly crafted a deal with the Sacramento Electric Light and Power Company to begin work on the Folsom Powerhouse in early 1894. By the summer of 1895, Folsom's generators began producing electricity for transmission at 11,000 volts to Sacramento, 22 miles away. By October, the plant's four generators were in operation with a total capacity of 3,000 kilowatts. The completion of the Folsom Powerhouse marked a milestone in long-distance transmission of electricity. Engineers came from throughout the United States to inspect the plant, and the *Journal of Electricity* described Sacramento as "the first American city to demonstrate the practicability of long-distance transmission [of electricity] at high voltage."

Despite the technical innovation achieved by the Folsom plant, the Sacramento Electric Power and Light Company faced powerful opposition from competitors and massive debt. The company struggled to gain a sound financial footing in California's utility market until 1903, when the company was bought-out by the larger California Gas and Electric Company—a consolidation of several other power companies located throughout California. Established during the 1890s by Eugene J. deSabra and John Martin, California Gas and Electric had aggressively pursued the development of new hydro-electric plants and the acquisition of existing ones throughout the state. By 1905, California Gas and Electric could boast of providing gas and electricity to 22 counties. On October 10th of the same year the growing utility merged with San Francisco Gas and Electric Company (heir to Peter Donahue's San Francisco Gas Company), finally emerging as PG&E. N.W. Halsey, owner and financier of the merger, hailed from a powerful eastern brokerage company. The first president of PG&E, John Britton, was previously president of the Oakland Gas Light and Heat Company and later director of the California Gas and Electric Company.

Between 1900 and 1910, the population of California had increased by 60 percent, and with it came an increased demand for electric power. PG&E established an electric plant (Pumping Station #1) at Front and T streets in 1907. While the City of Sacramento was primarily powered by the Folsom Powerhouse, PG&E built The Sacramento River Station B in 1912 to respond to growing fears that the demand for electricity would outpace production of Folsom's hydroelectric plant. By 1914, PG&E began building a pumping station (Pumping Station #2) on Riverside Boulevard near 11th Avenue, south of the central city.

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When built, the Station B was one of only eleven steam generating plants owned by PG&E. According to the original blueprints for the plant, the turbines burned oil. The turbines had the ability to generate 5,000 kilowatts of electricity, and produce 6,702 horsepower. The total cost of the plant's construction was \$774,000. This then exuberant price made Station B one of the most costly plants built in Northern California during this period. Despite the hefty price tag, public opinion about the endeavor was favorable. On July 27, 1912, the *Sacramento Bee* anticipated the plant's opening with enthusiasm, claiming "When the plant is operating Sacramento will enjoy the best electrical service obtainable outside of Oakland and San Francisco." The role of the Station as a back up power source for the City of Sacramento made it a critical component of PG&E's regional system of power generating stations.

Despite power generated by Station B, the Folsom facility, and Pumping Station #2, citizens of Sacramento began to experience occasional interruptions in electric service by the 1920s. These interruptions led to PG&E's decision in 1924 to add a fourth turbine generator to Station B at a cost of \$100,000. A *Sacramento Bee* article on February 9, 1924 stated "Should the hydro-electric power which now supplies the city from four sides, go off for any reason, the new station will automatically take care of service far out into the valley on either side of the city. If an interruption should occur north of Marysville, Chico or Woodland, this plant can be brought into service and power furnished from Sacramento. Later as the growth of Sacramento requires, the whole capacity of the plant will be reserved for Sacramento." The addition of the fourth turbine marks a historically significant upgrade for Sacramento River Station B.

With the addition of the new generators the plant became the largest electric steam station in Northern California, north of the Bay Area. Intended to serve as an auxiliary power source, the generator increased the capacity of the station threefold, from 6,702 horsepower to 20,122 horsepower. The power generated was available to the entire Sacramento region and amounted to one third more power than could be used by the city of Sacramento itself at that time. The power available as a result of the addition was equal to any city in the United States with a population of 150,000.

Station B served as the source of auxiliary power through the 1930s. During the 1940s and early 1950s, PG&E used Station B for test purposes only. In November of 1954, the plant was formally closed. The plant was sold to the Associated Metals Company of Oakland in June of 1957. Between 1954 and 1957 Associated Metals salvaged all mechanical equipment and finishes from the building. PG&E assisted Associated Metal through 1965 dismantling the plants remaining power generating equipment.

In 1960, the California Department of Transportation gained ownership of the site as part of the right-of-way for Interstate 5. In the 1990s, the California Department of Water Resources proposed reusing the building. The Department of Water Resources intended to use River Station B for a new California Water Center and made a considerable investment in seismically upgrading the structure for reuse, and cleaning or containing the contaminated soil on the property. Later, the State's Department of Parks and Recreation took over ownership, and in 1974 the Station was given to the State's Department of General Services. The State's visions for River Station B never came to fruition and the building and surrounding land was eventually sold to the City of Sacramento's Department of Parks and Recreation in 2002.

City Beautiful Movement and Beaux Arts Architecture

The City Beautiful movement was a city planning and architectural movement that gained a following during the 1890s and early 1900s. At this time, American cities were faced with increasing populations, both due to the domestic shift of Americans from rural to urban areas, and from international immigration. According to American historian Thomas Hines (1991), not only had population increased during the period between 1860 and 1910 from 31.4 million to 91.9 million, but the percentage of Americans living in cities increased as well—by 1910, 46% of American's lived in urban areas with population over 2,500.

In Gilded Age America, rapid industrialization and technological progress were the norm. Around the turn of the century,

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these conditions inspired a group of progressive reformers to imagine a cure for the moral decay that was perceived to accompany poverty-stricken urban environments. Enlightened intellectuals, artists, and a few elites argued that the negative aspects of industrialization could be cured through grand public works and more thoughtful city planning. Moreover, supporters of this idea thought city beautification would encourage social order and improve the lives of the urban working classes. This idea became known as "City Beautiful." The movement's committed enthusiasts lobbied municipalities around the country to build grand city monuments and public works installations that lasted (although in ever-evolving forms) throughout the twentieth century. A popular architectural style of the period, commonly referred to as Beaux-Arts, soon became associated with this sort of progressivism.

Architect Daniel Burnham articulated the ideals of the city beautification movement in the call to American architects when he said "Make no little plans, they have no magic to stir men's blood..." This ideal lent itself well to the Beaux Arts Style already popular among many American Architects. Burnham envisioned architecture that would create American cities to rival noble civic architecture found in European urban centers. Reformers also argued that the Beaux Arts tendency toward massive forms and grand statements would create an urban environment that could offer a sense of government legitimacy in a time plagued by social and political uncertainties.

In 1893, the Beaux Arts Style was displayed for City Beautiful reformers at Chicago's World Columbian Exposition. Led by Burnham, the exposition legitimized the City Beautiful Movement. The movement's leaders argued that by building a model city of grand scale—complete with a state-of-the-art transport systems, and no *visible* poverty—social ills would vanish from even the largest urban centers. Once coupled with the City Beautiful movement, this style influenced the design of American public and private buildings, utilitarian or otherwise, for years to come.

The style borrowed its name, meaning "fine arts," from the Ecole de Beaux Arts in France where many prominent American architects studied during the period. Dominated by massive classical forms, Beaux Arts also draws on picturesque traditions born in France and Victorian England. Additionally, trademarks of the style include its monumental scale, large arched openings, multi-panes windows, pillars, columns, pediments, sumptuous ornamentation, figurative sculpture, cartouches, swags, and various detailing inspired by the natural environment. Along with public buildings, a few of America's industrial barons adopted the style on lavish mansions.

In Sacramento, as in other cities in the United States, the classical design and planning principles of the Ecole des Beaux Arts and City Beautiful Movement were largely influential from the 1880s through the 1920s. Many architects, Ecole-trained or not, subscribed to the monumental, classical principles of the City Beautiful Movement. Willis Polk, notable Bay Area architect who designed Sacramento River Station B, studied at the Ecole des Beaux Arts in Paris before coming to California. Polk's design maintains classical composition and ornament that provide striking image and character, reminiscent of the World's Columbian Exposition and the grand buildings of Europe. The elements that lend Sacramento River Station its Beaux Arts character include monumental massing, a flat roof, classical detailing and sculptural elements.

Polk also designed the D.O. Mills Bank Building in Sacramento in the Beaux Arts Style and chose the same style for the River Station. Other notable buildings in Sacramento designed in the Beaux Style include, the State Capitol, the Library Building, the Courts Building, the Public Market Building, and the Historic City Hall.

Criterion A

The Sacramento River Station B is eligible for listing in the National Register under Criterion "A" for its role in Sacramento's transition from gas to electrical power. With the additional fourth generator in 1924, Station B became the largest and most important steam power plant north of San Francisco, and arguably the most important public utility building in the area.

PG&E, who commissioned the plant's construction in 1912, has had a major influence on the development of public utilities

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in California. Sacramento River Station building represents PG&E's response to the increasing demand for electrical energy resulting from the rapid growth of the city during the early years of the twentieth century. In particular, the new station was intended to prevent interruptions in service which were occurring with increasing frequency, especially during the winter months. The property was purchased in 1910, and the location was attractive because of the nearby Sacramento and American Rivers, in addition to being just outside the city center. These features made this location ideal for a large power facility.

When PG&E installed the fourth turbine generator to Station B in 1924 the facility became the largest electric steam station in the Sacramento region threefold, from 6,702 horsepower to 20,122 horsepower. As the largest electric steam station in California, the Sacramento River Station B facility represented industrial progress of the late Gilded Age. Central California was a primarily rural region at that time. River Station B represented industrial security to a degree that many Californian's had never experienced. The power generated was available to the entire Sacramento region and amounted to one third more power than could be used by the city of Sacramento itself at that time. The power available as a result of the addition was equal to any city in the United States with a population of 150,000.

Criterion C

Sacramento River Station B is eligible for listing on the National Register under criteria "C" as an excellent Sacramento example of the Beaux Arts Classical Revival style. Furthermore, the prominent California architect Willis Polk, who designed the PG&E Steam Power Plant, is widely considered as a significant contributor to the evolution of this architectural style in Northern California.

Willis Polk was born in Kentucky in 1867. Growing up, Polk learned about architecture from his father Willis Webb Polk, who ran an architectural firm in St. Louis beginning in 1873. Polk's father was also president of St. Louis' Merchants Exchange. As a young man, Polk was tutored at home until he was fourteen when he became an apprentice to Jerome Legg, another St. Louis architect. In 1881, the Polk family moved to San Francisco, where Polk assisted his father in his architectural office. After two years, Polk began to work as an ambitious draftsman, moving from one firm to another. As was customary for aspiring architects in 1900, Polk departed for two years of study in France under architectural masters at the Ecole de Beaux Arts, Paris.

When Polk returned from Paris in 1902, he moved to Chicago where he worked for the nationally renowned architect and planner Daniel H. Burnham (see above regarding Beaux Arts Style). Under Burnham's instruction, Polk designed several large structures and buildings, including the First National Bank of Chicago, the Railroad Terminal in Indianapolis, and the Merchant's Exchange in San Francisco.

Willis Jefferson Polk was an important Bay Area architect responsible for the design of several other similar power facilities and substations in Northern California, but is better known for a series of buildings throughout Chicago and the Bay Area.

In 1904, Polk established Willis Polk & Company, a San Francisco architectural firm that began to receive commissions for a number of pre-1906 buildings, such as San Francisco's First National Bank. Polk also completed the Ferry Building, originally begun by A. Page Brown. After the earthquake and fire of 1906, Polk's company became active in the reconstruction of San Francisco. Polk's first work after the disaster included reconstructing the Merchant's Exchange and the Mills Building that had only been completed one year prior. Soon after, Polk received a number of important commissions—including the remodeling of the James Flood Mansion on Nob Hill, an enlargement of the Mills Building, an annex to the Chronicle Building, and the Halladie Building—all in San Francisco. Polk also designed many residences throughout the San Francisco Peninsula. Additionally, Polk assumed an important leadership role in California's emerging architectural community as chairman of the Architectural Commission and organizer of the well-known Panama-Pacific International Exposition of 1914 and 1915 where the Palace of Fine Arts (a grand Beaux Arts/City Beautiful gesture) made its debut. Polk's influence is evident in Sacramento by the National Bank of D.O. Mills (currently listed on both the

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California and National Register), the Western Pacific Railroad Depot, and PG&E River Station B Power Plant.

Polk's utility buildings in the San Francisco Bay Area were primarily buildings built for PG&E or its predecessors. The design of River Station B is consistent in style with the other public buildings designed by Polk's firm. The building clearly reflects the formal Beaux Arts Classicism that Polk learned while studying in Paris. This style is also prevalent in many of Polk's other works throughout California. However, the asymmetrical composition of the two juxtaposed rectangular forms is rather atypical compared to Polk's other buildings, but instead reflects the PG&E Companies "typical" steam plant electrical generating facility layout. The large cartouche centered in the windowed arch of the building is a grand Beaux Arts gesture. Other expressions of the style include the surface pattern replicating stone courses, large north windows, the decorative frieze and cornice that encircles the building, and the two large handsome arched windows of the east and west façades. The large decorated entry doors facing the river contribute to the structures imposing disposition. The exterior of the building reflects a sophisticated utilitarian structure whose elegant presence is enhanced by its solitary and imposing riverside setting.

The design and formality of River Station B influenced the design of other utility facilities constructed in Sacramento. In particular, Sacramento's water treatment facility is located across Interstate 5 to the east. Built in the early 1920s, the main structure of the water processing plant is an elegant version of a Classical Revival structure. Other Sacramento utility plants, such as the water pumping substation on Riverside Boulevard and the power substation on Power Inn Road also reflect Classical Revival styles.

Sacramento's PG&E Steam Plant is a sophisticated representation of its architectural type and one of the three Sacramento works of the master architect Willis Polk. The River Station served as an important functional element of the electrical power system developed by the PG&E, which was vital to Sacramento's early 20th Century development and industrialization. For these reasons, Sacramento River Station B is eligible for the listing on the National Register under criterion C for its contribution to the development of Sacramento and Northern California, and for its architectural stylistic influence on the city.

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McGowan, Joseph. *History of the Sacramento Valley*, Lewis Historical Publishing Co., 1961.

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Pacific Gas & Electric Magazine

- Volume 3, No. 9 February 1912
- Volume 4, No. 3 August 1912
- Volume 4, No. 4, September 1912
- Volume 4, No. 5, October 1912

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Pacific Gas & Electric Company Corporate Library, Photography Collection, San Francisco

Photography Collection, California Room, California State Library, Sacramento

Sacramento Archives and Museum Collection Center, Collection

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

Sacramento River Station B
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Section number 9 Page 2

Interviews

Paul Brady, retired Pacific Gas & Electric Company employee
Sherry Cook, Corporate Library
Lyle Faver, Pacific Gas & Electric Company employee
Walter Gray, California State Railroad Museum Director
James Henley, Sacramento History and Science Center Director
Amy Rose, Pacific Gas & Electric Company employee
Leo Scott, retired Pacific Gas & Electric Company employee: Land Division
Robert Stinkronard, retired employee
Marshall Wilson, retired employee

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Section number 10 Page 1

Verbal Boundary Description

Sacramento River Station B is bounded on the southern edge by Robert T. Matsui Waterfront Park; on the east by Jibboom Street; on the north by the south property line of parcel number 001-0012-021-000; and, on the west by the Sacramento River. The area remains industrial in character, including the nearby water treatment facility. However, commercial development such as motels and gas stations have encroached into the district. After 1957 the site became a wrecking and salvage yard. Later, evidence of toxins on the site kept Sacramento River Station's parcel vacant. A cellular transmission tower was eventually built in the north-west quadrant of the site, but today the parcel remains otherwise undeveloped.

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Section number 10 Page 2

Boundary Justification

The designated boundary coincides with the original assessor parcel containing the plant and auxiliary elements, with a minor modification. A small portion of the eastern end of the original parcel was removed from the parcel with the construction of Interstate 5 immediately to the east of the plant. The original parcel has been re-designated as the three parcels: 001-0190-004, 001-0190-012, and 001-0190-005. The small square excluded portion (parcel 001-0190-005) on the north edge of the designated parcel was retained by the Pacific Gas & Electric Company when the property was sold to the state. This separate parcel contains a small electrical tower, but no elements affiliated with the plant's former operation. All remaining original elements of the plant operation including the pier remnant and pump/intake station located in the river opposite the plant structure are included in the two remaining parcels.

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(8-86)

OMB Approval No 1024-0018

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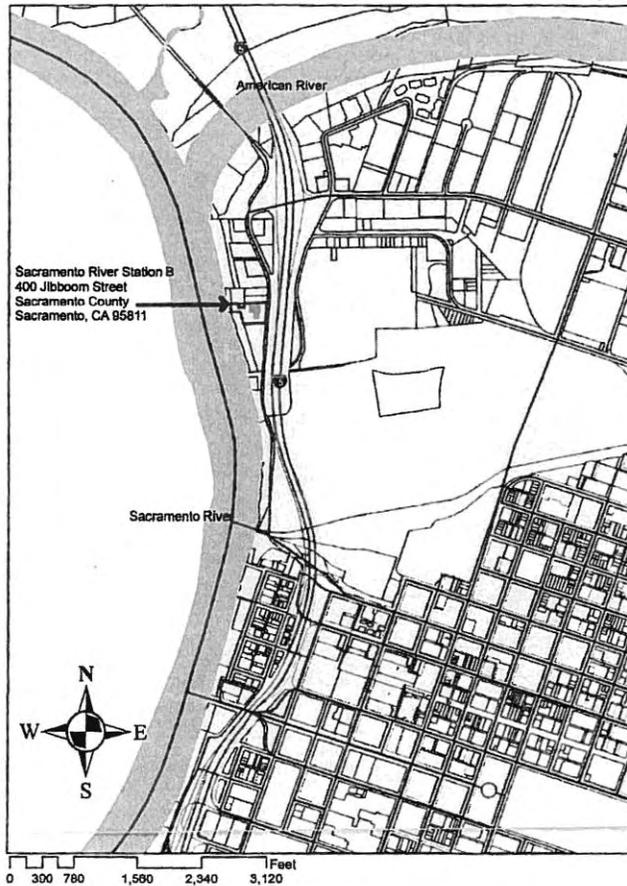
United States Department of the Interior
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National Register of Historic Places Bibliography Continuation Sheet

Section number 10 Page 3

Sketch Map Continuation Sheet

Sacramento River Station B:
National Register Nomination Sketch Map



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Additional Documentation Page 1

Photograph Log

Common Photographic Label Information:

Resource Name: Sacramento River Station B
Location: Sacramento, Sacramento County, California
Negative Location: Page & Turnbull Inc. Sacramento Office Files
2401 C Street, Suit B, Sacramento, CA 95816
Photographer: Staff: Page & Turnbull Inc.
Date Taken: 9/01/2009

Photograph Number	Description of View	Camera Direction
1	Looking north (southern elevation) from Robert T. Matsue Waterfront Park	N
2	Looking southeast (west and north elevations) from Sacramento River levee	SE
3	Looking southwest (north and west elevations) from Jibboom Street	SW
4	Looking northwest (eastern elevation) from Jibboom Street	NW
5	Looking northeast (main entryway) inland from Sacramento River levee	NE
6	Looking south (boiler room) down southern wing	S
7	Looking south (turbine room) at turbine support structure	S
8	Looking east (turbine room) along interior wall	E
9	Looking west (turbine room) at subsurface water intake pit	W
10	Looking northwest (intake pit) into subsurface water intake pit	NW

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Figure Log

Common Figure Label Information:

Resource Name: Sacramento River Station B
Location: Sacramento, Sacramento County, California
Negative Location: Center for Sacramento History
551 Sequoia Pacific Blvd, Sacramento, CA 95811-0229
Photographer: Bob McCabe, Bob McCabe Collection
Date Accessed: 9/01/2009

Figure Number	Description of View	Camera Direction
1	Looking north (c. 1912) at southern elevation	N
2	Facing southeast (1924) with all smokestacks active	SE
3	Facing northeast (c. 1912) from across the Sacramento River	NE
4	Facing southwest (c. 1912) with Southern Pacific Train in foreground	SW
5	Facing northwest (c. 1960) with oil tanks in foreground	NW

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Figure Log

Common Figure Label Information:

Resource Name: Sacramento River Station B
Location: Original PG&E Co. Plans
Negative Location: Pacific Gas and Electric Company Archives
Accessed by: Staff: Page & Turnbull Inc.
Date Created: c. 1912

Figure Number	Description
6	South and north elevations
7	Aerial first floor
8	Equipment and stairs
9	Equipment and stair detail
10	Roof detail
11	West elevations and pilings

NPS Form 10-900-a
(8-86)

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Figure Log

Common Figure Label Information:

Resource Name: Sacramento River Station B

Location: Sacramento Bee Photographic Morgue

Negative Location: Center for Sacramento History
551 Sequoia Pacific Blvd, Sacramento, CA 95811-0229
Staff: Sacramento Preservation Office

Accessed by:

Date Created: c. 1970

Figure Number	Description of View	Camera Direction
12	Facing northeast toward loading door	NE
13	Facing north toward loading door	N

NPS Form 10-900-a
(8-86)

OMB Approval No 1024-0018

Sacramento River Station B
Name of Property

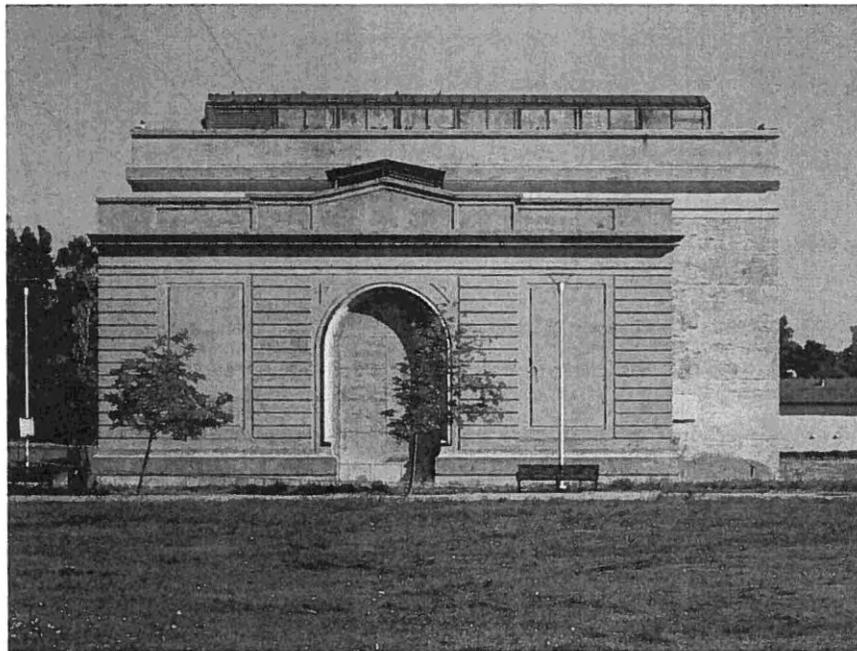
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National Register Nomination Photograph # 1
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Sacramento, CA 95811



NPS Form 10-900-a
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Name of Property

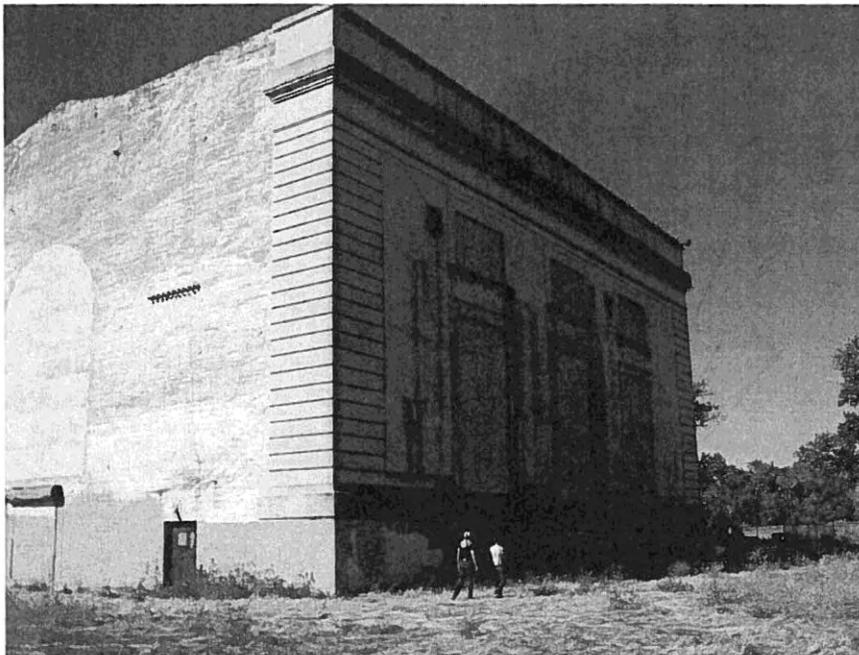
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National Register Nomination Photograph # 3
Sacramento River Station B
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Sacramento, CA 95811



NPS Form 10-900-a
(8-96)

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Name of Property

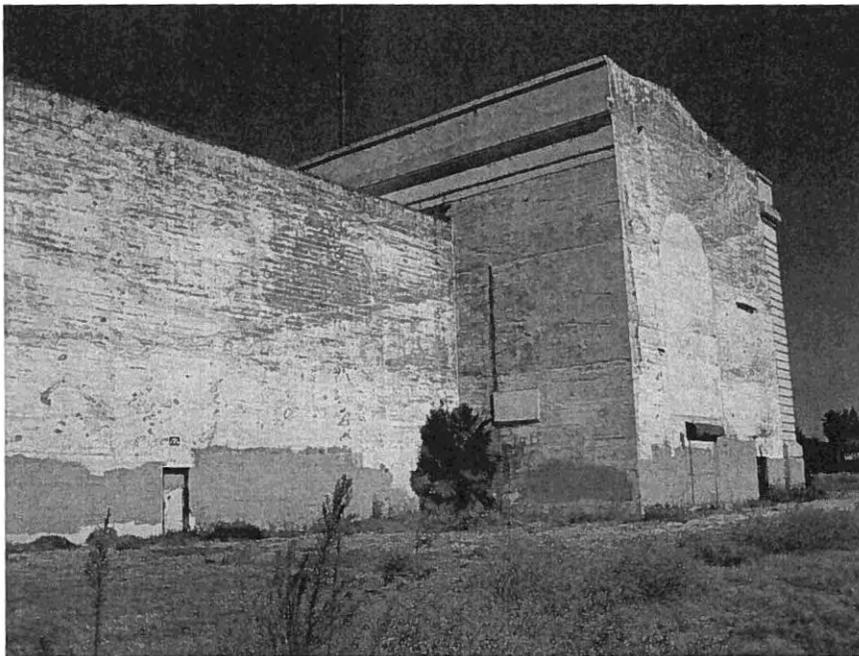
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National Register Nomination Photograph # 4
Sacramento River Station B
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NPS Form 10-900-a
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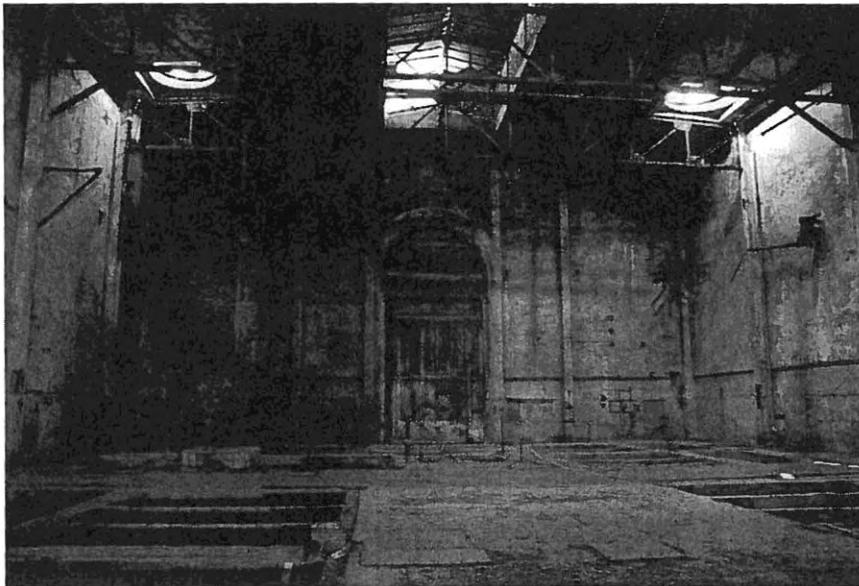
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National Register Nomination Photograph # 6
Sacramento River Station B
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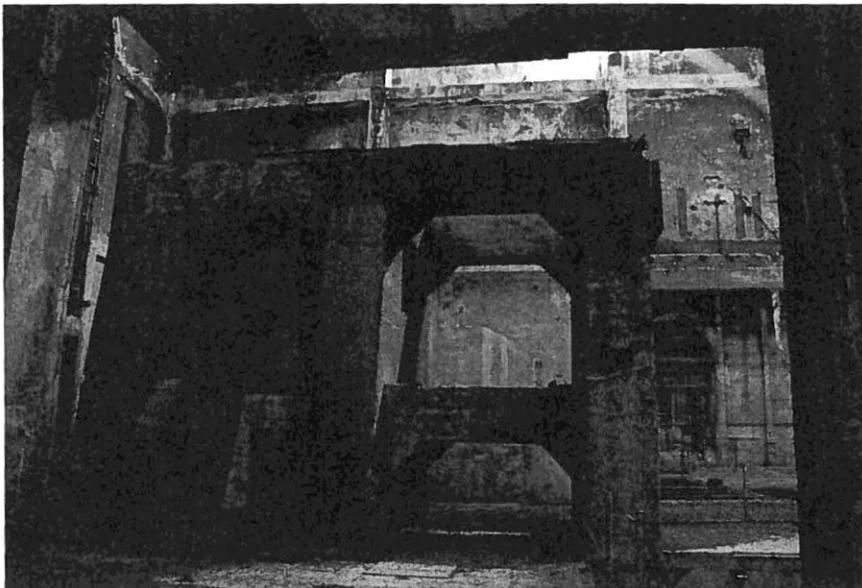
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National Register Nomination Photograph # 7
Sacramento River Station B
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Name of Property

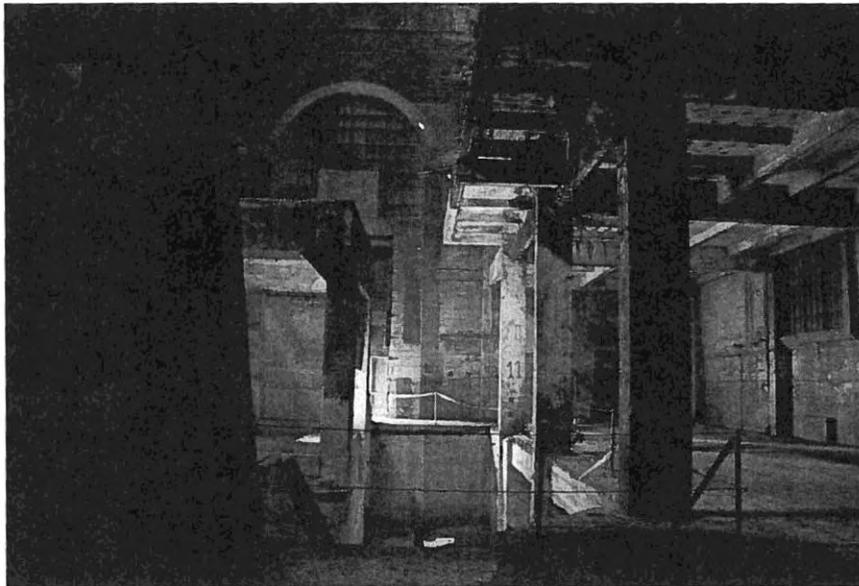
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National Register Nomination Photograph # 9
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Name of Property

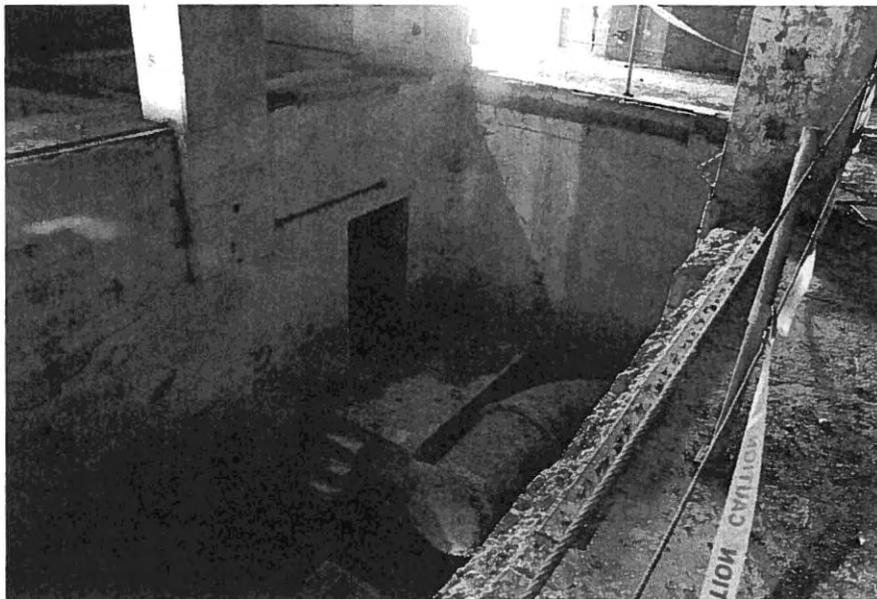
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National Register Nomination Photograph # 10
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Name of Property

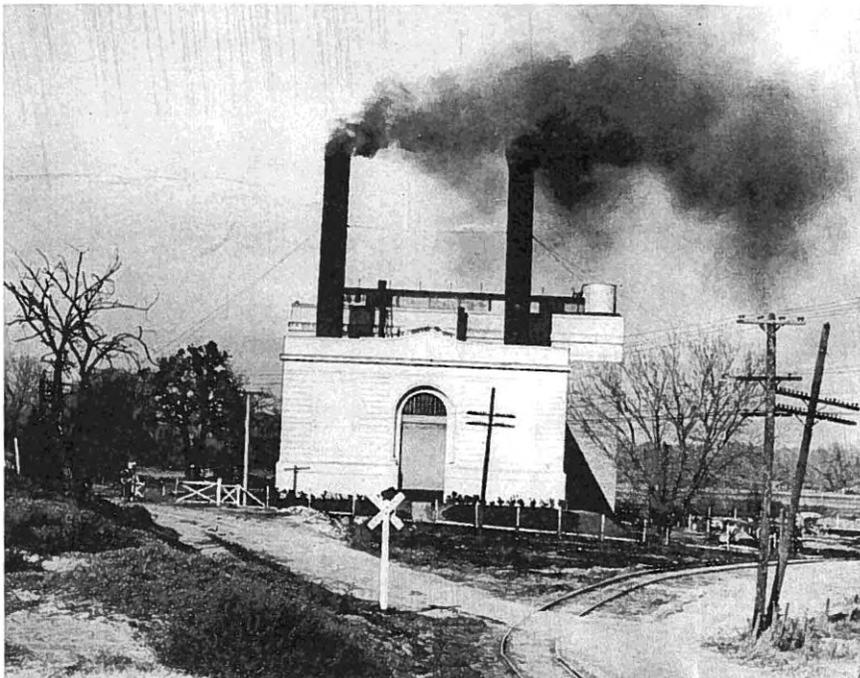
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National Register Nomination Figure # 1
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Name of Property

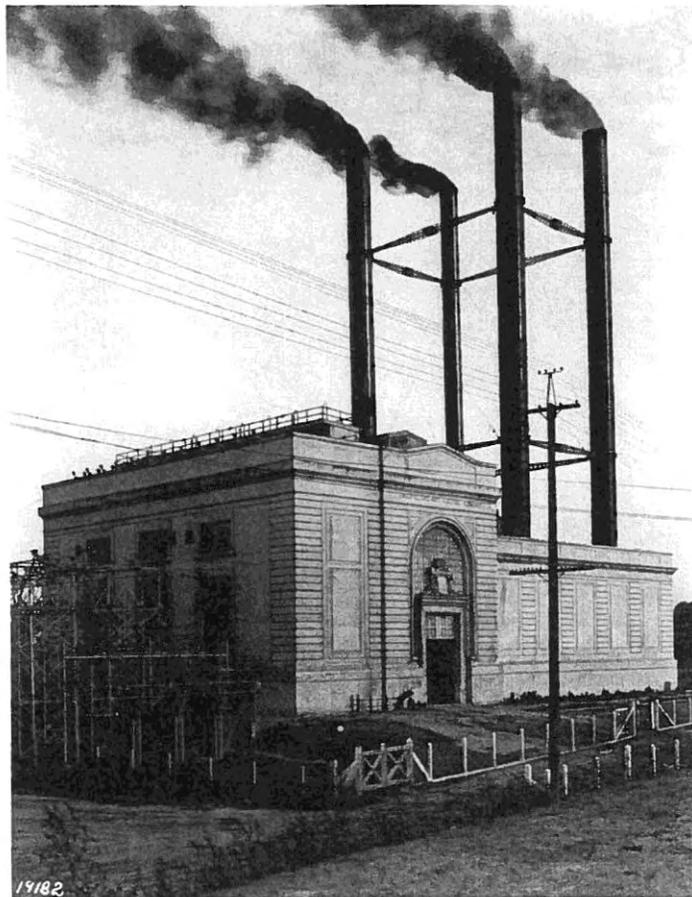
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National Register Nomination Figure # 2
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National Register Nomination Figure # 3

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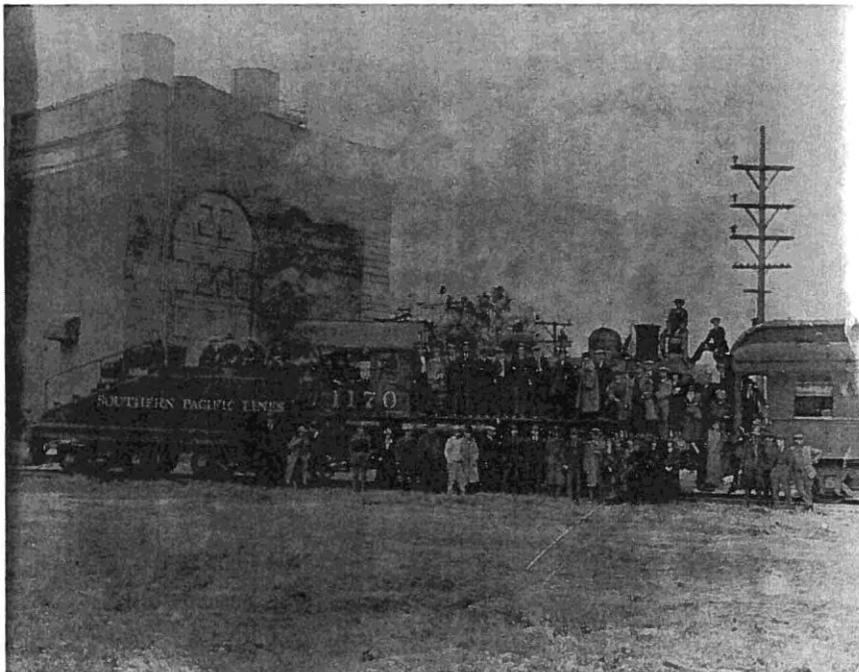
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National Register Nomination Figure # 4
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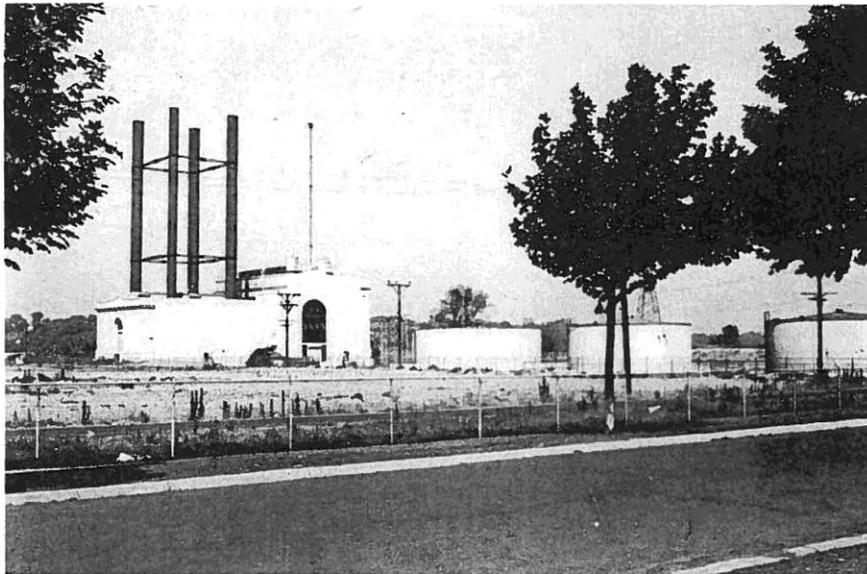
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National Register Nomination Figure # 5
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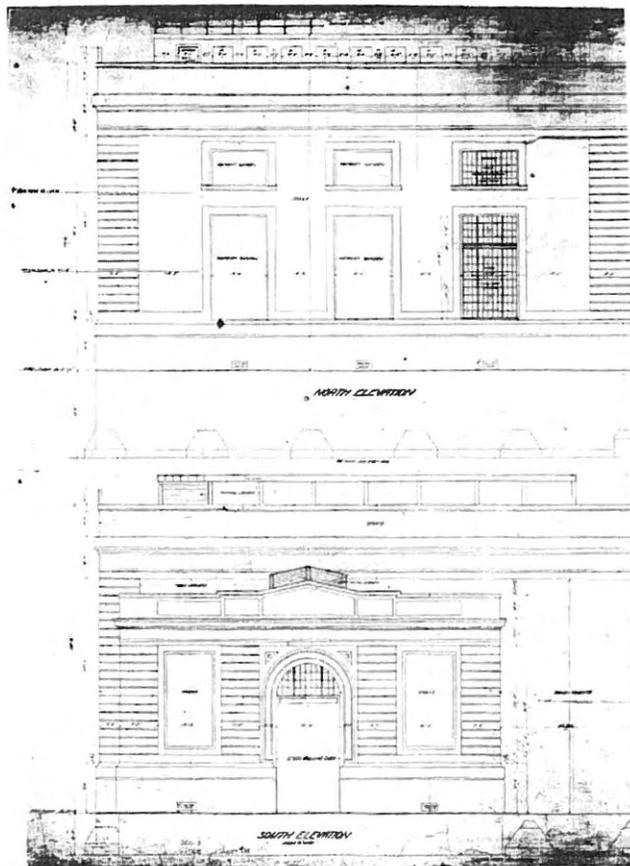
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National Register Nomination Figure # 6
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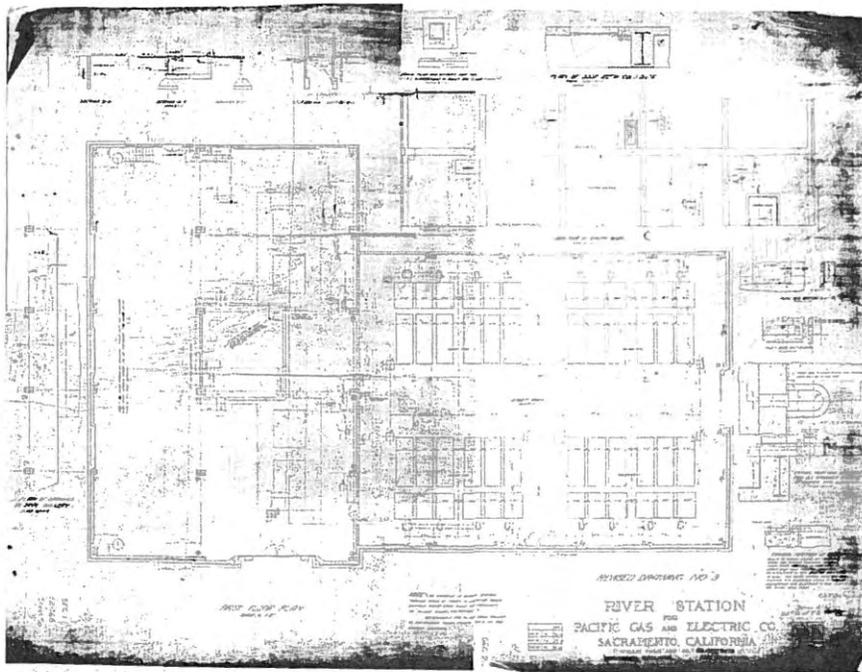
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National Register Nomination Figure # 7
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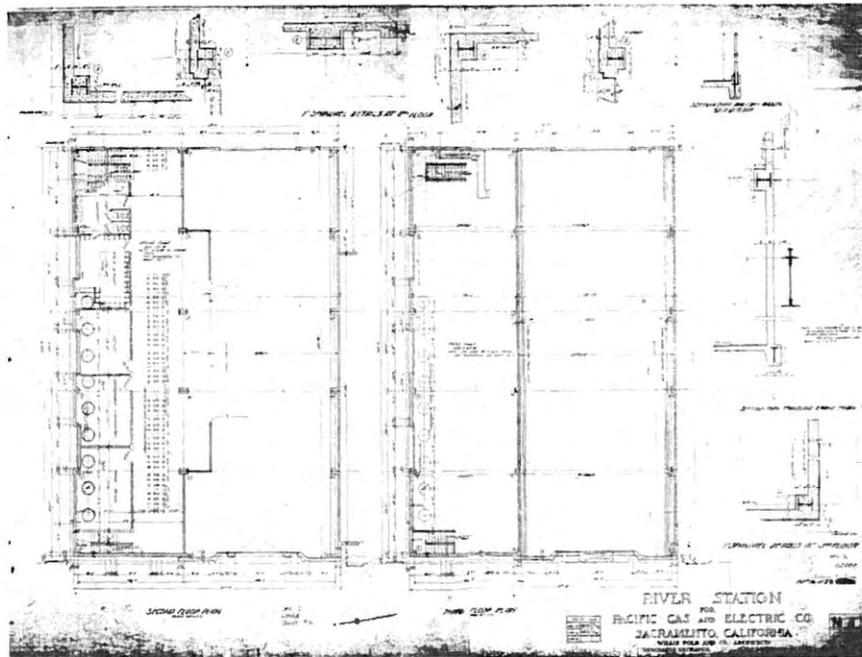
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National Register Nomination Figure # 8
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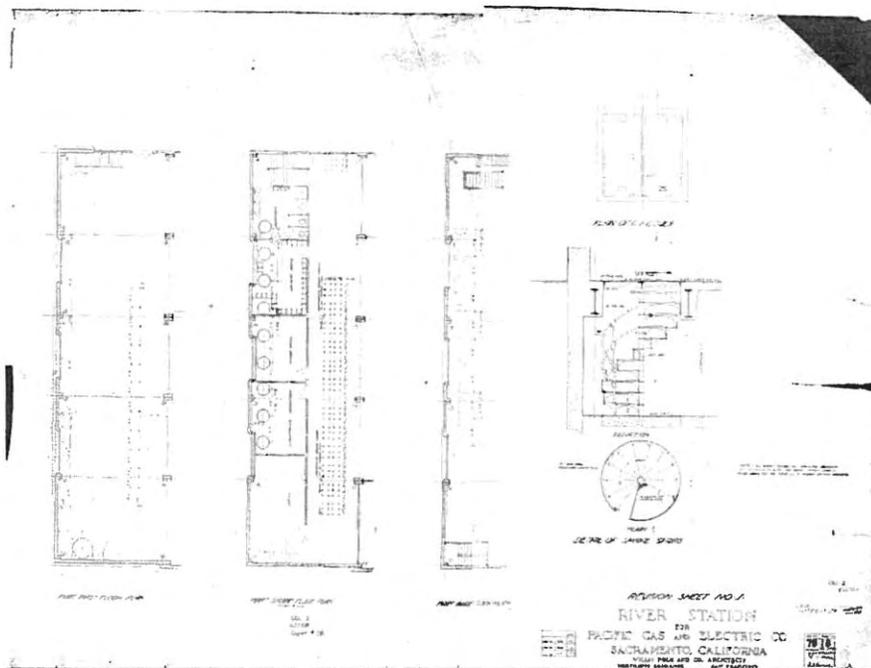
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National Register Nomination Figure # 9
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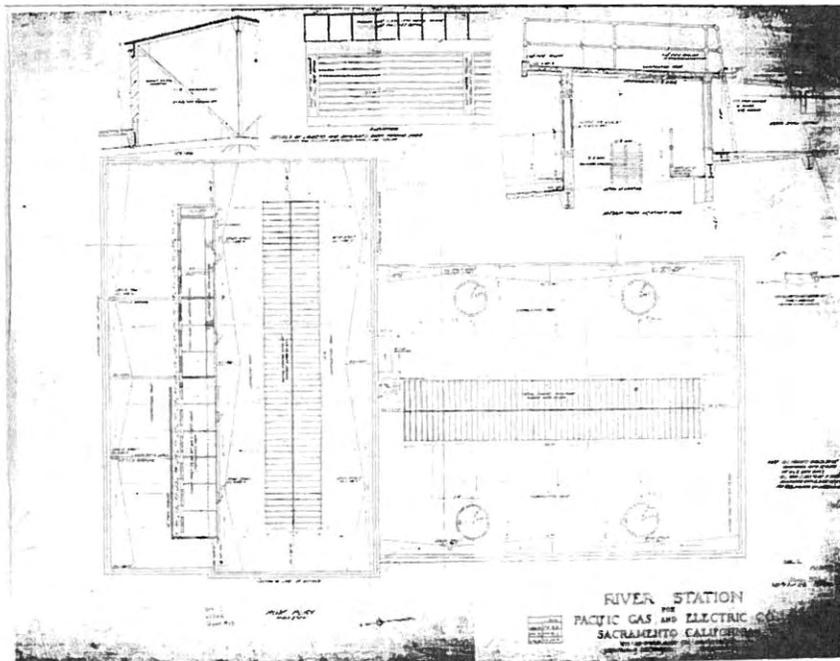
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National Register Nomination Figure # 10
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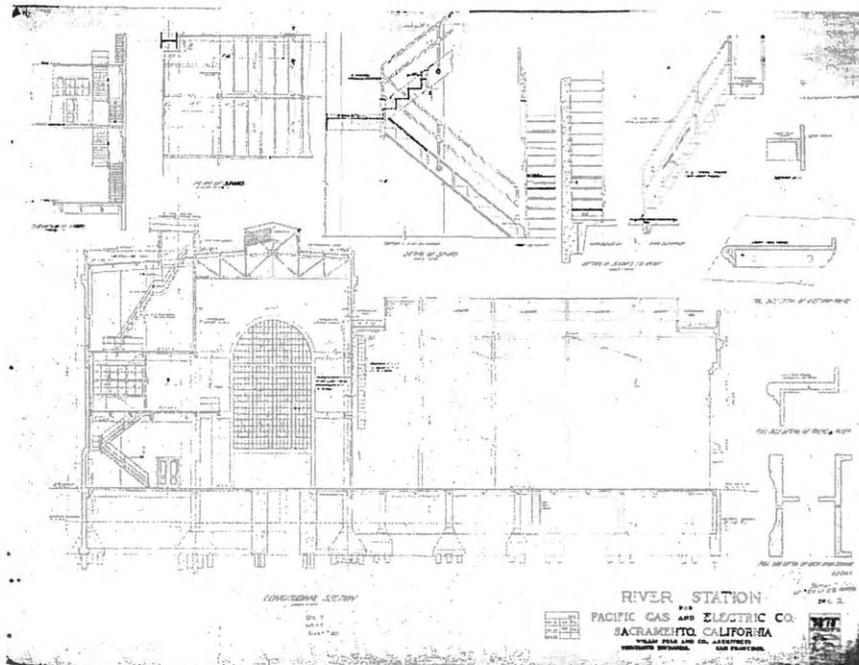
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National Register Nomination Figure # 11
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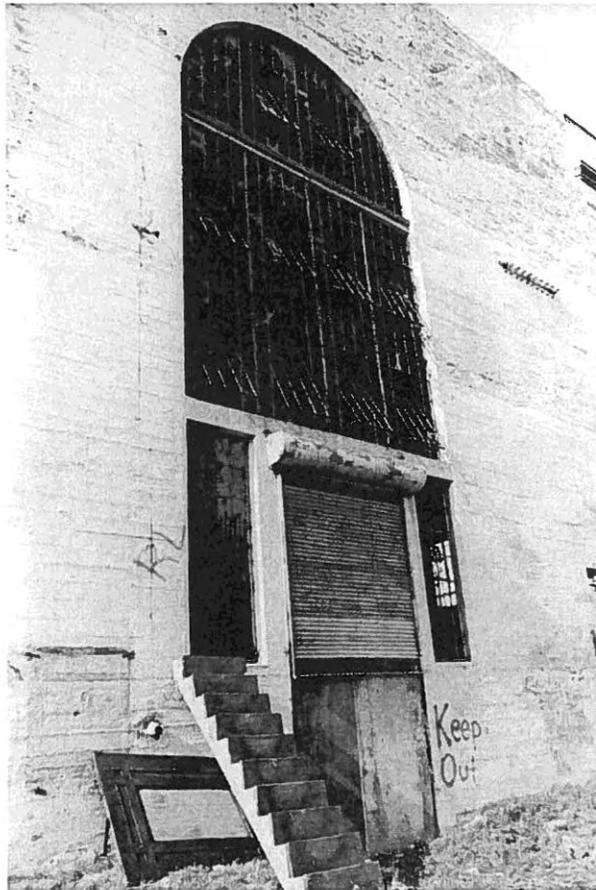
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National Register Nomination Figure # 12
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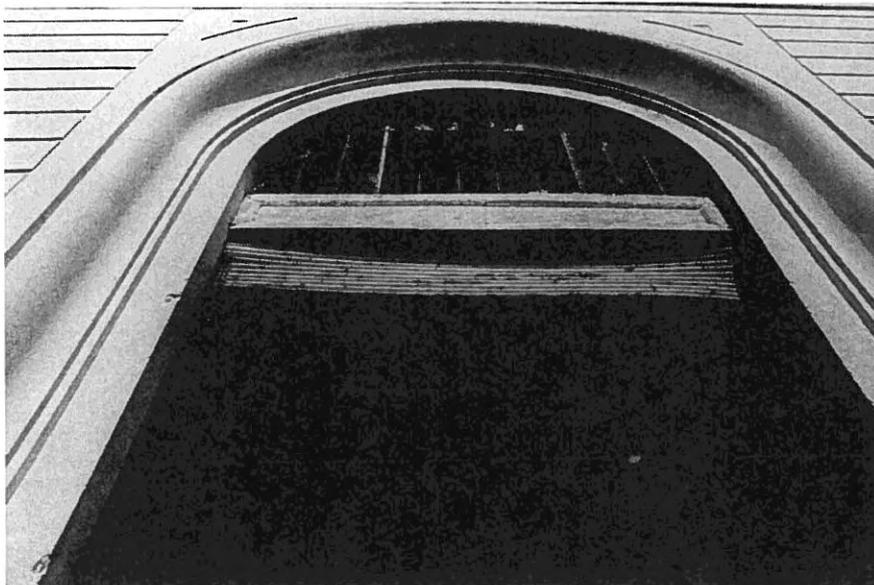
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National Register Nomination Figure # 13
Sacramento River Station B
400 Jibboom Street
Sacramento, CA 95811



Attachment 5: Email from Property Owner within proposed Historic District

Evan Compton

From: Steve Ruland [steve@rulands.com]
Sent: Monday, October 11, 2010 9:26 AM
To: Evan Compton
Cc: redbull@rulands.com
Subject: public Hearing project M10-012

Evan Compton
Associate planner,
Community Development Department
City of Sacramento

Sir, I wish to challenge the proposal of Nominating of multiple properties as Landmarks within the River District and nomination of multiple properties as contributing and Non-Contributing Resources as part of the "North 16 th street Historic District. To be added to the Sacramento Register of Historic & Cultural Recourses.

I have attended your previous meetings and I am not convinced this is the way to go. I feel that this action will be detrimental to the values and the future developing of my properties which include 211, 215 217 north 16th Street and the 5 properties at 16 and North C st, 1610 North C st. I do not consider any of my properties as historically noteworthy.

I have done business in this location over 20 years and we do not need additional restrictions on our freedom to do business in this area of Sacramento.

I also would like to point out that I have withdrawn my support of the Rivers District and do not consider my properties as part of or under the spire of influence of the Rivers District.

Please pass a copy of this response to the Preservation Director.

Thank You,

Steve Ruland

Attachment 6: Letter from Property Owners at 1400 Richards Boulevard

1608 - 7th Avenue
Sacramento, CA 95818
October 20, 2010

City of Sacramento
Community Development Department
300 Richards Boulevard
Sacramento, CA 95811-0218

*Received
10-20-10
@ Preservation Director
Hearing*

ATTN: Roberta Deering, LEED AP
Senior Planner for Historic Preservation

RE: River District Landmarks and North 16th Street
Historic District Nomination of
1400 Richards Boulevard, APN# 001-0101-005

As the owners of the 1400 Richards Boulevard warehouses, we received notice of the Public Hearing held Wednesday, October 13, 2010. At the hearing we were surprised that our metal warehouses were being nominated for Historical Status. As I mentioned during the hearing, we object to this designation for the following reasons:

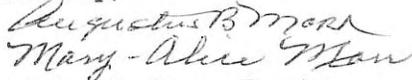
1. The metal quonset building was erected in 1946 at the end of WWII as a temporary structure, because no conventional building materials were available. Because it is resting on a concrete slab there is no foundation to support additional weight of any alterations.
2. In 1946 the surrounding area was mostly vacant or agricultural in use. Because the City of Sacramento has regraded, widened, and raised the street level, the site is now below street grade resulting in drainage problems and flooding of the warehouse during rainy seasons.
3. Because the building was manufactured for the war effort, replacement of the metal panels and fibreglass skylights is not possible. Current available products have a different profile and are not strong enough to sustain high winds frequently experienced in winter storms. The metal material suffers from rust and metal fatigue, and the corrugated fibreglass panels in the skylights have badly deteriorated. Recent replacement of one skylight due to wind damage has not been satisfactory. It continues to leak from wind damage suffered last winter.
4. The interior configuration with metal support posts 20' apart does not meet today's requirements for most commercial tenants, resulting in higher than normal tenant turnover and below normal rents.
5. We feel the improvements lack any historical or architectural value and now appear misplaced in their current location.

-2-

6. As streets are realigned as planned in the proposed grid, this site will be very visable to traffic approaching from across the new American River Bridge. It should be an attractive improvement to reflect the River District's image. As the River District develops into a residential/business district, it is our hope that these outdated, inefficient structures be replaced with an efficient improvement appropriate to the changed, improved character of the neighborhood.

We hope that you will consider these items of physical, functional, and economic obsolescence and remove 1400 Richards Boulevard from your suggested nomination of properties for historic status. We look forward to working with the City of Sacramento as the River District continues to be developed.

Sincerely,



Augustus B. Morr, Trustee
Mary-Alice Morr, Trustee
Morr Family Revocable Trust

Attachment 7: River District Specific Plan Draft EIR

The Draft EIR may be found here:

<http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/index.cfm>

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Attachment 8

ORDINANCE NO.

Adopted by the Sacramento City Council on

**NOMINATION OF PROPERTIES IN THE RIVER DISTRICT AS LANDMARKS AND
NOMINATION OF THE NORTH 16TH STREET HISTORIC DISTRICT AND ITS'
CONTRIBUTING RESOURCES, FOR LISTING IN THE SACRAMENTO REGISTER
OF HISTORIC AND CULTURAL RESOURCES (M10-012)**

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

SECTION 1

The Sacramento Register of Historic and Cultural Resources is amended by adding the properties located at 116 North 16th Street, 101 Bercut Drive and related structure in the Sacramento River, 400 Jibboom Street, 311 North 12th Street, 1341 North C Street, 700 Dos Rios, 950 Richards Boulevard, 521 North 10th Street, 1100 Richards Boulevard, 1400 Richards Boulevard, and the Jibboom Street Bridge, at Discovery Park, as Landmarks. The Sacramento Register of Historic and Cultural Resources is also amended by adding the North 16th Street Historic District and its' Contributing Resources.

The Preservation Director made the preliminary determination and the Preservation Commission has recommended that the following properties are eligible for listing as Landmarks under the following Criterion:

116 North 16th Street (Pipe Works)

iii – embodies the distinctive characteristics of a type, period or method of construction.

Bridge Located in Discovery Park (Jibboom Street Bridge)

i – associated with events that have made a significant contribution to the broad patterns of the history of the city

iii – embodies the distinctive characteristics of a type, period or method of construction.

101 Bercut and associated structure in the **Sacramento River** (Sacramento River Water Treatment Plant and Intake Structure)

i – associated with events that have made a significant contribution to the broad patterns of the history of the city and region

iii – embodies the distinctive characteristics of a type, period or method of construction

iv – represents the work of an important creative individual or master

Historic District and Landmark Nominations (M10-012)

400 Jibboom Street (PG&E Sacramento River Power Station “B”)

i – associated with events that have made a significant contribution to the broad patterns of the history of the city and region

iii – embodies the distinctive characteristics of a type, period or method of construction

iv – represents the work of an important creative individual or master

311 N. 12th Street (Acme Cabinet)

iii – embodies the distinctive characteristics of a type, period or method of construction

1341 N. C Street (Fire Station #14)

iii – embodies the distinctive characteristics of a type, period or method of construction

iv – represents the work of an important creative individual or master

700 Dos Rios Road (Dos Rios School / Smythe Academy)

iii – embodies the distinctive characteristics of a type, period or method of construction

iv – represents the work of an important creative individual or master

950 Richards Boulevard (Sacramento Theatrical Lighting)

i – associated with events that have made a significant contribution to the broad patterns of the history of the city and region

iii – embodies the distinctive characteristics of a type, period or method of construction

iv – represents the work of an important creative individual or master

521 N. 10th Street (Volker Flooring)

iii – embodies the distinctive characteristics of a type, period or method of construction

1100 Richards Boulevard (Zellerbach Paper Company / UHaul)

i – associated with events that have made a significant contribution to the broad patterns of the history of the city and region

iii – embodies the distinctive characteristics of a type, period or method of construction

1400 Richards Boulevard (Quonset Huts)

iii – embodies the distinctive characteristics of a type, period or method of construction

North 16th Street Historic District

The North 16th Street Historic District reflects the early development of warehouse/distribution/ transportation functions of the River District. The area developed as the access to the area between the American River and downtown Sacramento developed. The first connection was the construction of the original

Sixteenth Street Bridge over the American river in 1915 for the Lincoln Highway, which highway was the first coast to coast road in the country. William Dreher purchased the ranchland along 16th Street and began to develop the land, including factory sites and service and oil stations. A major trucking firm located along North 16th Street, followed by produce distribution uses in 1926. The Sixteenth Street bridge was widened in 1935 and extended in 1941. With the I Street and Jibboom Street Bridges and the multiple rail connections, the area's suitability for transportation-related functions of storage, warehousing and product distribution facilities grew. Auto- and truck-related uses, including oil and gas storage and distribution also located along the North 16th Street corridor. The types of uses within the district is reflected in the various types of structures, and in their materials and construction techniques, with a major collection of brick masonry structures exhibiting a variety of building and brickwork styles. Generally, buildings and related elements, particularly east and west of North 16th Street, reflect their storage and distribution functions via both rail and truck, with the structures along North 16th Street reflecting more auto and traveling service uses.

The Preservation Director has made the preliminary determination and Preservation Commission has recommended the listing of the North 16th Street Historic District and its associated Contributing Resources as it exhibits a geographically-definable area possessing significant concentration or continuity of buildings unified by past events/functions and aesthetically by physical development; associated with significant period important in the history of the city.

SECTION 2

Sacramento City Code Section 17.134.180 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.

116 North 16th Street (Pipe Works)

Period of significance: 1923-1948

Contributing features include but are not limited to: Original 1923 structure with arrangement of exterior elements and forms; tall, arched glazed openings on east/primary façade; projecting central monitor roof; multi-paned metal sash windows throughout, with larger central arched opening incorporating double door entry; north and south-facing elevations are divided into bays with large rectangular banks of multi-paned metal sash windows; interiors with large/tall open spaces supported by timber supports/trusses; brick and other exterior materials; flat roof with parapet; four mature Italian cypress along North 16th Street.

Bridge Located in Discovery Park (Jibboom Street Bridge)

Period of significance: 1931-1950

Contributing features include but are not limited to: Combined cantilever and swing bridge with two traffic lanes and three spans; center pier swing bridge; steel construction on concrete piers with main span of 341 feet and two secondary Parker

truss spans of 139 feet each; metal railing design; metal color; curved, arched concrete railings at each end, with dedication plaque at south end entry onto bridge.

101 Bercut (Water Treatment Plant) and **Sacramento River west of Plant** (Water Intake Structure)

Period of significance: 1921-1948

Contributing features include but are not limited to: Four principal structures in landscaped, City-Beautiful inspired park-like setting of lawn with shrubs and trees on the main plant site, including: 1) the Pumping Station, its' form, materials, classical revival elements, quoined corners and centered entry with encircling frieze with incised inscription; tall rectangular multi-paned metal sash windows; 2) the Head Building (Administration Building) 2-story, octagonal, cream-colored concrete and stucco structure with clay-tiled conical roof and cupola, exterior circular drum between walls and roof's inscribed names of well-known scientists and inventors and two inscriptions; multi-paned metal sash windows; 3) the Concrete Filter Building, the original west-most portion attached to Head House on the east, 1-1/2 story, multi-windowed flat-roofed structure partly below grade; multi-paned metal-sash windows; and 4) the Coagulant Building, plaster sided rectangular building with encircling frieze with incised inscription, and classical revival elements, and multi-paned metal sash windows. Also included is the associated Water Intake Structure in Sacramento River to the west of Plant, on an axis with the Pump Station, Head House, and Filter Building, with cream colored exterior, oval shaped base supporting encircling projecting deck and oval upper structures, curved form and covered with partially conical clay tile roof, flanking entry "gates" to suspension bridge walkway from tower to shore with "gates" at each end for cable supports, cream plaster with river-height indicator, multi-paned windows and mooring rings.

400 Jibboom Street (PG&E Sacramento River Power Station "B")

Period of Significance:

1912 – 1948

Contributing features include but are not limited to: Classical Revival/Beaux Arts exterior design elements with L-shaped reinforced concrete with steel frame massing, multi-paned window openings, parapets, roof monitors; 4 missing tall metal stacks above north/south section of building; massive classical door at primary/western façade with arched frame surmounted with ornate cartouche, north and south facades contain tall blind arches, encircling roof parapet contains shallow pediment form above each arch element; setting facing the Sacramento River relatively open, was to have been generally park-like; interiors of two large sections of the building generally open, missing machinery throughout, missing metal catwalks in east/west oriented section of building, and missing stacks on south wing.

311 N. 12th Street (Acme Cabinet/Loaves & Fishes Building)

Period of Significance:
1922-1959

Contributing features include but are not limited to: 1-1/2 story wood frame structure with gable roof and metal clad “false” front sheathed in textured metal to appear as rusticated stone, with stepped parapet. Primary façade with four windows and central door is angled from rest of building to parallel N. 12th Street’s alignment; multi-paned industrial sash windows.

1341 N. C Street (Fire Station #14)

Period of Significance:
1948-1960 (1960 period of significance date for 50-year time prior to this report date.)

Contributing features include but are not limited to: Painted brick exterior, 2 story in simplified Moderne style with shallow horizontal projecting bands of brick wrapping around the building at the cornice and above and below second floor windows and around truck doors and above first floor windows; two large truck doors on primary/south façade; flat roof behind parapet

700 Dos Rios Road (Dos Rios School / Smythe Academy)

Period of Significance:
1951-1960 (1960 period of significance date for 50-year time prior to this report date.)

Contributing features include but are not limited to: 1-story, strong horizontal oriented form, Moderne style and decorative elements with enlarged round corner entry and curving stairway, ornamental details and side classroom wings extending at roughly 90 degree angle; horizontal bands of windows and window banks, multi-paned metal sash windows, scalloped trim beneath shallow projecting eave; interior reflects curving entry elements and open “streamline” forms; setting of building, set back with lawn from the street and large sycamore street trees.

950 Richards Boulevard (Sacramento Theatrical Lighting)

Period of Significance:
1951-1960 (1960 period of significance date for 50-year time prior to this report date.)

Contributing features include but are not limited to: Mid-Century Modern style, especially in facades, and forms/entry features in primary entry/offices section of structure relative to massing arrangements, window and door arrangements/design/materials, combination of exterior facades in concrete plaster and brick materials with colors emphasizing vertical and horizontal openings. Three large arched roof truss sections behind office section with expansive open interior warehouse area supported by intricate wood truss systems.

521 N. 10th Street (Volker Flooring)

Period of Significance:
1949-1959

Contributing features include but are not limited to: 1 story reinforced concrete with painted cement plaster walls and shallow hip roof; L-shaped building with prominent angled corner entry, recessed and framed by scored and rounded supports and two vertically fluted panels topped with rectangular deco-styled panels; west elevation with large multi-paned industrial sash windows; south elevation smaller multi-paned horizontal windows at upper portion of walls past one larger multi-paned opening flanking the corner entry.

1100 Richards Boulevard (Zellerbach Paper Company / UHaul)
Period of Significance:
1949

Contributing features include but are not limited to: 1-1/2 story building covering 160,000 square feet or reinforced concrete and steel surfaced with cement plaster; north façade/office entry section shorter 1-story with glassed entry with three columns, pylon of horizontal field stone; north east corner façade contains continuous band of windows wrapping corner beneath shallow metal canopy with “streamlined” fascia and glass block; western end façade has paired windows at same height; major element is warehouse area with roof containing eight long parallel banks of monitors facing north. Rear elevation façade surfaced with corrugated metal sheathing.

1400 Richards Boulevard (Quonset Huts)
Period of Significance:
1946-1948

Contributing features include but are not limited to: Sections of three quonset hut metal structures combined to make one larger structure. Barrel shaped roof/wall structure with flat-ended facades at north and south ends; corrugated metal on semi-circular steel support frames; central section has large metal truck door and smaller rectangular multi-paned window openings on the flat portion of the façade.

North 16th Street Historic District
Period of Significance: 1921-1959

Character-defining features include but are not limited to: Various sized 1 to 2-1/2 story (with high floor to ceiling dimensions) structures, from large footprint warehouse/distribution/manufacturing structures to smaller accessory structures and commercial structures; primarily industrial type with large truck bays and several with concrete loading docks and truck ramps which are primarily located along the east/west streets in the district; also commercial type structures with showroom windows, generally along N. 16th St.; most structures built to property lines and oriented to transportation alignments, whether streets or rail lines, for car, truck and rail related operations, with some exterior walls curving along the rail spur alignments; most east/west streets and rail spur alignments are not developed with standard

curbs/gutters/sidewalks/planter strips/street trees since were given over to support the uses' transport/loading/unloading functions; many structures exhibit brick exteriors with various types of brickwork and decorative cornices, parapets, blind arches, etc., and while most unpainted, some are painted brick. Buildings with parapets surrounding flat/bowed roofs exhibit various parapet shapes, including stepped, arched and other. Other exterior materials include corrugated metal, reinforced concrete, concrete block, plaster, and wood siding, and several exhibit corrugated metal and Spanish tile roofs. Many with industrial metal sash windows. Interiors of many are large open areas; wood timber truss or metal support structures, some with skylight monitors.

SECTION 3

Pursuant to Sacramento City Code Sections 17.134.170 and 17.134.180 and based on the duly noticed hearing conducted by the Preservation Commission and City Council, the staff reports and nomination materials attached thereto, and the testimony presented at the hearing on the nomination, the City Council makes the following findings in support of its action to designate the properties located at 116 North 16th Street, 101 Bercut Drive and the Sacramento River (Original Intake Structure,) 400 Jibboom Street, 311 North 12th Street, 1341 North C Street, 700 Dos Rios, 950 Richards Boulevard, 521 North 10th Street, 1100 Richards Boulevard, 1400 Richards Boulevard, the American River (Jibboom Street Bridge,) and the North 16th Street Historic District and its' Contributing Resources and to place them in the Sacramento Register:

The properties meet the Criteria for Sacramento Register Landmark eligibility pursuant to Sacramento City Code Title 17, Chapter 17.134, section 17.134.170-C (1-5):

- A. The nominated resource located at **116 North 16th Street** (002-0051-002) meets Criterion iii – “Embodies the distinctive characteristics of a type, period or method of construction.”
- B. The nominated resource located at **101 Bercut Drive** (001-0210-038) and associated structure in the Sacramento River west of the plant, meets Criterion i. “Associated with events that have made a significant contribution to the broad patterns of the history of the city and region,” and iii – “Embodies the distinctive characteristics of a type, period or method of construction,” and iv – “Represents the work of an important creative individual or master.”
- C. The nominated resource at 400 Jibboom Street (001-0190-004) meets Criterion i – “Associated with events that have made a significant contribution to the broad patterns of the history of the city and region,” and iii – “Embodies the distinctive characteristics of a type, period or method of construction,” and iv – “Represents the work of an important creative individual or master.”

Historic District and Landmark Nominations (M10-012)

- D. The nominated resource at 311 North 12th Street (001-0130-022) meets Criterion iii – “Embodies the distinctive characteristics of a type, period or method of construction.”
- E. The nominated resource at 1341 North C Street (001-0130-007) meets Criterion iii – “Embodies the distinctive characteristics of a type, period or method of construction,” and iv – “Represents the work of an important creative individual or master.”
- F. The nominated resource at 700 Dos Rios (001-0082-001) meets Criterion iii – “Embodies the distinctive characteristics of a type, period or method of construction,” and iv – “Represents the work of an important creative individual or master.”
- G. The nominated resource at 950 Richards Boulevard (001-0031-008) meets Criterion i – “Associated with events that have made a significant contribution to the broad patterns of the history of the city and region,” and iii – “Embodies the distinctive characteristics of a type, period or method of construction,” and iv – “Represents the work of an important creative individual or master.”
- H. The nominated resource at 521 North 10th Street (001-0081-006) meets Criterion iii – “Embodies the distinctive characteristics of a type, period or method of construction.”
- I. The nominated resource at 1100 Richards Boulevard (001-0090-005) meets Criterion i – “Associated with events that have made a significant contribution to the broad patterns of the history of the city and region,” and iii – “Embodies the distinctive characteristics of a type, period or method of construction.”
- J. The nominated resource at 1400 Richards Boulevard (001-0101-005) meets Criterion iii – “Embodies the distinctive characteristics of a type, period or method of construction.”
- K. The nominated resource at the Jibboom Street Bridge (no APN) meets Criterion i – “Associated with events that have made a significant contribution to the broad patterns of the history of the city,” and iii – “Embodies the distinctive characteristics of a type, period or method of construction.”
- L. The nominated resource for the North 16th Historic District generally includes properties east of Ahern Street, south of Richards Boulevard, north of C Street, and to the west of 18th Street, Sacramento, CA.

Addresses and APNs include 500 N. 16th Street (001-0103-009) Contributing; Adjacent to 1517 McCormack Street (001-0141-002) Contributing; 440 N. 16th Street (001-0141-013) Contributing; 430 North 16th Street (001-0141-014) Noncontributing; 420 North 16th Street (001-0141-015) Noncontributing; 410 N. 16th Street (001-0141-016) Contributing; 400 N. 16th Street (001-0141-017) Contributing; 1448-1503 McCormack Avenue (001-0141-021 and 001-0141-022) Contributing; 470 N. 16th Street (001-0141-024) Contributing; 1517 McCormack Avenue (001-0141-025) Contributing; Adjacent to 1401 North C Street (001-0142-002) Contributing; 324 N. 16th Street (001-0142-010 and 001-0142-011 and 001-0142-012) Noncontributing; 318 N. 16th Street (001-0142-013) Contributing; 1527 N. C Street (001-0142-014) Contributing; 1401-1451 N. C Street (001-0142-018) Contributing; 1501 N. C Street (001-0142-019) Contributing; 1515 N. C Street (001-0142-020) Contributing; Adjacent to 200 N. 15th Street (001-0151-001) Contributing; Adjacent to 200 N. 15th Street (001-0151-002) Contributing; 200 North 16th Street (001-0151-005) Contributing; 1610-1616 N. C Street (001-0152-004 and 001-0152-005 and 001-0152-006) Contributing; 1615 Thorton Avenue (001-0152-017) Contributing; 221 N. 16th Street (001-0152-018) Contributing; 235 N. 16th Street (001-0152-019) Contributing; 211-217 N. 16th Street (001-0153-001) Contributing; 116 N. 16th Street (002-0051-002) Contributing; 121 N. 16th Street (002-0053-003) Noncontributing; 131 N. 16th Street (002-0053-004) Contributing; 83 N. 17th Street (002-0054-001) Contributing; 1601 N. A Street (002-0055-002) Contributing; Adjacent to 1601 A Street (002-0055-001 and 002-0055-005 and 002-0055-006 and 002-0055-007 and 002-0055-008 and 002-0055-009 and 002-0055-010 and 002-0055-011) Noncontributing.

- M. The district is eligible under the following Criterion: Geographically-definable area possessing significant concentration or continuity of buildings unified by past events/functions and aesthetically by physical development; associated with significant period important in the history of the city.
- N. In addition, the resources nominated as Landmarks have integrity of location, design, setting, materials, workmanship and association; and
- O. The nominated resources have important historic or architectural worth, and their designation as landmarks is reasonable, appropriate, and necessary to protect, promote, and further the goals of this chapter, pursuant to Sacramento City Code Title 17, Chapter 17.134, section 17.134.170-C (b-c).

Adding these Landmarks and the North 16th Street Historic District and its' associated Contributing Resources to the Sacramento Register of Historic & Cultural Resources promotes the maintenance and enhancement of the significant features and characteristics of the Landmarks and the Historic District/Contributing Resources

pursuant to the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Adoption of these Landmarks and the Historic District/Contributing Resources promotes the maintenance and enhancement of the historic materials and fabric, as well as the appearance, of the Landmarks, Historic District/Contributing Resources.

Adoption of these Landmarks and Historic District/Contributing Resources is consistent with the City's Historic & Cultural Resources Element of the 2030 General Plan.

Adoption of these Landmarks and Historic District/Contributing Resources will afford the properties the use of the California Historical Building Code and eligibility for any future preservation incentives that may be adopted for listed properties.

Adoption of these Landmarks and Historic District/Contributing Resources helps to protect historic resources of the City of Sacramento.

SECTION 4

The Preservation Director of the City of Sacramento is hereby directed to add the properties located at 116 North 16th Street, 101 Bercut Drive and associated structure within the Sacramento River, 400 Jibboom Street, 311 North 12th Street, 1341 North C Street, 700 Dos Rios, 950 Richards Boulevard, 521 North 10th Street, 1100 Richards Boulevard, 1400 Richards Boulevard, and the Jibboom Street Bridge in Discovery Park as Landmarks, and add the North 16th Street Historic District and its' Contributing Resources, to the Sacramento Register of Historic and Cultural Resources.



REPORT TO PRESERVATION COMMISSION City of Sacramento

3

915 I Street, Sacramento, CA 95814-2671

STAFF REPORT
December 01, 2010

Members of the Preservation Commission

Title: Initiation of Nomination of the State Printing Plant at 344 N. 7th Street to the Sacramento Register as a Landmark (M10-017)

Location/Council District: 344 N. 7th Street, APN # 001-0210-010, Council District 1

Recommendation: Staff recommends that the Preservation Commission decline to initiate the nomination of the State Printing Plant to place the property located at 344 N. 7th Street in the Sacramento Register of Historic and Cultural Resources (Register) as a Landmark.

Contact: Roberta Deering, Senior Planner for Historic Preservation (916) 808-8259

Presenters: Roberta Deering, Senior Planner for Historic Preservation (916) 808-8259

Department: Community Development

Division: Planning

Description/Analysis

Issue: At its November 3, 2010, meeting, the Preservation Commission requested that an item be placed on its December 01, 2010, meeting agenda to allow it to consider and take action upon the initiation of Landmark nomination proceedings for the State Printing Plant at 344 N. 7th Street to add it to the Sacramento Register of Historic & Cultural Resources (Sacramento Register). The Preservation Director, the Preservation Commission or the City Council may, pursuant to the Historic Preservation Chapter of the City Code, Chapter 17.134, initiate nominations of properties for addition to the Sacramento Register as Landmarks or as Historic Districts and associated Contributing Resources. This proposal would initiate Landmark nomination proceedings for the property located at 344 N. 7th Street to be added as a Landmark to the Sacramento Register. For State Printing Plant Survey Form, see Attachment 5.

State Printing Plant:

As part of the City of Sacramento's new River District Specific Plan effort, the City commissioned an update of an earlier (1999/2000) historic properties survey of the

area. As part of the River District Specific Plan planning effort, and following policy HCR 2.1.6. Planning from the City's 2030 General Plan,

HCR 2.1.6 Planning. The City shall take historical and cultural resources into consideration in the development of planning studies and documents.

the staff determined that the survey update recommendations would be taken into consideration in the development of the plan, and that the effort would include the pursuit of Landmark and Historic District designation of the River District's eligible properties, consistent with the planning effort.

In the survey update, completed by Historic Environment Consultants (HEC) in 2009, the State Printing Plant was identified by the consultant as being potentially eligible for listing in the Sacramento Register, along with several other properties in the area. As part of the River District planning effort, Preservation staff was part of the Technical Advisory Committee developing the plan and reviewed the various properties recommended as eligible. Preservation Staff took most of the recommended properties to the Preservation Director Hearing to initiate nomination proceedings, with the exception of properties that had previously approved entitlements for their demolition and the State Printing Plant, due to the conflict with a key component of the proposed plan's circulation components. At the previous River District Specific Plan Review and Comment before the Preservation Commission, held on August 4, 2010, a member of the public commented that the State Printing Plant building should be included in the list of nominated landmarks and suggested Bannon Street curve around the building. Staff subsequently conducted further analysis of the Bannon Street alignment suggestion and finds that Bannon Street is a vital east-west connector street in the River District grid network and rerouting Bannon Street to avoid impacts to the State Printing Plant was not feasible. Staff also considered the possibility of the removal of a bay and/or relocation of sections of the existing structure and found that the design of the structure did not easily lend itself to this type of alteration in a way that would retain its historic integrity. Materials concerning the conflict and staff consideration of routing alternatives can be found in Attachment 4; and it is noted that discussion of the significant impact of the proposed plan on the State Printing Plant is also discussed in the Draft Environmental Impact Report for the River District Specific Plan (Attachment 6.)

Policy Considerations:

The following is the text from the Historic Preservation Chapter of the City Code, Chapter 17.134, related to criteria for listing on the Sacramento Register; note specifically, section A. 1.c., highlighted below:

17.134.170 Criteria and requirements for listing on, and deletion from, the Sacramento register.

The criteria and requirements for listing on, or deletion from, the Sacramento register as a landmark, historic district or contributing resource are as follows:

A. Listing on the Sacramento Register—Landmarks. A nominated resource shall be listed on 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:

1. Requirements.

a. The nominated resource meets one or more of the following criteria;

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

ii. It is associated with the lives of persons significant in the city's past,

iii. It embodies the distinctive characteristics of a type, period or method of construction,

iv. It represents the work of an important creative individual or master,

v. It possesses high artistic values, or

vi. It has yielded, or may be likely to yield, information important in the prehistory or history of the city, the region, the state or the nation;

b. The nominated resource has integrity of location, design, setting, materials, workmanship and association. Integrity shall be judged with reference to the particular criterion or criteria specified in subsection (A)(1)(a) of this section;

c. The nominated resource has significant historic or architectural worth, ***and its designation as a landmark is reasonable, appropriate and necessary to promote, protect and further the goals and purposes of this chapter.***

2. Factors to be Considered. In determining whether to list a nominated resource on the Sacramento register as a landmark, the following factors shall be considered:

a. A structure removed from its original location is eligible if it is significant primarily for its architectural value or it is the most important surviving structure associated with a historic person or event.

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

c. A reconstructed building is eligible if the reconstruction is historically accurate, if the structure is presented in a dignified manner as part of a restoration

master plan; and if no other, original structure survives that has the same association.

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

e. Properties achieving significance within the past fifty (50) years are eligible if such properties are of exceptional importance.

The “goals and purposes” of the Historic Preservation Chapter of the City Code include, with a portion of section A highlighted, below:

17.134.010 Findings and declaration of purpose.

A. The city council finds and declares 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.***

B. The city council further finds and declares that the purpose of this chapter shall be as follows:

1. To establish a city preservation program, commission and staff, to implement the preservation element of the city’s general plan;
2. To provide mechanisms, through surveys, nominations and other available means, to identify significant historic, prehistoric and cultural resources, structures, districts, sites, landscapes and properties within the city;
3. To provide mechanisms and procedures to protect and encourage the preservation of the city’s historic and cultural resources;
4. To provide standards, criteria and processes, consistent with state and federal preservation standards and criteria, for the identification, protection and assistance in the preservation, maintenance and use of historic and cultural resources.

The River District planning effort is largely an area-wide revitalization and transformation effort – one could look at the effort as a large-scale adaptive reuse of the entire area – and including the preservation and adaptive reuse of historic properties as effective tools in this effort and as part of the plan’s policies and goals. However, another major and key component of the plan, needed to assist the revitalization and

transformation goals of the plan, are the proposals to connect the area to the rest of the Central City and Downtown and provide for a finer grain, more pedestrian-friendly street grid, and marketable parcels. Staff reviewed options for the circulation pattern that would not impact the State Printing Plant, but those options are not desirable from a street design standards standpoint, circulation standpoint or area marketability standpoint.

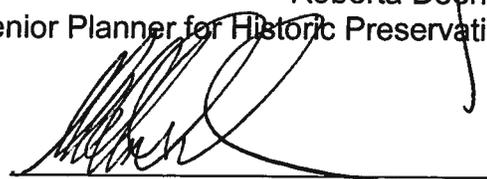
While the State Printing Plant was recommended by the Survey consultant as eligible for listing in the Sacramento Register, staff recommends that the Commission not initiate the nomination of the property to the Sacramento Register. Its' listing to ensure its preservation is in direct conflict with key circulation goals and plans for the revitalization of the River District. Its' listing or preservation would not be "an effective tool" to assist the revitalization efforts of the River District. Its' listing in the Sacramento Register would, since the property is owned by the State of California, afford very limited, if any, City regulatory control for its protection if the State decided to demolish the property.

Preservation Director Action: On October 13, 2010, the Preservation Director held a Hearing and nominated properties within the River District proposed by Staff, which did not include the State Printing Plant property.

Environmental Considerations: The Environmental Services Manager has determined that this action – initiating Landmark nomination proceedings – is not a Project per Section 15378 of the California Environmental Quality Act (CEQA), because it will not result in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment. In the alternative this action is exempt from environmental review per Section 15308 Actions by Regulatory Agencies for Protection of the Environment. Separate development proposals affecting the property may require environmental review.

Rationale for Recommendation: Initiation of the nomination of this property would not be consistent with goals and policies of the River District Specific Plan effort, nor would the nomination of this property be reasonable or appropriate.

Respectfully Submitted by: 
 Roberta Deering
 Senior Planner for Historic Preservation

Approved by: 
 William Crouch
 Urban Design Manager/Preservation Director

Recommendation Approved:

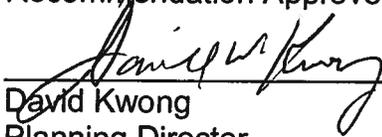
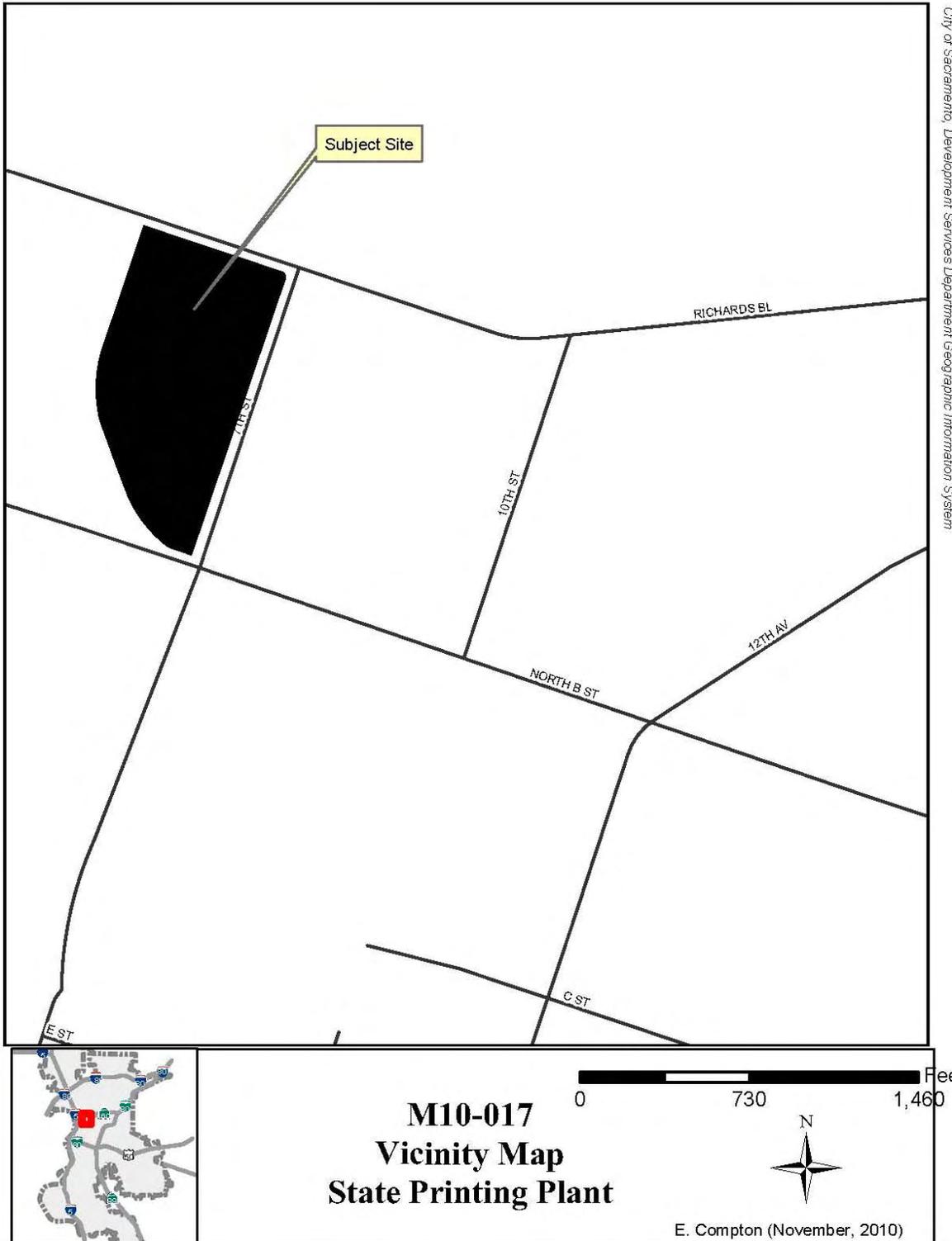

 David Kwong
 Planning Director

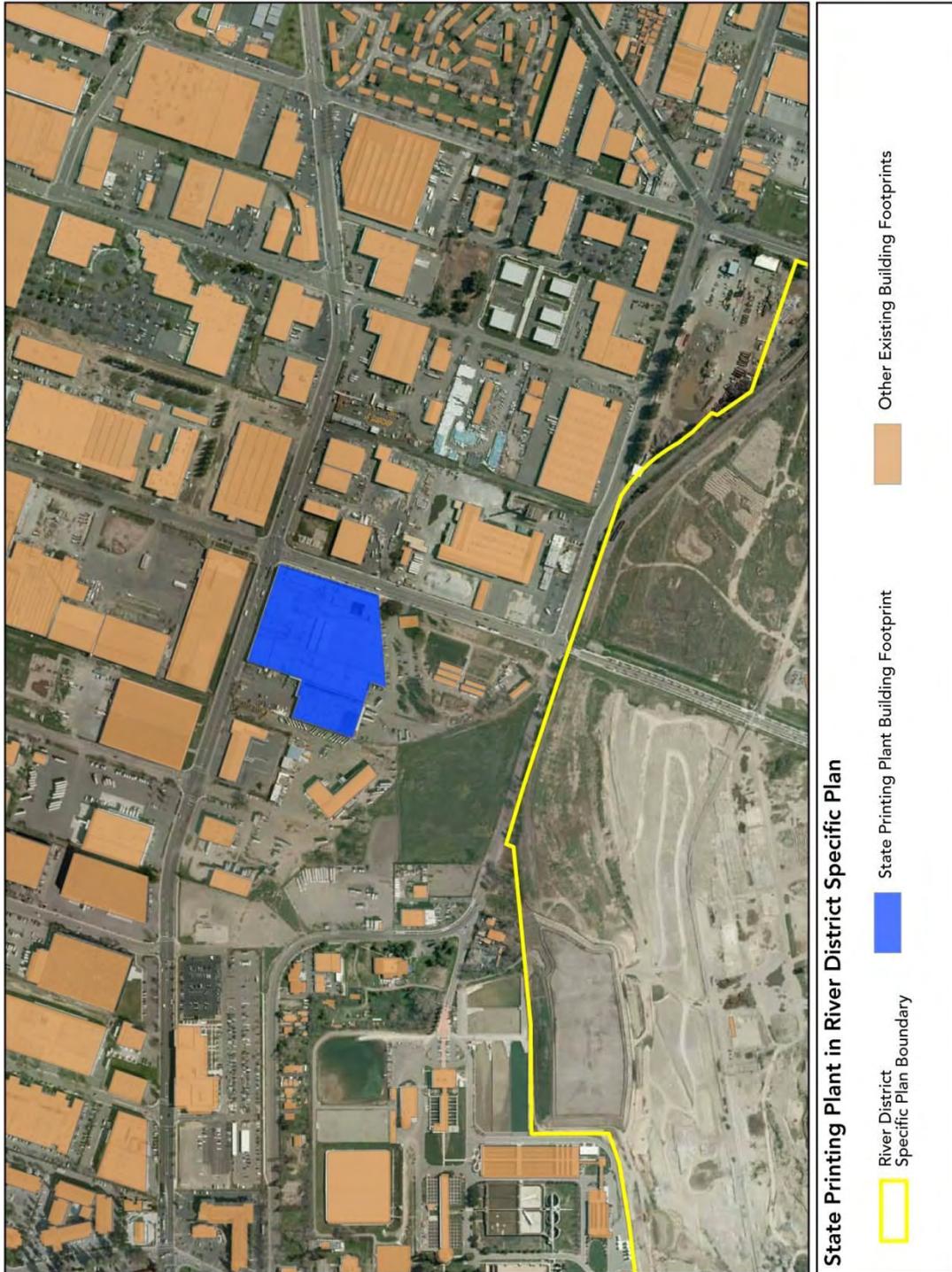
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5 State Printing Plant DPR Form	Pg	11
6 Draft Environmental Document Link	Pg	14

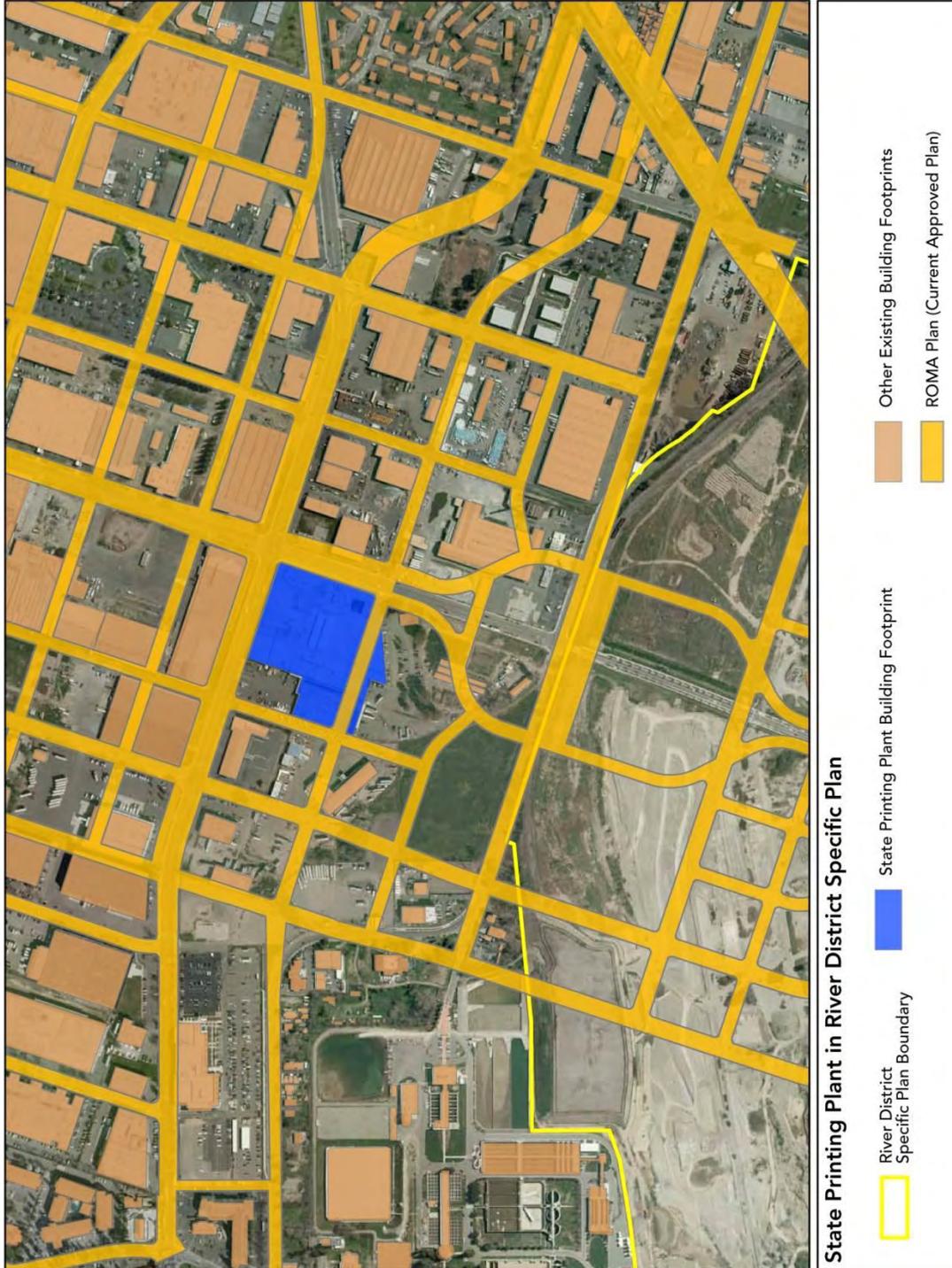


City of Sacramento, Development Services Department Geographic Information System

Attachment 2: State Printing Plant Building Footprint

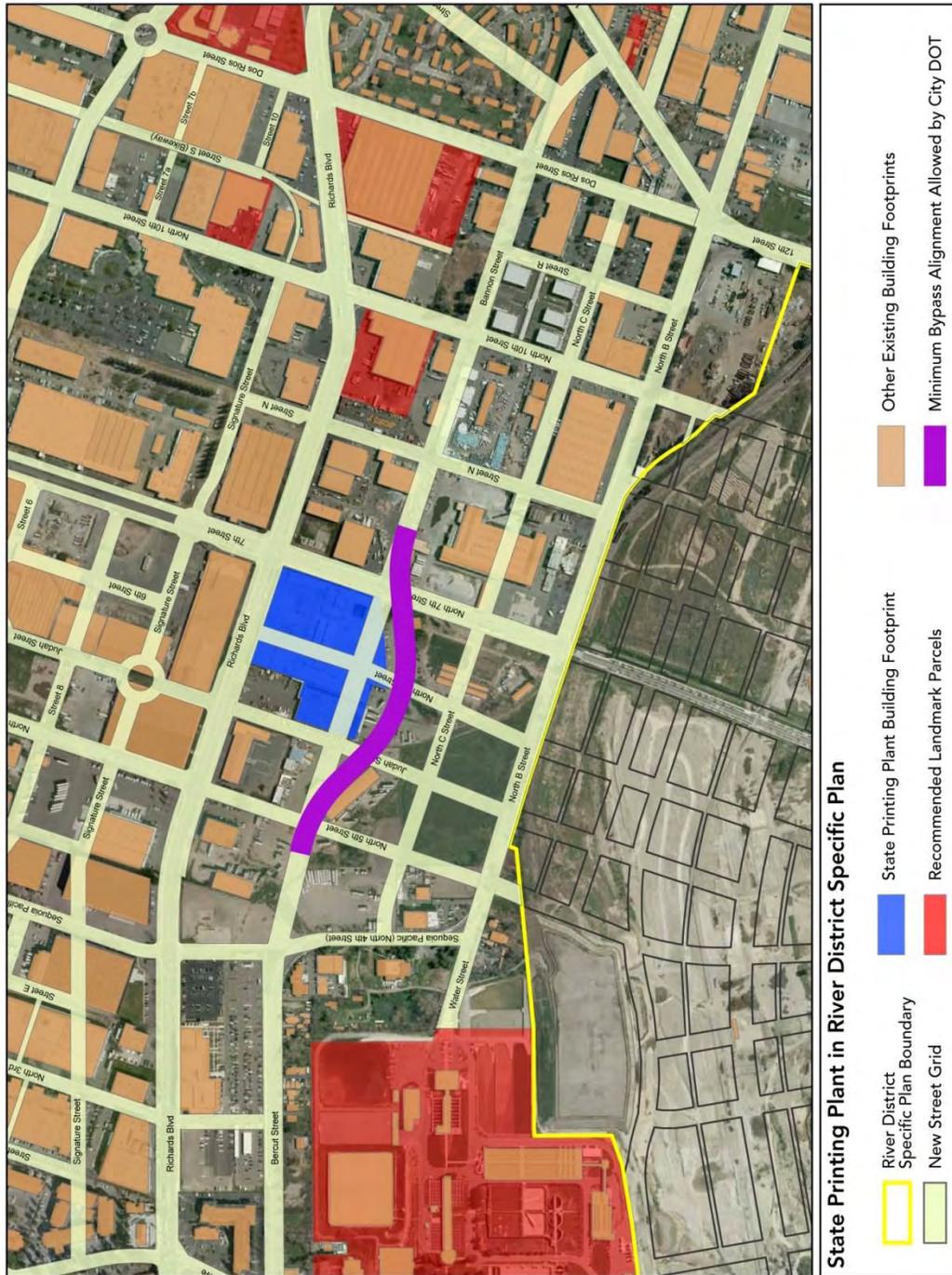


Attachment 3: State Printing Plant and the Current Specific Plan



Initiation of Nomination of State Printing Plant

Attachment 4: State Printing Plant and Rerouting Bannon Street



Attachment 5: State Printing Plant DPR Form

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

Page 1 of 1 Resource Name or #: 344 N. 7th Street
 P1. Other Identifier: State of California Printing Plant
 *P2. Location: *a. County: Sacramento City: Sacramento Zip: 95814
 b. Address: 344 N. 7th Street
 *c. USGS 7.5' Quad Sacramento West Date: 1992
 *e. Other Locational Data: APN#: 001-021-010

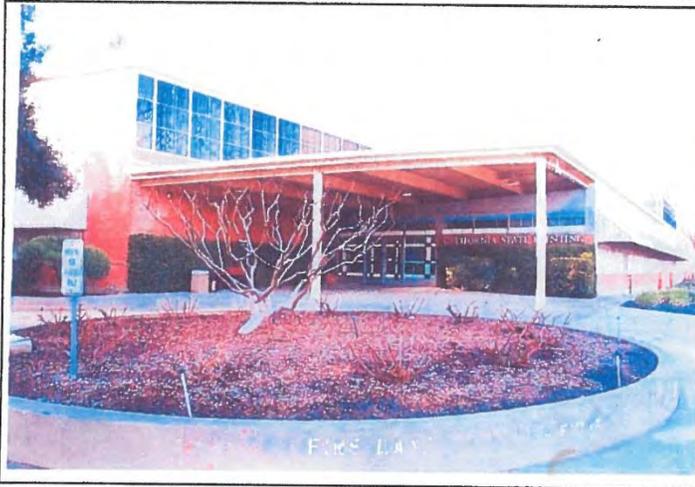
*P3a. Description: 0210
 The State Printing Plant is located on the southwest corner of North 7th Street and Richards Boulevard. It is a one and two story office and industrial building constructed of concrete with a steel frame, designed by the well-known Bay Area architectural firm Wurster, Bernardi and Emmons. It is a large rectangular structure with simple and functional lines. The two story portion contains an upper bank of large windows that face the east above a projecting one story canopy that covers the three double entry doors and hedge. The building is surfaced with stucco and contains brick on the lower surfaces. Exterior walls on three sides are brick below multi-paned metal sash window or stucco, and the roof is sloped with a broad shallow gable that rises slightly on the opposite ends. A small rectangular structure projects from the roof of the two story portion. Another canopy projects from the stucco surface on the west elevation to shelter vehicles.

A large circular planter is located in front of the building providing a focal point in the parking area. Large trees shelter the parking entrance.

A one story auxiliary building with an almost flat roof and projecting canopy stands near the Plant on the west.

*P3b. Resource Attributes: HP14

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



P5b. Description of Photo:
View to the north.

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
 1954

*P7. Owner and Address:
State of California
344 N. 7th Street
Sacramento, CA 95811

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

*P9. Date Recorded:
March 2009

*P10. Survey Type:
Intensive

P11. Report Citation*:
Richards Blvd. Area
Architectural and Historical

Property Survey, Historic Environment Consultants, January 1999.

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

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

Page 1 of 1 *NRHP Status Code 5S1

*Resource Address: 344 N. 7th Street

B1. Historic Name: California State Printing Plant

B2. Common Name: California State Printing Plant

B3. Original Use: Printing Plant

B4. Present Use: Printing Plant

*B5. Architectural Style: Modernist influences

*B6. Construction History: Built in 1954

*B7. Moved? No Yes Unknown Date:

Original Location:

*B8. Related Features: Auxiliary building, vehicle shelter

B9a. Architect: Wurster, Bernardi & Emmons

b. Builder:

*B10. Significance: Theme: Government Property

Area: River District Special Planning Area

Period of Significance: 1954-present Property Type: Industrial

Applicable Criteria: C

The building is notable as an example of a well known California and Bay Area architectural firms' work in Sacramento, Wurster, Bernardi & Emmons.

While the Printing Plant is an understated government building, it has a quiet grace that reflects the fine hand of its designer. The shallow sloped roof of the Printing Plant and the simple lines of the building reflect the concept of natural and uncomplicated images that Wurster espoused.

William Wurster is particularly known as the generator of the "Bay Area Tradition" popular during the 1930s, 1940s and 1950s. Wurster "captured both the spirit of modern design and the essence of life in the Golden State by creating simple, understated homes ... that took advantage of the Bay Area's natural beauty." The so-called "Bay Area" style was born with his design for the construction of the Gregory Farmhouse in Scott's Valley in 1928, the prototype of the ranch house that has become ubiquitous throughout California and the country. Wurster served as the Dean of the School of Environmental Design at the University of California in the 1950s. Ideas prominent at the School of Environmental Design of which he was Dean at the time embraced the "form follows function" and "less is more" philosophies. His firm designed Capitol Towers, Dos Rios Housing and a number of residences in Sacramento.

The placement of temporary window canopies and painting of many of the windows appear to be the principal alterations and are minimal. The building appears to be eligible for listing in the National Register, the Sacramento Register of Historic Resources as a Landmark, and the California Register of Historical Resources for architectural values and as the work of a 'master.'

B11. Additional Resource Attributes: None

*B12. References:

Hess, Alan, The Ranch House, Harry Abrams Publishing, New York, 2004.

Sacramento City Directories 1926-1982

Sanborn Fire Insurance Maps 1915, 1952

Sacramento County Assessor Parcel Viewer

"From Richards to River District," by Michael Shaw,

Sacramento Business Journal, October 3, 2008.

Wurster, Bernardi & Emmons Collection, University of California, Berkeley, Environmental Design Archives.

"William Wurster was arguably California's most significant architect. So why hasn't anyone ever heard of him?" by Gordon Young, Metro: Silicon Valley's Weekly Newspaper, January 18-24, 1996.

*B14. Evaluator: Paula Boghosian, Historic Environment Cons.

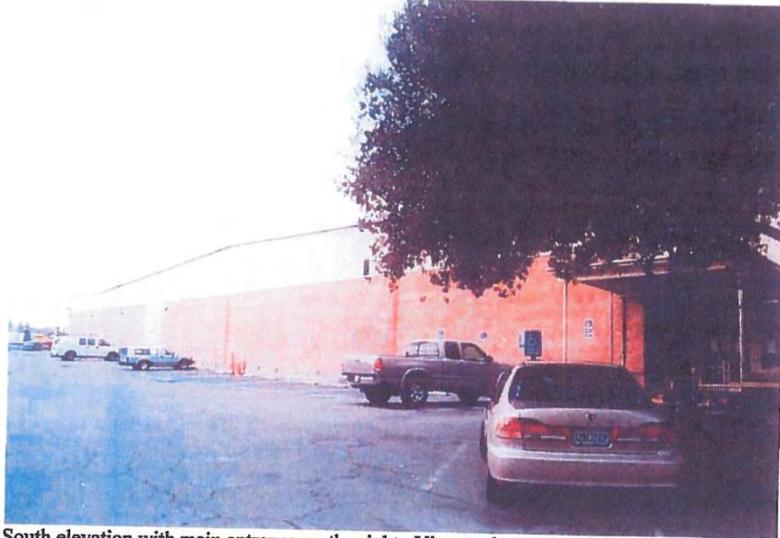
*Date of Evaluation: March 2009

(This space reserved for official comments.)



State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION CONTINUATION SHEET	Primary # _____ HRI# _____ Trinomial _____
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Page 1 of 1 Resource Name or #: 344 N. 7th Street
Recorded by: Paula Boghosian



South elevation with main entrance on the right. View to the northwest.



North and east façades as viewed to the southwest.

Initiation of Nomination of State Printing Plant

Attachment 6: Draft Environmental Document Link

The Draft EIR may be found here:

<http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/index.cfm>



Oral Report

For

City of Sacramento

Agenda Packet

For the Meeting of: December 1, 2010

Title: M10-018 Report Back: Procedures for Listing National Register Properties in Sacramento Register

Receive and File- Informational Presentation

Contact Information: Roberta Deering, LEED AP, Senior Planner for Historic Preservation (916) 808-8259

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Oral Report

For

City of Sacramento

Agenda Packet

For the Meeting of: December 1, 2010

Title: Workshop on Commission's Policy Ad-Hoc Committee Recommendations

Review and Comment

Contact Information: Roberta Deering, LEED AP, Senior Planner for Historic Preservation (916) 808-8259

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Certified Local Government Program – 2009-2010 Annual Report
(Reporting period is from October 1, 2009 through September 30, 2010)

6

[Name of City, County or Town]

Report Prepared by: _____

Date of commission/board review: _____

Minimum Requirements for Certification

I. Enforce Appropriate State or Local Legislation for the Designation and Protection of Historic Properties.

A. Preservation Laws

- What amendments or revisions, if any, are you considering to the certified ordinance? Please forward drafts or proposals. *(Pursuant to the CLG Agreement, OHP must have the opportunity to review and comment on ordinance changes prior to adoption. Changes that do not meet the CLG requirements could affect certification status.)*
- Provide an electronic link to your ordinance or appropriate section(s) of the municipal code.

B. New Local Landmark Designations (Comprehensive list of properties/districts designated under local ordinance)

- What properties/districts have been locally designated (or de-designated) this past year? For districts, provide a list of resource contributors and noncontributors.
- Reminder, pursuant to California Government Code § 27288.2, “the county recorder shall record a certified resolution establishing an historical resources designation issued by the State Historical Resources Commission or a local agency, or unit thereof.” Have you done this?

Property Name/Address	Date Designated/Removed	Date Recorded by County Recorder

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C. Historic Preservation Element/Plan

- If you address historic preservation in your general plan, is it in a separate historic preservation element or is it included in another element? Provide an electronic link to the historic preservation section(s) of the General Plan.
- Have you made any updates to your historic preservation plan or historic preservation element in your community's general plan? If you have, provide an electronic link.
- When will your next General Plan update occur?

D. Review Responsibilities

D.1 Design Review/Certificates of Appropriateness

- Who takes responsibility for design review or Certificates of Appropriateness?
- Do all projects subject to design review go the commission, or are some reviewed at the staff level without commission review?
- What is the threshold between staff-only review and full-commission review?

D.2 California Environmental Quality Act

- What is the role of the staff and commission in *providing input* to CEQA documents prepared for or by the local government?
- What is the role of the staff and commission in *reviewing* CEQA documents for projects that are proposed within the jurisdiction of the local government?

D.3 Section 106 of the National Historic Preservation Act

- What is the role of the staff and commission in *providing input* to Section 106 documents prepared for or by; the local government?
- What is the role of the staff and commission in *reviewing* Section 106 documents for projects that are proposed within the jurisdiction of the local government?

II. Establish an Adequate and Qualified Historic Preservation Review Commission by State or Local Legislation.

A. Commission Membership

- Who are the current members (and alternates, if applicable)?
- Do they represent a professional discipline or do they represent a public role?
- What is their date of appointment and when does their appointment expire?

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- What is their email address?
- Include resumes and Statement of Qualifications forms for all members. If you do not have two qualified professionals on your commission, why have the professional qualifications not been met and how is professional expertise being provided? If all positions are not currently filled, why is there a vacancy, and when will the position will be filled?

Name	Discipline	Date Appointed	Date Appt. Expires	Email Address

B. Commission Staff

- Who are your current commission/CLG staff?
- What are their disciplines, and their dates of appointment/assignment?
- Is the staff to your commission the same as your CLG coordinator?
- Include resumes and Statement of Qualifications forms for all new staff.
- If the position(s) is not currently filled, why is there a vacancy?

Name/Title	Discipline	Dept. Affiliation	Email Address

C. Attendance Record

- Please attach in chart form for each commissioner and staff member, the attendance records for meetings. Commissions are required to meet four times a year, at a minimum.

D. Training Received

- What training has each commissioner and staff member received, including descriptions and dates of training, duration of training, and training provider? Remember it is a CLG requirement is that all commissioners and staff to the commission attend at least one training program relevant to your commission each year. It is up to the CLG to determine the relevancy of the training.

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Commissioner/Staff Name	Training Title & Description	Duration of Training	Training Provider	Date

III. Maintain a System for the Survey and Inventory of Properties that Furthers the Purposes of the National Historic Preservation Act

A. Historical Contexts

- Have you initiated, researched, or developed any historic contexts? If you have, list and describe in several sentences each historic context, how it is being used, and the date submitted to OHP (California CLG procedures require CLGs to submit survey results including historic contexts, to OHP.) If you have not done so, submit a copy with this report.

Context Name	Description	How it is Being Used	Date Submitted

B New Surveys (excluding those funded by OHP)

- Have you carried out any surveys or re-surveys? If you have, list the area surveyed, level (reconnaissance or intensive), acreage, number of properties surveyed, and the date you submitted the survey to OHP. (California CLG procedures require CLGs to submit survey results including historic contexts, to OHP.) If you have not done so, submit a copy with this report.
- Keep in mind that the evaluation of a single property is not a survey. Also, material changes to a property that is included in a survey, is not a change to the survey and should not be reported here.
- How are you using the survey data?

Area	Context Based-yes/no	Level: Reconnaissance or Intensive	Acreage	# of Properties Surveyed	Date Completed

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C. Changes to Inventories

- Have you made corrections to you inventory of historic properties, or have you identified any corrections that need to be made?
- If you have, what are the reasons for the changes (new information, alteration [approved/not approved], demolition [approved/not approved], etc.)?
- Have you changed the status codes of any properties in your inventory? Submit the changes with this report.

Property Name/Address	Additions/Deletions to Inventory	Changes to Status Codes	Reason	Date of Change

IV. Provide for Adequate Public Participation in the Local Historic Preservation Program

A. Public Education

- What public outreach, training, or publications programs have you undertaken? Please provide copy of (or an electronic link) all publications or other products not previously provided to OHP.

Item or Event	Description	Date

In addition to the minimum CLG requirements, OHP is interested in a Summary of Local Preservation Programs

What is the current status of preservation in your community? What are the most critical preservation planning issues?

What is the single accomplishment of your local government this year that has done the most to further preservation in your community?

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What incentives are you providing for historic preservation in your community, e.g., loan or grant programs, property tax reduction, zoning variances, etc.? What programs are you offering, what is the public utilizing, and how successful are the programs in promoting historic preservation? Please provide a brief overview narrative.

Name or Type of Incentive Program	How many properties have benefited?

What recognition are you providing for successful preservation projects or programs?

How did you meet or not meet the goals identified in your annual report for last year?

What are our local historic preservation goals for 2010-2011?

So that we may better serve you in the future, are there specific areas and/or issues with which you could use technical assistance from OHP? In what subject areas would you like to see training provided by the OHP? How you like would to see the training conducted (workshops, online, technical assistance bulletins, etc.)?

Would you be willing to host a training working workshop in cooperation with OHP?

XII Attachments

- Resumes and Statement of Qualifications forms for **all** commission members/alternatives and staff
- Minutes from commission meetings
- Attendance records of commissioners and staff
- Electronic link to historic preservation ordinance/section of municipal code
- Electronic link to historic preservation section(s) of the General Plan
- Drafts of proposed changes to the ordinance
- Drafts of proposed changes to the General Plan
- Public outreach publications