
CHAPTER 9
CULTURAL RESOURCES

CHAPTER 9 HISTORIC AND CULTURAL RESOURCES

9.0 Introduction

This chapter presents a very brief overview and description of cultural and historic resources within the R Street Implementation Area. The assessment is based on existing literature reviews and previous work. Research was conducted at the California State Library, California History Room and Government Publications sections, the Sacramento Room at the Sacramento City Central Library, Sacramento Archives and Museum Collection Center, Sacramento City Development Services Department, CADA, and on-line resources available through SAMCC, CADA and the City of Sacramento. Information gathered for the Central City Two Way conversion Study EIR, Capital Area Plan EIR, and the R Street Urban Design Plan technical studies were also examined. Field visits were conducted to identify additional historic buildings not included on current City listings, trace railroad-related features on R Street and examine the existing streetscape.

9.1 Environmental Setting

The Project Area is located within the City of Sacramento, the largest city in California's Central Valley. The valley lies between the Sierra Nevada Mountains on the east and the North Coast Range on the west. Sacramento is situated on alluvial valley land south of the American River and east of the Sacramento River. Elevation ranges from about five feet above mean sea level along the Sacramento and American river banks to about 35 feet in the highest downtown areas. The average elevation is perhaps 15 to 20 feet above sea level.

The Project Area has always been subject to intermittent flooding. The Federal government declared the rural areas as "Swamp and Overflow" lands as early as 1853. Until reclamation occurred in the 1880s about 90 percent of the land surrounding the City of Sacramento was unusable because of swampy conditions and lack of drainage. The physical environment has been significantly altered by over 150 years of development, agriculture and use. While once the area was flat, treeless and subjected to seasonal flooding, today a system of levees, pumps and siphons has allowed for reclamation and urbanization to occur.

9.1.1 Prehistory and Ethnography

California's prehistory has potentially as great a temporal depth as any comparable region in the Americas. At present, archaeologists have no firm information about the earliest human inhabitants of the state. The information that is available, such as the discovery of human remains on the Channel Islands, indicates that humans have been living in the state for more than 13,000 calendar years. Because of the active and changing geological and environmental conditions in the state, such truly ancient finds are extremely rare and their discovery locations cannot be predicted. Within the Great Valley, including the Sacramento region, truly ancient finds are likely to be deeply buried.

In the Sacramento Region, the first systematic study of the state's prehistoric past was undertaken by the Sacramento Junior College (SJC) in the 1920s and 1930s. SJC archaeologists were able to document a consistent picture of the regional archaeological record that extended between four and five-thousand years into the past. Beyond that time, accumulating sediment from the rivers and streams and the influence of rising sea levels have buried much of the archaeological remains that may have been present in the region. For example, artifacts thought to range in age from 7,500 to 8,000 years were recently discovered during archaeological work in downtown Sacramento at depths of 11 to 21 feet below the surface.

The late prehistoric sites in the Sacramento Region are much better known, and to a degree better studied and understood than the more remote past. However, much more is still in great need of study. One example lies in the various kinds of sites and camps that are present in the region. While large villages and tribal centers are well known and have been the focus of intense study throughout the twentieth century, smaller sites are far less studied. The reasons for their existence are poorly understood and archaeological data that could explain this are infrequently acquired. While the locations of the late prehistoric and ethnographic villages are well known, little study has been conducted on the locations of such smaller sites.

9.1.2 Ethnography

The Native Americans who occupied the project vicinity at the time of Euroamerican contact (ca. 1830s) are known as the Nisenan. They are also referred to as the Southern Maidu in some ethnographies. Ethnographers generally agree that the territory occupied by Nisenan speaking people included the drainages of the Bear, American, Yuba, and southern Feather rivers. Their permanent settlements were located to avoid flooding on terraces and ridges, and in the Sacramento Valley on mounds and natural levees along stream courses.

Their villages in the Sacramento Valley were distinguished by locations on mounds or natural levees and were composed of numbers of circular houses excavated partially into the earth and roofed with timber, mats and a covering of earth. Several tribal centers are known from the Sacramento vicinity including *Sama*, *Pusune (Nisipowenan)*, and *Kadema*. Recently a Nisenan

site reported historically as *Sa'cum*, but unmentioned in ethnographies was indentified in downtown Sacramento near City Hall. Populations are not very well documented, however ethnographic estimates suggest from 20 to over 100 persons may have occupied the permanent villages of the valley.

The Nisenan territorial integrity came under attack with the arrival of John Sutter in 1839. Encountering hostility from the local Nisenan, Sutter relocated a Plains Miwok village to the vicinity of Sacramento and relied thereafter on the Miwok for much of the labor he required. Disease had also severely affected many of the tribes in the Sacramento Valley prior to the arrival of Sutter. It is believed that perhaps 80 percent of the valley population died in an epidemic, possibly malaria, accidentally introduced by a fur trading and trapping party from Oregon.

The subsistence practices of the Valley Nisenan relied extensively on the river and marsh resources that surrounded them. They took salmon and other anadromous fish, collected shell fish and fished the slow moving sloughs for chub and other freshwater fish. Elk were hunted and migratory water fowl were netted in the marshes, cattail and reeds collected for food and fabric. The surrounding plains and the riparian forests along the major and minor streams provided deer and antelope, as well the critically important acorn and other plant resources. Stone was available in the cobble bars of the American River but critical minerals such as obsidian had to be acquired through trade and exchanges of gifts.

9.1.3 Historical Archaeology

Sacramento's history effectively begins in 1839 with the arrival John Sutter, who founded the colony of New Helvetia on the site of the present City of Sacramento. His aspirations were rudely terminated by influx of humanity subsequent to the discovery of gold at the saw mill in Coloma. Since that time the city has continually grown and changed. Early difficulties with flooding for example lead to the in-filling of the city streets and the burial of the original Gold Rush era land surface. City growth has continued with effects gradually expanding outward. R Street, originally the route of the Sacramento Valley Railroad ran along a levee that supported the Sacramento Valley Railroad at one time. Surrounding land fill and probably some demolition by the railroad have largely removed evidence of this levee, although adjacent below-grade structures show that R Street still runs above the historic ground surface.

Historic documents mention use of the local sloughs for the disposal of waste and debris. These sloughs were filled in the later nineteenth and early twentieth centuries and the city developed above them. There is a very good potential that remains of nineteenth century debris may still be present beneath the more recent fill.

9.1.4 History

R Street is a former industrial corridor and an important route in the California railroad history (Boghosian 2006; Carol Roland 2007). In the first years of the California gold rush, freight and

supplies were moved from the ports of San Francisco up the Sacramento River where they were unloaded and carried by freight wagons to the mining towns in the Sierra foothills. Road were poor and at times nearly impassable. Planning for a railroad from the Sacramento River to the foothills began in 1852. The line, planned with an eventual destination of Marysville, was initially constructed from Sacramento to Negro Bar (Folsom). In January, 1856, the first train of the Sacramento Valley Railroad (SVRR) left the City of Sacramento and pulled into Folsom (Carol Roland 2007). The SVRR was sold to the Central Pacific Railroad in 1865 and in 1884 this line, including R Street, became the Southern Pacific Railroad (SPRR). The tracks along R Street were kept in operation by the SPRR until 1974.

The R Street corridor had established businesses by 1885; however, it was not until 1903 that the R Street corridor developed into the City's principle industrial and warehouse district. By 1911, the *Sacramento Bee* announced that Sacramento was becoming a city of factories, and by 1914, the *Sacramento Bee* acknowledged that R Street would be developed as an industrial district (Carol Roland 2007).

9.1.4.1 Historic Local and Regional Background and Context

The following historic context for the R Street Corridor project was prepared using Sacramento cultural resource specialist Paula Boghosian for the R Street Corridor Implementation Plan project.

The City of Sacramento surveyed and platted the streets in the City in December of 1848, including the project area. The project area was some blocks from the early development in the city, which concentrated around the embarcadero on Front Street and down I and J streets. The 1854 Official Map of Sacramento which was adopted by the City Council, showed buildings along Front Street from I to R Streets. There were three buildings on Lot 4, on the northeast corner of Front and R and there was only one other building on R Street on Lot 1, at the southeast corner of 6th & R (Boghosian 2004).

After it became apparent that winter flooding would be a common problem in the city, citizens began building levees to protect the City from the waters of the American and Sacramento Rivers. After a break in one of the levees in the winter of 1852-53, the City decided to alter its levee configuration and a levee was constructed down R Street all the way to Brighton (near Sacramento State University today).

In 1854, Theodore Judah surveyed a route for the Sacramento Valley Railroad (SVRR) between Sacramento and Folsom. In 1855 the SVRR began building its rail lines on top of the R Street levee. By August 16, 1855, the first trial run was made from Front Street to 17th Street. In February 1856 the line started operation to Folsom. The SVRR was the first passenger railroad in California and continued operating even after being subsumed by the builders of the transcontinental railroad, the Central Pacific, in 1865. The Central Pacific and its successor, the

Southern Pacific, continued to run trains on the R Street tracks. Today this same alignment is used by Sacramento Regional Transit's Light Rail trains (Boghossian 2004).

An 1857 lithograph *Birdseye View* of Sacramento showed almost no development south of the R Street levee and only very sparse growth of houses on the north side. The same type of lithograph in the 1870 directory showed that houses were then built on the south side of the levee but development along either side of R Street was still sparse and residential. Up to 1870 and beyond levees were built along the Sacramento River to the south of Sacramento. The Southern Pacific actually built most of these levees as they placed their southbound line on top of them as they built their rail lines toward Stockton. These levees were the first line of defense against flooding to the south of Sacramento. This seems to have coincided with the construction of the State Capitol Building (1863-70). From that time onward, development in Sacramento began to move eastward down I, J, K, L, M and N Streets and to the south as well. This put pressure for a new levee further to the south of R Street. By 1878 the City approved an updated plan for its levees and the main levee to protect the city from flooding from the south was the new Y Street levee (now Broadway). From this time on the R Street levee was no longer necessary (Boghossian 2004).

The R Street levee appears to have been removed between 1888 and 1890. An 1888 picture [SAMCC 85/24/3014] shows three youths standing on the flank of the levee in front of the Carlaw Brothers granite works on the southeast corner 10th & R Streets. The berm appears to be about eight feet in height at that place. An 1890 photograph of the California Winery at 21st and R showed no berm at that place. The 1890 *Birdseye View* lithograph shows no indication of a berm, nor does the 1905 lithograph. These latter two *Birdseye View* lithographs showed that residential development continued to increase along R Street, with the houses generally clustered along the numbered streets with the house fronts facing those streets, rather than R Street. Among the earliest non-residential uses along R Street were the previously mentioned Carlaw Works, the winery and a mixed residential and grocery store building built by John Keating on the northeast corner of 11th & R.

Much of this residential development was occupied by working class Sacramentans, some of whom worked for the railroads or in other trades. Residential development appeared first along Q Street between 1885 and 1890. Among them were Portuguese families, many of whom later attended St. Elizabeth's Church at 13th and Q streets (built around 1910). Some of the existing historic residences in the project area were either owned or rented by Portuguese occupants, in a sense creating a small Portuguese community. Residential development on S Street was delayed until removal of the levee. This area was largely occupied between 1905 and 1915 and remains heavily residential to this day.

In 1910 the Western Pacific Railroad arrived in the R Street area. In 1913 the Western Pacific built their maintenance and repair shops in Curtis Park. Their tracks, in the study area, were located along the backs of the buildings on the north side of R Street, where they took over the former east-west alley between Q & R Streets from 8th Street to just east of 19th Street, where they

curved away to both the north and south between 19th and 20th Streets. The Western Pacific was a transcontinental railroad, whose main line went north up the Sacramento Valley, through the Feather River canyon, through Beckwourth Pass and on to Salt Lake City. It serviced San Francisco, Oakland and the interior cities of the Sacramento and San Joaquin valleys (Boghosian 2004).

Technological developments in transportation and electrical power between 1891 and 1923 sustained Sacramento's economic growth into the Great Depression. It was during this period that most of the existing historical buildings in the R Street corridor industrial area were built. But the new technologies not only created growth, they affected the very design of the buildings, many of them designed with rail sidings, extensive truck bays, loading docks and automotive maintenance and repair shops.

The R Street Corridor remained a busy rail corridor until after the Second World War when trucks finally replaced steamboat traffic. After the Second World War, through rail traffic on R Street ended. The railroad after that time only ran trains on the line to serve its existing customers. The post-war building boom in California included highway construction to the Sacramento area. Some businesses on R Street that were dependent upon truck transportation looked for cheaper land with better highway access. For instance, by 1952, the Wonder Bread (Perfection) bakery left its 14th & R site and moved to a new site on Highway 160.

In addition to Boghosian's history, there are other elements present in the project area concerning residential and commercial use in the neighbors surrounding the industrialized railroad corridor. Residential development along Q Street within the project occurred between 1885 and 1895. S Street developed after the R Street levee was removed, between 1900 and 1910. Today nineteenth century houses dot the landscape within the Project Area on Q and S Streets.

9.2 Affected Environment

9.2.1 Archaeology

There are no identified prehistoric or historical archaeological sites within the Proposed Project. Several archaeological resources occur near the project area. Tremaine & Associates compared historic maps for the R Street Improvement Project. An 1859 map shows swampland near the City Center. Two long fingers of dry, high ground between branches of swampland occurred in the project area, one between 9th and 12th Streets and another just east of 15th street extending to 18th Street. In other areas within the City, these areas of high ground are associated with prehistoric deposits and appear to be a favorable location for prehistoric inhabitants (Tremaine & Associates 2007).

9.2.2 Built Environment

The proposed project passes through portions of several City of Sacramento Historic Districts (Figure 9.1). These districts were defined by the City and created under Ordinance #85-076 on July 30, 1985. A brief discussion of each district, and the historic properties within them, is presented below. In addition to these districts, other historic buildings are present throughout the Project. Information on these is provided following the district discussion.

In all, there are nearly 100 historic resources contained within the Project Area. In addition, there are other buildings that are not yet 50 years old, the threshold for historical consideration under CEQA. While not included below some of these will reach the age threshold within the next five years.

The following discussion includes tables listing the historic properties in each area. As applicable, appropriate listings are given, including National Register of Historic Places, California Register of Historic Resources, State Historic Landmarks, State Points of Historic Interest, and City of Sacramento Preservation listings and registers. Resources listed at the National level are automatically included in the California Register and local registers. Resources listed at the state level are included in the City Register.

9.2.2.1 City District #1 – 1200-1300 Q Street

This historic district consists of a two-block row of modest high basement buildings fronting on Q Street. It is bound by Whitney Avenue on the south, Q Street on the north, 12th Street to the west and 14th Street on the east. The buildings date from 1885 to around 1910. Mature trees line the streets, contributing to the historic feel. Other streetscape elements include a sidewalk stamp

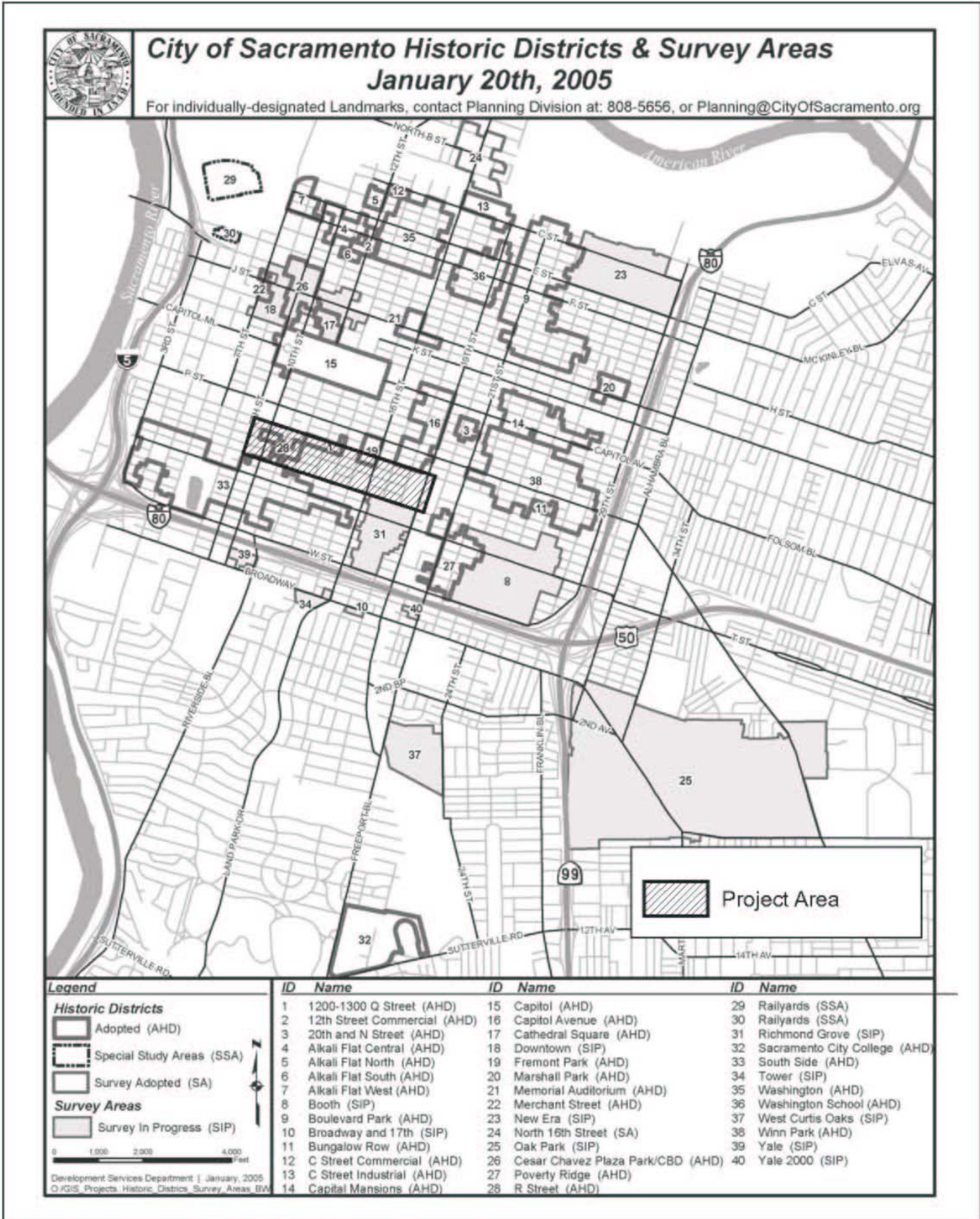


Figure 9.1. R Street Historic Districts and Survey Areas

(J.J. Quale/Sac) on the corner of 12th and Q Streets at 1200 Q Street, a sign for the Acme Garage at 1208 Q, and remnants of a curbside sidewalk and hitching post base at 1330 Q Street. One cottage faces Whitney Avenue (the alley) and is a rare example of the auxiliary residential streets (now alleys) that once defined the residential pattern of nineteenth-century Sacramento. This neighborhood traditionally housed working class families.

TABLE 9-1
Historic Properties within the 1200-1300 Q Street District

| Address | Status of Listing* | Estimated Date | Comments |
|------------------------------|---|-----------------------|--|
| 1200 Q Street | Contributor | ca. 1900 | Morgan Jones Funeral Home 1948-1960 (African American owned and operated business) |
| 1206 Q Street | Contributor, individual local landmark | 1885 | |
| 1208 Q Street | Non-contributor, unevaluated for individual listing | ca. 1910 | Acme Garage |
| 1226 Q Street | Contributor, individual local landmark | 1897 | |
| 1308-10 Q Street | Contributor | ca. 1910 | |
| 1314 Q Street | Contributor, individual local landmark | ca. 1890 | |
| 1316 Q Street | Contributor, individual local landmark | 1887 | |
| 1318 Q Street | Contributor, individual local landmark | 1887 | |
| 1322 Q Street | Contributor, individual local landmark | 1892 | |
| 1326 Q Street | Contributor | 1875 | Moved to this location 1885-1890 |
| 1330 Q Street | Contributor | ca. 1910 | |
| 1711 12 th Street | Contributor, individual local landmark | 1887 | |
| 1712 13 th Street | Contributor, individual local landmark | 1885-1890 | |
| 1714 13 th Street | Unevaluated | ca. 1890 | |
| 1711 13 th Street | Unevaluated | ca. 1890s | |
| 1715 13 th Street | Unevaluated | ca. 1910 | |
| 1712 14 th Street | Contributor, individual local landmark | ca. 1900 | |
| 1714 14 th Street | Contributor, individual local landmark | ca. 1900 | |

**TABLE 9-1
Historic Properties within the 1200-1300 Q Street District**

| Address | Status of Listing* | Estimated Date | Comments |
|----------------|--------------------|----------------|---|
| Sidewalk Stamp | Contributor | 1890s | J.J. QUALE/SAC |
| Curbside Walk | Contributor | 1890s | 1330 Q Street |
| Hitching Post | Contributor | 1890s | Sheared off at sidewalk level, ring still visible in concrete |

* Unless noted all status refers to Sacramento Register listings at a local level. Federal and state evaluations have not been completed for the district.

9.2.2.2 City District #19 – Fremont Park Historic District

This district consists of a one-block row of high basement houses, mostly Queen Anne in style, that front on Q Street facing Fremont Park. Although many of the buildings have been modified, the gables, spindlework, spacing between houses, historic sidewalks (one stamped), curbside walks, remnant hitching posts and overlapping mature trees contribute to the cohesive feel of this small neighborhood. Two Craftsman-style apartments, built after 1910, and an Italianate house moved to the site in 1901 lend variety to the neighborhood.

**TABLE 9-2
Historic Properties within Fremont Park Historic District**

| Address | Status of Listing* | Estimated Date | Comments |
|------------------------------|--|----------------|---------------------------|
| 1500 Q Street | Contributor, individual local landmark | 1894 | Manuel-Enos, Grocer |
| 1504 Q Street | Contributor, individual local landmark | 1895 | |
| 1501 Q Street | Unevaluated | | |
| 1512 Q Street | Contributor | 1890-1895 | George W. Young Residence |
| 1518 Q Street | Contributor, individual local landmark | 1912 | |
| 1522 Q Street | Contributor, individual local landmark | 1894 | |
| 1526 Q Street | Contributor, individual local landmark | 1880 | |
| 1700 16 th Street | Contributor, individual local landmark | 1915 | |
| 1710 16 th Street | Unevaluated | | |
| 1714 16 th Street | Unevaluated | | |

* Unless noted all status refers to Sacramento Register listings at a local level. Federal and state evaluations have not been completed for the district.

9.2.2.3 City District #28 – R Street Historic District

The R Street corridor was developed after construction of the Southern Pacific Railroad (SPRR) at ground level in 1902. As the first railway line in the West the route of the historic railroad has always been along R Street. Thus, in the early 1900's R Street became an industrial core of the city. According to Carol Roland (2007) and Boghosian (2004) the corridor possesses historical and architectural significance and meets criteria of the National Register and the California Register of Historic Resources. The district boundaries have been expanded by recent researchers to include an area along both sides of R Street from 8th to 18th. Recent development between 18 and 19th and S and R streets has interrupted the historic character of the district.

The R Street district has several defining elements that distinguish it from other areas in the city. One of the most obvious elements is the mainline rail tracks that exist down the center of R Street. Although covered with asphalt in some areas, the rail and associated siding tracks that accessed loading docks and buildings reflect the railroad context and history of the corridor. Without the railroad the industries that once lined the corridor would not have existed. In several intersections granite cobblestones are visible on either side of the mainline rails. These cobbles, placed for stability and for drainage, date to the placement of the SPRR line around 1902 and are contributing elements of the district. Other railroad features include braces, switches and side tracks.

The majority of the buildings are large warehouses of brick or concrete built between 1910 and 1946. In general these structures are utilitarian in nature with few architectural details. Windows are generally metal sash, multiple pane and reflect the industrial nature of the area. Double and single doors, loading bays, and simple steps with pipe rails also contribute to the character of the district. Key elements to the industrial nature of the corridor are the loading docks, built to the height of a train car or truck bed to ease loading and unloading of materials from box cars. The docks, and the sidings that run alongside, are important elements in the visual image of the corridor as an industrial district.

In addition to the tracks, docks, and large warehouses there are several other elements that are essential in capturing the industrial sense of time and place evident in the corridor. First, sidewalks and street ornamentation are lacking, as expected given the light industry that occurred within the corridor. Historic photographs indicate that trees were also a rare commodity, other than on numbered streets. The few trees that appear in historic photos are located along the edge of the right of way and may have been volunteers. Finally, curbs, gutters, parking and striping is generally missing along R Street, enhancing the emphasis of rail over automobile along this historic transportation corridor.

**TABLE 9-3
Historic Properties within the R Street Historic District**

| Address | Status of Listing* | Estimated Date | Comments |
|------------------------------|---|-----------------------|---|
| 918 R Street | Potential Contributor at federal, state, local levels | 1924 | McClatchy Newspapers |
| 1724 10 th Street | Potential Contributor at federal, state, local levels | 1920, 1946 | Goodyear Tire and Rubber Co., California Furniture |
| 1015-1021 R Street | Potential Contributor at federal, state, local levels | 1917 | W. P. Fuller Building, Fox & Goose |
| 1026 R Street | Potential Contributor at federal, state, local levels | 1907-1908 | U.S. Rubber and Tire Building |
| 1108 R Street | Potential Contributor at federal, state, local levels | 1914 | State of California Warehouse, California Warehouse Co., CADA Warehouse |
| 1113-1119 R Street | Potential Contributor at federal, state, local levels | 1917 | Piggly Wiggly Warehouse |
| 1213 R Street | Potential Contributor at federal, state, local levels | 1915 | Garage |
| 1409-1413 R Street | Potential Contributor at federal, state, local levels | 1913-1914 | Perfection Bread Co., Wonder Bread Co. |
| 1421 R Street | Non contributor | 1945 | Auto Repair, recent remodel |
| 1602 R Street | Potential Contributor at federal, state, local levels | | Crystal Ice Co. |
| 1700 R Street | Potential Contributor at federal, state, local levels | | F. F. Smith Co. |
| 1720 R Street | Potential Contributor at federal, state, local levels | | Crystal Ice Store House |
| 1811 10 th Street | Potential Contributor at federal, state, local levels | Ca. 1910 | Krutisik's Wire Works |
| 1724 11 th Street | Unevaluated | ca. 1905 | Residence |
| 1801 11 th Street | Potential Contributor at federal, state, local levels | ca. 1903 | Rochdale Building |
| 1811 12 th Street | Potential Contributor at federal, state, local levels | 1945 | Firestone Tire Warehouse |
| 1723 12 th Street | Unevaluated | | Residence |
| 1730 13 th Street | Unevaluated | ca. 1900 | Residence |
| 1730 14 th Street | Potential Contributor at federal, state, local levels | Ca. 1920 | Electric Supply Co. |
| 1731 17 th Street | Potential Contributor at federal, state, local levels | 1946 | Orchard Supply Co. |
| 1800 18 th Street | Potential Contributor at federal, state, local levels | 1950 | New Zealand Spring Lamb Co. |

| Address | Status of Listing* | Estimated Date | Comments |
|--|--|-----------------------|---|
| Sidewalk graffiti | Potential Contributor at federal, state, local levels | 1946 | Three places in front of 1724 10 th Street |
| Southern Pacific RR mainline and sidings | Federal, state and local levels, individually eligible | 1903-1950 | Includes all railroad related features (rails, stone curbing) |

** The R Street Corridor between 10th and 13th Streets is a proposed National Register of Historic Places district currently under review by the State Historic Preservation Office. Other buildings within the historic district are potential contributors to the overall R Street Corridor at a national, state and local level.*

9.2.2.4 City District #33 – South Side Historic District

Four residences on S Street and 11th Street are included in the South Side Historic District. The district is the largest in the City, stretching from Interstate 5 on the west to 16th Street. The area east of South Side Park represents a blend of modest and larger, more ornate homes mixed with modern infill and pre-World War II automotive-related structures. The general feeling is that of a neighborhood in flux, continually building and changing. The mature trees that line S Street are key in linking the neighborhood. Historic sidewalks, a curbside walkway and a hitching post base are located in front of 1917 S Street and add to the historic character of that portion of the district within the Project Area.

| Address | Status of Listing* | Estimated Date | Comments |
|------------------------------|--|--------------------------|-----------------|
| 1017 S Street | Unevaluated | | |
| 1019 S Street | Sacramento Register, South Side Historic District, contributor | | |
| 1025 S Street | Sacramento Register, South Side Historic District, contributor | | |
| 1820 11 th Street | Unevaluated | On 1895 SB; ca. 1890s | |
| 1823 11 th Street | Unevaluated | On 1915 SB; ca. 1900s | |

** Unless noted all status refers to Sacramento Register listings at a local level. Federal and state evaluations have not been completed for the district.*

9.2.2.5 Non-District Resources

In addition to the four formally adopted districts there are numerous other historic properties within the Project Area that are not included in a designated district. The majority of these resources have not been evaluated to date. For the purposes of this study properties over 50 years of age are considered historic properties under CEQA until they have been evaluated as not significant.

| Address | Status of Listing* | Estimated Date | Comments |
|------------------------------|---------------------------|-----------------------|-------------------------------------|
| 1000 Q Street | Unevaluated | | |
| 1101 S Street | Unevaluated | ca. 1940 | |
| 1131 S Street | Unevaluated | ca. 1946 | GE W Ho |
| 1211 S Street | Unevaluated | ca. 1900 | |
| 1219/21 S Street | Unevaluated | ca. late 1940s | |
| 1235 S Street | Unevaluated | ca. late 1940s | |
| 1414 Q Street | Unevaluated | ca. 1930s | |
| 1415 S Street | Unevaluated | | |
| 1417 ½ S Street | Unevaluated | | |
| 1417 S Street | Unevaluated | | |
| 1420 Q Street | Unevaluated | | |
| 1611 S Street | Unevaluated | ca. 1905 | |
| 1630 Q Street | Unevaluated | ca. 1930s | |
| 1700 18 th Street | Unevaluated | ca. 1910 | |
| 1703 18 th Street | Unevaluated | ca. 1910 | |
| 1703 19 th Street | Unevaluated | | |
| 1706 11 th Street | Unevaluated | | |
| 1709 ½ S Street | Unevaluated | | Auto Repair |
| 1709 16 th Street | Unevaluated | Late 1940s | |
| 1710 18 th Street | Unevaluated | ca. 1910 | |
| 1713 10 th Street | Unevaluated | | |
| 1714 17 th Street | Unevaluated | ca. 1910 | |
| 1714 18 th Street | Unevaluated | ca. 1910 | |
| 1715 10 th Street | Unevaluated | ca. 1950s | |
| 1715 S Street | Unevaluated | ca. 1910 | |
| 1720 Q Street | Unevaluated | ca. 1910 | |
| 1733 S Street | Unevaluated | ca. 1910s | Auto Repair/Alta Plating |
| 1800 Q Street | Unevaluated | ca. 1940s | |
| 1805 10 th Street | Unevaluated | | |
| 1808 Q Street | Unevaluated | ca. late 1940s | |
| 1809 19 th Street | Unevaluated | | Moved to site between 1915 and 1951 |

| TABLE 9-5 Other Historic Properties within the Project Area | | | |
|--|--|-----------------------|------------------------|
| Address | Status of Listing* | Estimated Date | Comments |
| 1816 15 th Street | Unevaluated | | |
| 1815 10 th Street | Unevaluated | ca. 1950s | Chan Bakery |
| 1818 15 th Street | Unevaluated | | |
| 1820 15 th Street | Unevaluated | | |
| 1831 12 th Street | California Point of Historic Interest, Sacramento Register Individual Landmark | | St. Elizabeth's Church |
| 1831 16 th Street | Unevaluated | ca. late 1960s | |
| 1901 S Street | Unevaluated | ca. 1920s | |
| 1913 S Street | | ca. 1921 | |
| 1910 Q Street | | ca. 1910 | Machine Shop |

9.3 Regulatory Setting

A number of federal and state laws and implementing regulations address cultural resources, including prehistoric, historic, ethnographic and traditional properties. Federal regulations come in to force when a project that may have a significant environmental effect is either initiated by a federal agency or is funded in whole or in part with funds from a federal source. State regulations come into effect whenever a significant change in the use or architecture of an area may have an effect on environmental resources of public importance.

9.3.1 Federal Regulations

Two key federal laws address and protect environmental resources including historic resources. These laws are the National Environmental Policy Act (NEPA) of 1969 and the National Historic Preservation Act (NHPA) of 1966 as amended. Under NHPA Section 106 and the implementing regulations of 36 CFR 800, the proponents of a federal project – that is one initiated or funded through a federal agency – must evaluate the effects of a project upon cultural resources. In order to do this, federal regulations require that known and potential cultural resources within the project's Area of Potential Effects (APE) must be identified. These resources must then be evaluated under the criteria of the National Register of Historic Places (NRHP) and a determination made regarding whether the resources satisfy the criteria for significance and integrity. Final determinations of NRHP eligibility are made by the State Historic Preservation Officer (SHPO) in consultation with the lead federal agency. The potential effects of the project upon any eligible or potentially eligible resource must be then examined. If these effects are determined to negative, then procedures to mitigate the effects must be implemented.

Another key federal law, the Native American Graves Protection and Repatriation Act (NAGPRA) of 1990 comes into effect where an archaeological or ethnographic resource in which Native American burials is known to, or may exist, and will, or may be affected by the project. Under 36 CFR 800 a concerted effort must be made to contact Native Americans knowledgeable about the traditional history and potential sacred lands and sites within the project APE. If Native American graves or resources are identified within the project APE, then consultation and mitigation steps must be undertaken to preserve, protect or mitigate the project's effects upon the resource. Typically a memorandum of agreement between the interested Native American parties and the lead agency will delineate the procedures to be followed if burials are encountered.

9.3.2 State Regulations

The principle state law that protects important historic resources is the California Environmental Quality Act (CEQA) of 1970 as amended. CEQA is codified in sections 21000 & seq. of the Public Resources Code of the State of California, while the implementing guide lines are found in CCR Title 14, Chapter 3, sections 15000 through 15387. CEQA requires state and local agencies tasked with planning or permitting projects to consider the environmental effects that such projects may have upon important resources. CEQA recognizes both archaeological resources

(Section 21083.9) and historic resources (Section 21084.1) as potentially important resources and project planners have the options of evaluating and mitigating important resources or of avoiding resources and there by imposing no effects upon the resource. Under CEQA resources that may not be significant or eligible if evaluated under the criteria of the CRHR for identifying important resources may be avoided by the project planners, saving the costs of additional research, evaluation and investigation of the property. Alternatively, if a property cannot be avoided, the property must be evaluated, and if determined eligible under CRHR criteria, the project's effects upon the property must be mitigated. Integrity is addressed under the Natural Resources Code (CCR Title 14, Division 3, Chapter 11.5, Section 4852 (c)) and effectively reiterates NRHP standards for integrity, but is less stringent permitting for example relocated structures to retain eligibility for CRHR status.

California state law also includes parallel regulations to NAGPRA within the Public Resources Code (Sections 5097.993-5097.994) and Healthy and Safety Code (Section 7050.5). Resources and human remains must be considered as part of the environmental review process. PRC Section 5097.993 exempts projects that are undertaken in compliance the requirements of CEQA or NEPA.

California General Plan law requires local governments to prepare a general plan for the future development of the region for which the government is responsible. The law sets out what elements are required, and what elements are optional in a general plan. Common optional elements included in general plans economic, historical resource preservation, recreation, and community design. Although, optional, an element included in a general plan carries the same legal force as a required element. With the passage of SB-18 of 2004, the state guidelines for general plans now include tribal consultation guide lines. These new guidelines require Native American consultation during the development or modification of general or specific plans. Final guidelines for Native American consultation were accepted in November 2005 and are now in force.

9.3.4 City Regulations

Title 17, Ch. 17.134 of the Sacramento City Code provides for the identification and protection of significant historic resources in the City of Sacramento. The City Council designates by ordinance structures and historic districts for listing in the Sacramento Register of Historic and Cultural Resources (Register). This Register classifies individually-listed properties into "Landmark" structures. Section 17.134.170 of the City Code identifies the specific criteria to be used for the identification of Landmark structures and historic districts and for the designation and listing of properties in the Sacramento Register. Approval by the Preservation Commission and the Preservation Director of applications affecting individually listed structures and contributing resources in historic districts are based on compliance with the Listed Structures and Preservation Area Plans and the Secretary of the Interior's Standards for the Treatment of Historic Properties. Approval is required prior to issuance of a building permit. Historic

structures listed in the Sacramento Register must be reviewed under the provisions of the State Historical Building Code.

Title 17 of the Sacramento City Code states that its highest priority is to encourage restoration and sensitive rehabilitation of listed structures. Restoration or rehabilitation of listed structures in the Sacramento Register entitles the development to all benefits provided in the Incentive Zone established under Section 2.3 of the Urban design Plan. These benefits include, but are not limited to, one-meeting planning review and priority building permit processing. Eligible projects may also receive public financial assistance. Secondly, an alternative design solution to demolition of a listed structure is to encourage harmonious incorporation into an existing listed structure into the design of a new development. A project that incorporates this design approach will also be eligible for the same Incentive Zone benefits found in Section 2.3 of the Urban Design Plan.

Under Title 17, Ch. 15.134 of the City Code, the City has also established a preservation program to protect and maintain the character of architecturally, historically and culturally significant structures and sites within the City of Sacramento. New development is directed toward achieving compatible new construction that enhances existing historic values rather than diminishing them. The values of identified Historic Districts and significant historic buildings are to be protected as significant resources for the general welfare of the public.

Section 17.134.430 of the City Code specifically regulates the demolition or relocation of buildings or structures that are at least 50 years old and provides for Sacramento Register nomination review. If a permit is sought to demolish or relocate a building or structure that was constructed at least 50 years prior to the date of application, and that building or structure is not currently on (or the subject of) a pending nomination, has not been nominated for placement on the Sacramento Register or reviewed pursuant to Section 17.134 within the past three years, the permit application must be referred to the City's Preservation Director to allow the Director to make a preliminary determination whether the structure should be nominated for placement on the Sacramento Register.

9.3.5 City of Sacramento Preservation Element

In April 2000, the City of Sacramento adopted a Preservation Element in its General Plan. The goal of the Preservation Element is "to retain and celebrate Sacramento's heritage and recognize its importance to the City's unique character, identity, economy and quality of life." The element is divided into six major goals, each with many policies to achieve the stated goal. Applicable goals include:

- Goal A: To establish and maintain a comprehensive citywide preservation program,
- Goal B: To protect and preserve important historic and cultural resources that serve as significant, visible reminders of the city's social and architectural history,

- Goal D: to foster public awareness and appreciation of the City's heritage and its historic and cultural resources, and
- Goal E. To identify and protect archeological resources that enriches our understanding of the early Sacramento area.

9.4 Thresholds of Significance

The California Environmental Quality Act (CEQA) Guidelines Appendix G identifies examples of a significant effect on historic or cultural resources and states that a project will normally have a significant effect if it will:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
- Disturb any human remains, including those interred outside of formal cemeteries.

Section 15064.5 defines a significant adverse effect to include any activity which would: (1) Create a substantially adverse change in the significance of an historical resource including physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired; and/or (2) alter or materially impair the significance of a historical resource.

Section 15064.5 of the CEQA Guidelines defines significant historic resources to include:

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record including the following: (A) Is associated

with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; (B) Is associated with the lives of persons important in our past; (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or (D) Has yielded, or may be likely to yield, information important in prehistory or history.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

9.5 Project Impacts and Mitigation Measures

IMPACT 9.1: Impacts to Archeological Resources

PP Proposed Project

The proposed project includes several projects which may require trenching, excavation or subsurface soil disturbance which could affect buried archeological resources. For example, street improvements, water lines, or transit improvements may require trenching and excavation. Since the R Street corridor and the Central City in general, are considered to be sensitive areas for cultural resources, ground disturbance as a result of these activities could constitute a *significant impact*.

AA No Project Alternative

The No Project Alternative would not change the existing environment and therefore, *no impact* is anticipated.

MITIGATION MEASURE 9.1: Impacts to Archeological Resources

1. An archaeological monitor shall be retained on-site during subsurface excavations below the current road base between 9th and 12th Streets and just east of 15th street extending to 18th Street. These areas were historically high ground and are sensitive for prehistoric remains. The archaeological monitor shall be authorized to stop work and investigate any subsurface historic or cultural materials that are exposed by the excavation. In the event cultural or potentially cultural materials are encountered during excavation activities work shall cease within 100 feet of the find until an archaeologist can assess the significance of the find. If the find is

prehistoric in nature the Native American Heritage Commission (NAHC) shall be consulted. Tribal representatives as referred by the NAHC shall be included in the consultation process. If necessary, further mitigation measures may be developed and implemented by the qualified archaeologist and the tribal representative.

2. If human or potentially human remains are found, the work shall cease immediately and the County Coroner contacted without hesitation. The Coroner will notify the NAHC if the remains are determined to be Native American and the NAHC will notify the person or tribe believed to be the most likely descendant (CEQA Section 15064.5, Health and Safety Code Section 7050.5, Public Resources Code Section 5097.94 and 5097.98). An archaeologist and the tribal representative will work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work shall occur in the immediate vicinity of the find until appropriate actions have been carried out.

Implementation of this mitigation measure would reduce impacts to a *less-than-significant level*.

IMPACT 9.2: Construction Period Impacts to Historic or Architecturally Significant Structures

PP Proposed Project

The proposed project recommends infrastructure and transit improvements in the R Street Corridor. R Street transects or is adjacent to several historic districts which include listed or potentially eligible historic structures. Construction vibration and other activities could adversely affect these structures. This is a *potentially significant impact* which can be reduced to a less-than-significant level with mitigation measures.

AA No Project Alternative

The No Project Alternative would not change the existing environment and therefore, *no impact* is anticipated.

MITIGATION MEASURE 9.2: Construction Period Impacts to Historically or Architecturally Significant Structures

The following mitigation measure is recommended for CADA sponsored infrastructure and transit improvements in the R Street project area.

1. All equipment used during improvements shall be located a safe distance from historically significant buildings so any equipment arms or attachments cannot reach the building. Buffering materials shall be used as necessary (ex: hay bales stacked three rows high along the faces of the buildings to a height of six feet to protect the buildings from the equipment operations), when construction is with 10 feet of a building.
2. A hand-held hydraulic jack hammer shall be used to break existing concrete into pieces within three feet of building faces. The broken concrete shall then be removed by hand. The building face shall be protected by a foam board, generally used for insulation that is a minimum of one-inch thick.
3. Small ride-on machinery shall be used to compact the ground within five feet of building faces. Hay bales shall be stacked three rows high along the faces of the buildings to a height of six feet. A vibrator plate tamper shall be used to compact material within five feet of the building face. The building face shall be protected with a minimal one-inch-thick foam board.
4. In some areas new concrete walkways will be constructed against the existing buildings and loading docks. The walkways shall be separated from existing structures by a 0.5-inch fiber expansion joint. The existing building faces and loading docks shall be protected with plastic sheeting to prevent concrete from splattering onto the existing fabric.

Implementation of this mitigation measure would reduce impacts to a *less-than-significant level*.

IMPACT 9.3: Impacts to R Street Corridor Historic Districts from Housing Projects

PP Proposed Project

As part of the R Street Corridor Implementation Plan, CADA plans to secure financial and technical assistance for a number of housing projects in the R Street Project Area. These include adaptive reuse of historic warehouses, replacement housing and affordable housing development projects. CADA may provide funding or develop and own new housing or housing in rehabilitated buildings. In addition, private developers are in the process of preparing adaptive reuse plans for some of the historically significant buildings (i.e., Crystal Ice Plant) for housing, parking and commercial stores.

Redevelopment activities could result in the demolition or moving of existing structures or the significant alteration of a historic structure over the life of a redevelopment plan. Section 17.134.430 of the City Code regulates the demolition of structures that are at least fifty years of age. The City's Preservation officer must make a preliminary determination on any buildings that

are over fifty years old as to whether the structure is eligible for consideration by the Preservation Commission and the City Council for placement on the Sacramento Register. If structures are eligible or determined eligible then the protections of Article VI of Section 17.134 apply. New construction, infilling, demolition and/or adaptive reuse could result in *significant impacts* to the R Street Corridor's industrial setting and to eligible historic structures.

AA No Project Alternative

The No Project Alternative would not change the existing environment and therefore, *no impact* is anticipated.

MITIGATION MEASURE 9.3: Impacts to Historic Districts from Housing Projects. The following mitigation measures should be employed for housing projects¹ in the R Street Project Area for which CADA is a sponsor or participant:

1. As part of any Owner Participation Agreement (OPA), Disposition and Development Agreement (DDA) or CADA sponsored project that could affect any structure or feature over 50 years of age that has not yet been evaluated by the City's Preservation Director, the buildings shall first be evaluated for listing in the California Register of Historic Places and the Sacramento Register. This evaluation shall occur through the preparation of State of California DPR 523 forms for each building, photo media documentation and thorough standard CEQA evaluation.
2. If rehabilitation or all or portions of the structure are possible, adaptive reuse and rehabilitation plans of existing historic structures shall be designed to retain the maximum amount of historic fabric. All rehabilitation of historic structures shall be conducted in light of Secretary of Interior's Standards for Treatment of Historic Properties to ensure that treatments will maintain the authenticity and integrity of the structure and the district. Plans shall be approved by the City's Preservation Director and Preservation Commission.
3. If demolition of any portion of a historic structure cannot be avoided, the feature or building shall be recorded to HABS/HAER standards prior to removal. Copies of the HABS/HAER documentation shall be filed with the City Preservation Director, Sacramento Archives and Museum Collection Center, the North Central Information Center at Sacramento State University and the Sacramento Room at the Central Branch of the Sacramento County Library.

¹ Applies to projects which file for City entitlements after certification of this EIR and does not retroactively apply to projects which have received approval prior to certification of this EIR.

4. New construction shall be designed to reflect and blend with the industrial nature of the R Street Corridor. Design guidelines found in the R Street Urban Design Plan shall be implemented in new or rehabilitated construction projects as determined by the Design Review Board. Projects located within an historic district shall also be reviewed by the Preservation Commission.

Implementation of these mitigation measures would reduce impacts to but may not reduce impacts to a less-than-significant level insofar as the feasibility of retention and rehabilitation of all historic structures must be evaluated on a case by case basis, and rehabilitation may not be feasible in all cases. The above mitigation measures will reduce the potential magnitude of impacts but, it may not be feasible to reduce all potential impacts to a less-than significant level. Therefore, the even with mitigation measures a residual *unavoidable* impact may occur.

IMPACT 9.4: Impacts to Historic Railroad Features

PP Proposed Project

Within the R Street right-of-way there are a number of railroad related features include tracking, spurs, cobble and brick work which remains from the historic railroad activities in the area. There RSAIP proposes four phases of R Street Streetscape improvements² and water line improvements are proposed. These improvements include some roadway reconstruction to accommodate vehicle access and parking, drainage improvement and streetscape enhancement (benches, sidewalks, lighting, shade awnings, etc.) which could adversely affect features of the earlier railroad history of R Street. This is considered a potentially *significant* impact.

AA No Project Alternative

The No Project Alternative would not change the existing environment and therefore, *no impact* is anticipated.

MITIGATION MEASURE 9.4: Impacts to Railroad, Siding and Related Features

The following mitigation measure is recommended for CADA sponsored infrastructure and transit improvements in the R Street project area.

1. Prior to construction of any streetscape improvements in the roadway of the R Street Corridor between 9th and 19th Street, a field study by a qualified historian or historical archaeologist shall be completed to record and document

² Phase I of the improvements, between 10th and 13th streets, is funded and a separate environmental document is being prepared for that project.

in both document and photo media any exposed elements of the rail line. Documentation shall follow, to the extent possible, procedures outlined by the National Park Service for a Historic American Building Survey/Historic American Engineering Record (HABS/HAER) report or equivalent.

2. To the maximum extent possible, any tracking and contributing features such as cobblestones or brick lining shall be left in situ. If presently covered with asphalt, railing shall be exposed. Uncovered rail shall be left exposed to maintain the transportation feel of the corridor. Distorted tracks that pose a hazard to drivers and pedestrians shall be replaced with existing or new rails from available stock.
3. If realignment of tracks is necessary for drainage, ADA compliance or other reasons, care shall be taken to maintain the sense of continuity from block to block in the rails. Reinforcement of the base of the existing main tracks with adjustments to alignment or elevation shall be completed only when necessary. The mainline tracks shall be moved no more than two vertical inches or six horizontal inches. The siding tracks shall be moved no more than six vertical inches or 12 horizontal inches.
4. If retaining the rail or sidings in situ is not feasible during construction, the rail and features shall be removed and set aside in the least damaging way. The contributing features, including tracks, siding, bricks, cobblestone or metal braces shall be carefully removed and cataloged under the supervision and oversight of a qualified historian or historical archaeologist and shall be restored to the street segment in the general alignment in which originally found. Damaged rails or cobbles shall be replaced in kind.
5. During construction or excavation of the street bed in the R Street Corridor, a qualified historian or historical archaeologist shall be present to monitor and identify any subsurface features unearthed. Work shall stop in the immediate vicinity of the find for recovery of significant features. Any features shall be cataloged and stored in accordance with Mitigation Measures 9.1.

Implementation of Mitigation Measure 9.4(a) would reduce the severity of impacts. However, because the precise design of street improvements is not available for many sections of the infrastructure improvements, implementation of the above mitigation measures cannot be guaranteed to be feasible. For example in some cases, railroad tracking and spurs may need to be removed in order to accommodate underground utilities and drainage improvements. The mitigation measures above would reduce impacts, however, even with these mitigation measures it is possible that some historic railroad resources could be altered during construction. For these reasons, the mitigation measure is recommended, but may not reduce impacts to a less-than-significant level, and therefore, some residual impact may remain. The residual effects would be *unavoidable*.

IMPACT 9.5: Impacts to Historic Character of R Street**PP Proposed Project**

Four phases of R Street Streetscape improvements are proposed. These improvements include some roadway reconstruction to accommodate vehicle access and parking, drainage improvement and streetscape enhancement (benches, sidewalks, lighting, shade awnings, etc.). Phase I of the improvements, between 10th and 13th streets, is funded and a separate environmental document is being prepared for that project.

The Urban Design Guidelines for the R Street Corridor note that the streetscape has several key elements that contribute to the history of the corridor, including the railroad tracks and sidings, cobblestone or brick work, and loading docks. Subsequent work for the R Street Improvement Phase I project has also identified lack of sidewalks, treeless landscape, absence of formal road striping and contributing elements to the character of the historic district. Additional characteristics include the mass of the warehouses, prevalence of industrial sash windows, and large awnings.

The Urban Design Guidelines for the R Street Corridor note that the streetscape has several key elements that contribute to the history of the corridor, including the railroad tracks and sidings, cobblestone or brick work, and loading docks. Subsequent work for the R Street Improvement Phase I project has also identified lack of sidewalks, treeless landscape, absence of formal road striping and contributing elements to the character of the historic district. Additional characteristics include the mass of the warehouses, prevalence of industrial sash windows, and large awnings. Adding sidewalks, curbs, parking, benches, awnings and lighting and changing the tracks could cause a substantial change to the industrial feel of the existing streetscape and would be considered a significant impact. This impact could be reduced to a less than significant level with the implementation of the following mitigation measures. The measures are intended to allow for project design implementation while retaining the historic industrial character of the district and maintaining the railroad related features. Because of the unique and historic streetscape and character, substantial change without sensitive design to the R Street Corridor streetscape could result in *significant impacts*.

MITIGATION MEASURE 9.5: Impacts to Historic Character of R Street Corridor

The following mitigation measure is recommended for CADA sponsored infrastructure and transit improvements in the R Street project area.

1. All new concrete walkways shall be designed and installed for minimal impact to the visual industrial feel of the corridor. Curb height shall be limited to four inches. Walkways shall vary in width to accommodate existing loading docks but shall generally be 10 feet wide wherever adequate right-of-way is available.
2. Concrete bulb-outs shall be limited to numbered streets. If the use of concrete bulb-outs in the R Street corridor is unavoidable, the size shall be minimal (protruding four feet into R Street). A single yellow truncated warning tile, three feet long by six feet wide, shall be used on each bulb out or curb near the edge of the street.
3. If new street lighting is installed such lighting should reflect the industrial nature of the R Street corridor. Lighting shall be positioned at the edge of the street or back of the walk and shall be non-decorative and utilitarian in design.
4. Shade canopies or awnings shall be selected to reflect the industrial feel of the corridor, using historic photographs or existing awnings on buildings within the district as examples of kind. Street furniture (benches) shall also be minimized in number and selected to reflect the industrial feel of the corridor.
5. Street striping shall be minimal, restricted to marking of stop signs at intersections. Street paint shall not be used on or across tracks. Crosswalk markings shall be limited to numbered streets.

Implementation of Mitigation Measure 9.4(b) would reduce impacts to the industrial character of R Street to a *less-than-significant* level.

IMPACT 9.6: Cumulative Impacts to Historical and Cultural Resources

Sacramento has been inhabited by prehistoric and historic people for thousands of years. Over time, human occupation in the area has left behind remnants of past activities. Cumulative development and landscape improvements in the City could result in the damage, destruction or loss of known and unknown archaeological resources. In addition, historic resources could also be significantly altered or destroyed by new construction and improvements. Removal,

destruction or significant alteration of design, fabric or location would destroy the value of a resource and could be a significant impact. Changes in the streetscape of districts, including Fremont Park, 1200-1300 Q Street, South Side, and R Street could also occur in a gradual manner by the removal of trees, historic sidewalks and curbside walkways, or infilling in a non-sensitive manner. While damage, destruction or ill-planned rehabilitation could be mitigated on a project-by-project basis, the cumulative loss of historic structures, street features, and archaeological sites or the gradual infilling of vacant lots in a way that changes the historic feel and setting of a neighborhood would contribute to a region-wide impact.

Proper planning and appropriate mitigation can assist in capturing and preserving knowledge of such resources and can provide opportunities for increasing our understanding of past environmental conditions and cultures through archaeological studies of sites and preservation of artifacts and materials. Sensitive design of new construction and rehabilitation of historic structures can help minimize the loss of fabric, setting and feel of historic neighborhoods and districts. Federal, State and local laws are in place that protect these resources and provide guidelines for careful rehabilitation of historic structures. The State Historic Building Code is designed for rehabilitation of historic buildings. Proper implementation of Mitigation Measures (above) could reduce the project's contribution to *cumulative impacts to a less-than-significance level*.