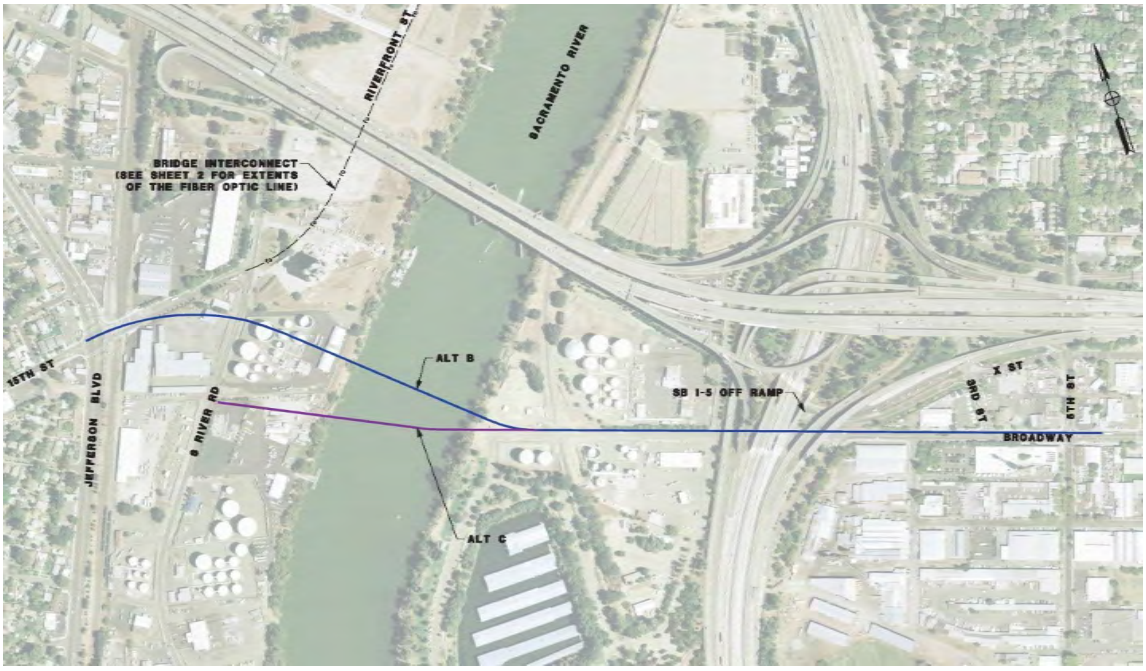


Historic Property Survey Report

Broadway Bridge Project

City of West Sacramento and City of Sacramento, California

Federal Project No.: TGR2DGL 5447(043)

May 2021

Caltrans

CALIFORNIA DEPARTMENT OF TRANSPORTATION

HISTORIC PROPERTY SURVEY REPORT

1. UNDERTAKING DESCRIPTION AND LOCATION

District	*County*	*Federal Project. Number. (Prefix, Agency Code, Project No.)*	*Location*
03	YOL; SAC	TGR2DGL 5447(043)	City of West Sacramento and City of Sacramento

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans.

The studies for this undertaking were carried out in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the January 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA), as well as under Public Resources Code 5024 and pursuant to the January 2015 *Memorandum of Understanding Between the California Department of Transportation and the California State Historic Preservation Office Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92, addended 2019* (5024 MOU) as applicable.

Project Description:

The City of West Sacramento, in conjunction with the California Department of Transportation (Caltrans), proposes to construct a new bridge over the Sacramento River between the City of West Sacramento, Yolo County and the City of Sacramento, Sacramento County, following the current alignment of Broadway in the City of Sacramento. The proposed new bridge would be located over the Sacramento River between the cities of West Sacramento and Sacramento, approximately 1,000 feet south of the existing Pioneer Bridge (see the **Attachment A**, HRER Figure 1 Vicinity and Location Map).

The proposed project is subject to state and federal environmental review requirements because the use of federal funds from the Federal Highway Administration (FHWA) is proposed. The California Department of Transportation (Caltrans) is the federal lead agency under FHWA assignment of National Environmental Policy Act (NEPA) responsibilities, and the City of West Sacramento is the lead agency under the California Environmental Quality Act (CEQA).

Detailed project descriptions and alignment alternatives maps are provided in the Historical Resources Evaluation Report (HRER) in **Attachment A** and the Archaeological Survey Report (ASR) in **Attachment B** of this HPSR.

2. AREA OF POTENTIAL EFFECTS

In accordance with Section 106 PA Stipulation VIII.A, the Area of Potential Effects (APE) for the project was established on March 3, 2021, in consultation with Connor Buitenhuys (PQS-PI-Prehistoric and Historical Archeology), and Vladimir Popko (Local Assistance Engineer). The APE was established as the full extent of both the archaeological and architectural APEs. The APE maps are located in **Attachment B**, ASR, Figure 3. The APE will have final approval by the project proponents with the project's Finding of Effects report.

The *archaeological* APE consists of both the horizontal and vertical maximum potential extent of direct impacts resulting from the project. The horizontal APE encompasses the project footprint and includes those areas of new construction, easements, utilities, and operations-related activities associated with the project, totaling 70.5 acres. The vertical APE is the maximum extent of ground disturbance within the horizontal APE (i.e., ground surface to maximum depth of soil disturbance) and varies by project component. A detailed description of the Archaeological APE is presented in the Archaeological Survey Report in **Attachment B** of this HPSR.

The *architectural* APE consists of the project footprint and the assessor's parcels that intersect the footprint, and is the maximum potential extent of direct effects resulting from the project. In consideration of the two proposed build alternatives under consideration, the APE for potential indirect effects (such as visual, auditory, and vibratory) includes parcels adjacent to the project footprint that contain buildings, structures, or objects of sufficient age to warrant evaluation for listing in the National Register. In project areas where project activities have no potential to directly or indirectly affect built historical resources, assessor's parcels intersecting the project footprint are not included in the APE. A detailed description of the architectural APE is presented in the Historical Resources Evaluation Report in **Attachment A** of this HPSR.

3. CONSULTING PARTIES / PUBLIC PARTICIPATION

☒ Native American Heritage Commission

ICF sent project area information to the NAHC and requested the NAHC to identify areas of concern that may be listed in its Sacred Lands File. ICF also requested a list of Native American representatives who may have interest in the project. On May 30, 2017, the NAHC emailed ICF that a search of its Sacred Lands File identified sacred sites and requested that the City of West Sacramento contact Crystal Martinez-Alire of the Ione Band of Miwok Indians (IBMI) and Jason Camp of the United Auburn Indian Community (UAIC) for more information. The response also listed nine Native American representatives who may be interested in the project.

Due to the amount of time that had passed since the last outreach efforts, ICF requested a new search of the Sacred Lands Files and a list of Native American representatives on November 12, 2019. NAHC responded on November 22, 2019, stating that the results of the Sacred Lands File search were positive and to contact the IBMI and UAIC. The response also listed 12 Native American representatives who may be interested in the project.

Records of NAHC correspondence are in the ASR, **Attachment B** of this HPSR.

☒ Native American Tribes, Groups and Individuals

On April 20, 2018, on behalf of Caltrans, the City of West Sacramento sent Section 106 consultation letters to all nine Native American contacts provided by the NAHC:

- Rhonda Morningstar Pope, Chairperson, Buena Vista Rancheria
- Nicholas Fonseca, Chairperson, Shingle Springs Band of Miwok Indians (SSBMI)
- Charles Wright, Chairperson, Cortina Indian Rancheria of Wintun Indians
- Gene Whitehouse, Chairperson, UAIC
- Crystal Martinez, Chairperson, IBMI
- Randy Yonemura, IBMI
- Raymond Hitchcock, Chairperson, Wilton Rancheria
- Leland Kinter, Chairperson, Yocha Dehe Wintun Nation
- Cosme Valdez, Interim Chief Executive Officer, Nashville-El Dorado Miwok

On behalf of Caltrans City of West Sacramento sent Section 106 consultation update letters to the following Native American contacts on January 30, 2020:

- Rhonda Morningstar Pope, Chairperson, Buena Vista Rancheria
- Pamela Cubbler, Treasurer, Colfax-Todd Valley Consolidated Tribe
- Clyde Prout, Chairman, Colfax-Todd Valley Consolidated Tribe
- Charlie Wright, Chairperson, Cortina Rancheria – Kletsel Dehe Band of Wintu Indians
- Sara Dutschke Setchwaelo, Chairperson, IBMI
- Cosme Valdez, Chairperson, Nashville Enterprise Miwok-Maidu-Nishinam Tribe
- Regina Cuellar, Chairperson, SSBMI
- Grayson Coney, Cultural Director, Tsi Akim Maidu
- Don Ryberg, Chairperson, Tsi Akim Maidu
- Gene Whitehouse, Chairperson, UAIC
- Raymond Hitchcock, Chairperson, Wilton Rancheria
- Anthony Roberts, Chairperson, Yocha Dehe Wintun Nation

Detailed descriptions of Section 106 Native American consultation and consultation logs, including Tribes' responses and the City of West Sacramento follow-up correspondence on behalf of Caltrans, are in the ASR, **Attachment B** of this HPSR.

☒ Local Historical Society / Historic Preservation Group

On February 13, 2018, ICF sent letters describing the project and requesting any information on potential cultural resources in the APE from organizations identified on the California Historical Society's historical resources contacts lists. The contacted organizations include local historical societies, preservation groups, and archives. ICF conducted additional outreach in January 2021. Detailed descriptions and records of outreach are in the Historical Resources Evaluation Report, **Attachment A** of this HPSR.

4. SUMMARY OF IDENTIFICATION EFFORTS

☒ National Register of Historic Places (NRHP)

☒ California Register of Historical Resources (CRHR)

☒ National Historic Landmark (NHL)

☒ California Historical Landmarks (CHL)

☒ California Points of Historical Interest

☒ California Historical Resources Information System (CHRIS)

☒ Caltrans Historic Bridge Inventory

☒ Caltrans Cultural Resources Database (CCRD)

☒ Other Sources consulted:

Historic aerial photographs (historicaerials.com), historical GLO and topographic maps (USGS, National Geologic Map Database); OHP Historic Property Data File and Archaeological Determinations of Eligibility for Yolo and Sacramento Counties.

☒ Results:

Research found 146 cultural resources had been previously recorded in the APE and within 0.5-mile of the APE. Of these, two architectural historic properties, one unevaluated archaeological site, and two unevaluated architectural resources were identified in the APE. Archaeological and architectural field inventory was conducted in 2018, resulting in identification and recordation of nine additional unevaluated architectural resources.

Detailed descriptions of the records searches and field inventory results are in the HRER, **Attachment A** of this HPSR and in the ASR, **Attachment B** of this HPSR.

5. PROPERTIES IDENTIFIED

☒ Jenifer Rogers, consultant architectural historian, who meets the Professionally Qualified Staff (PQS) Standards in Section 106 PA Attachment 1 as a(n) architectural historian, and Stephen Pappas, consultant archaeologist, who meets the Professionally Qualified Staff (PQS) Standards in Section 106 PA Attachment 1 as a(n) archaeologist, have determined that the only/only other properties present within the APE meet the criteria for Section 106 PA Attachment 4 (**Properties Exempt from Evaluation**).

☒ Caltrans has determined there are cultural resources within the APE that were evaluated as a result of this project and are **not eligible** for inclusion in the NRHP. Under Section 106 PA Stipulation VIII.C.6, Caltrans requests SHPO's concurrence in this determination.

None of the resources is a state-owned resource.

- MR 2 (1300 South River Road)
- MR 3 (1500 South River Road)
- MR 4 (1509 South River Road)
- MR 5 (1515/1555 South River Road)
- MR 6 (1520 South River Road)
- MR 7 (1700 South River Road)
- MR 8 (1701 South River Road)
- MR 9 (1991 South River Road)
- MR 13 (76 Broadway)

☒ The following properties within the APE are **considered eligible** for inclusion in the NRHP and/or CHLs for the purposes of this project only because evaluation was not possible, in accordance with Section 106 PA Stipulation VIII.C.4 and as applicable PRC 5024 MOU Stipulation VIII.C.4.

- MR 1 (Sacramento Northern Railway); not State-owned.
- MR 10 (Sacramento River West Levee); State-owned property (California Department of Water Resources)
- P 34-000619 (CA-Sac-505H)

☒ Caltrans, in accordance with Section 106 PA Stipulation VIII.C.5 has determined there are properties within the APE that were **previously determined eligible** for inclusion in the NRHP and those determinations remain valid. Copy of SHPO/Keeper correspondence is attached.

- MR 11 (Sacramento River East Levee); State-owned property (California Department of Water Resources) not on the Master List of Historical Resources; determined NRHP eligible in 2017.
- MR 12 (Walnut Grove Branch Line); State-owned property (California Department of Parks and Recreation) not on the Master List of Historical Resources; determined NRHP eligible in 1991.

SHPO and OHP documentation are in the HRER, **Attachment A** of this HPSR.

6. FINDING FOR THE UNDERTAKING

☒ Caltrans, pursuant to Section 106 PA Stipulation IX.B, has determined that there are historic properties within the APE that may be affected by the undertaking. **Effects are still undetermined**, so in accordance with Section 106 PA Stipulation X, Caltrans will continue consultation with CSO and/or SHPO in the future on the assessment of effects.

7. CEQA CONSIDERATIONS

☒ Not applicable; **Caltrans is not the lead agency under CEQA**.

8. LIST OF ATTACHED DOCUMENTATION

☒ Project Vicinity, Location, and APE Maps
See the HRER, Figure 1 (Vicinity and Location Map) and Figure 6 (APE Maps) in **Attachment A** of this HPSR

☒ Historical Resources Evaluation Report (HRER)
See **Attachment A** of this HPSR; Rogers, ICF 2021.

☒ Archaeological Survey Report (ASR)
See **Attachment B** of this HPSR; Pappas, ICF 2021.

9. HPSR PREPARATION AND CALTRANS APPROVAL

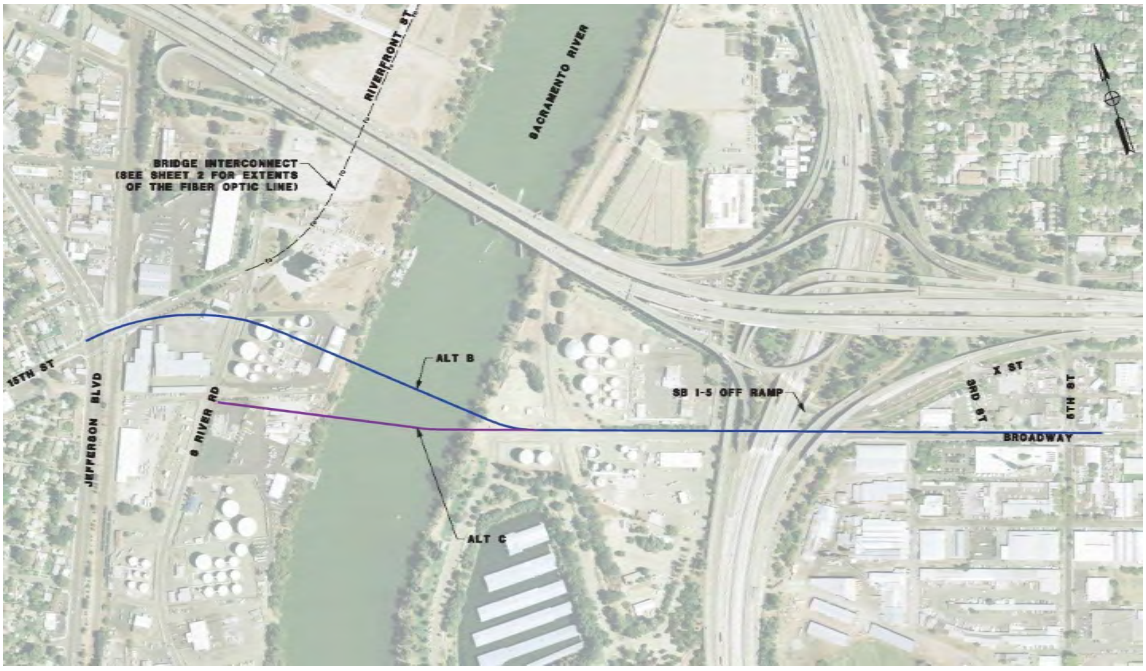
Prepared by: May 14, 2021
Jena Rogers, MA, Architectural Historian Date
ICF, Sacramento, CA

Reviewed for
Approval by: 05/14/2021
Gail St. John, District 3 Caltrans PQS Principal Architectural Historian Date

Reviewed for
Approval by: 5/14/2021
Connor Buitenhuys, District 3 Caltrans PQS PI-Historic and Prehistoric Archaeology Date

Approved by: 05/14/21
Laura Loeffler, District 3 EBC, North Region Date

Attachment A
Historical Resources Evaluation Report



Historical Resources Evaluation Report

Broadway Bridge Project

City of West Sacramento and City of Sacramento, California

Federal Project No.: TGR2DGL 5447(043)

February 2021

Caltrans
CALIFORNIA DEPARTMENT OF TRANSPORTATION

HISTORICAL RESOURCES EVALUATION REPORT FOR THE BROADWAY BRIDGE PROJECT, CITY OF WEST SACRAMENTO, YOLO COUNTY, AND CITY OF SACRAMENTO, SACRAMENTO COUNTY, CALIFORNIA

Caltrans District 3, Yolo and Sacramento Counties,
Federal-Aid# TGR2DGL 5447(043)

PREPARED BY:

Date: 2/11/2021

ICF
980 9th Street, Suite 1200
Sacramento, CA 95814
Contact: Jena Rogers
(916) 737-3000

REVIEWED FOR APPROVAL BY:

Date: 3/3/2021

Gail St. John
PQS: Principal Architectural Historian
California Department of Transportation, District 3

APPROVED BY:

Date: 04/29/21

Laura Loeffler
Branch Chief
North Region Environmental Planning M-1
Caltrans District 3

February 2021

ICF. 2021. *Historical Resources Evaluation Report for the Broadway Bridge Project, City of West Sacramento, Yolo County, and City of Sacramento, Sacramento County, California.* February. (ICF 00205.17.) Prepared for Mark Thomas Company and the City of West Sacramento.

Summary of Findings

The purpose of this Historical Resources Evaluation Report (HRER) is to assess the historic architectural and built environment for the proposed Broadway Bridge Project (project). The City of West Sacramento, in conjunction with the California Department of Transportation (Caltrans), proposes to construct a new bridge over the Sacramento River between the City of West Sacramento, Yolo County and the City of Sacramento, Sacramento County, following the current alignment of Broadway in the City of Sacramento.

The project is subject to the California Environmental Quality Act (CEQA), and the City of West Sacramento is the lead agency for CEQA. The project would use 2014 Transportation Investment Generating Economic Recovery Discretionary Grants funds from the Federal Highway Administration, and thus is a federal undertaking subject to the National Environmental Policy Act (NEPA). Caltrans is the lead federal agency for NEPA.

This technical study is intended to support analysis of the project's potential to affect built environment properties listed in or eligible for listing in the National Register of Historic Places (National Register) or California Register of Historical Resources (California Register), or any buildings and structures considered historical resources for the purposes of CEQA. This study complies with the terms of the *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as It Pertains to the Administration of the Federal-Aid Highway Program in California* (January 2014) (Section 106 PA) .

Thirteen historic era built environment resources exist within the Area of Potential Effects (APE) for the proposed project. Two of the 13 resources were previously determined eligible for listing in the National Register, two of the 13 resources are assumed eligible for listing in the National Register, and 9 of the 13 resources appear ineligible for listing. The four eligible resources are briefly described below.

The Sacramento Northern Railway (Map Reference 1) and the Sacramento River West Levee (Map Reference 10) are assumed eligible for listing in the National Register for the purposes of this project only. Caltrans Cultural Studies Office (CSO) granted permission to assume eligibility of these resources pursuant to Section 106 PA Stipulation VII.C.4. A copy of the correspondence is included in Attachment D.

The Walnut Grove Branch Line (P-34-001497, Map Reference 11) previously was found eligible for listing in the National Register under Criterion A and Criterion C. Constructed between 1906 and 1912, its period of significance is 1906 to 1929. The grade also is eligible for listing in the California Register and is considered a historical resource for the purposes of CEQA.

The Sacramento River East Levee (P-34-000490, Map Reference 12) previously was found eligible for listing in the National Register under Criterion A for its association with early advances in water management in California that resulted in the region's sustainable settlement and subsequent development, and under Criterion C for its physical representation of the evolution of California's historical levee technology. The property's period of significance reflects the earliest efforts to build levees, form reclamation districts, and develop water management policy—which took place

between the federal Arkansas Act of 1850 and the State Flood Control Act of 1911. The levee also is considered a historical resource for the purposes of CEQA.

None of the remaining 9 resources addressed in this HRER appear to meet criteria for listing in the National Register, either individually or as part of a district. Similarly, these properties are not historical resources for the purposes of CEQA. All other resources in the project area met the criteria presented in Attachment 4 (Properties Exempt from Evaluation) of the Section 106 PA and did not require evaluation. There appears to be no potential for a historic district or historic landscape that might include any of these properties as contributing elements.

Contents

Tables and Exhibits

Tables

Exhibits

Acronyms and Abbreviations

APE	area of potential effects
APN	Assessor's Parcel Number
BMPs	best management practices
California Register	California Register of Historical Resources
Caltrans	California Department of Transportation
Caltrans PA	*First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as It Pertains to the Administration of the Federal-Aid Highway Program in California* (January 2014)
CEQA	California Environmental Quality Act
CHRIS	California Historical Resources Information System
CSO	Cultural Studies Office
Delta	Sacramento-San Joaquin Delta
HRER	Historical Resources Evaluation Report
I-5	Interstate 5
National Register	National Register of Historic Places
NEPA	National Environmental Policy Act
OHWM	ordinary high water mark
PG&E	Pacific Gas and Electric
project	Broadway Bridge Project
RD	Reclamation District
RSP	Rock slope protection
SHPO	State Historic Preservation Officer
SRFCP	Sacramento River Flood Control Project
TCEs	Temporary construction easements
TMP	Transportation Management Plan
UPRR	the Union Pacific Railroad
USCG	U.S. Coast Guard

Project Background

The proposed new bridge would be located over the Sacramento River between the cities of West Sacramento and Sacramento, approximately 1,000 feet south of the existing Pioneer Bridge (Figure 1 in Appendix A). The project limits include the combined area of each of the proposed project alternatives. In general, the project limits start in West Sacramento, along 15th Street at Jefferson Boulevard continuing east and over the Sacramento River into the City of Sacramento along Broadway to the 5th Street intersection. The project limits also extend along Jefferson Boulevard approximately 1,300 feet south of the 15th Street intersection to Alameda Boulevard, along South River Road approximately 1,300 feet south and 650 feet north of 15th Street, along Marina View Drive approximately 400 feet south of Broadway, along Front Street approximately 350 feet north and south of Broadway, along 3rd Street approximately 350 feet north of Broadway to X Street, and along 5th Street approximately 200 feet north and south of Broadway. The project limits include proposed improvements to the northbound Interstate 5 (I-5) off-ramp to Broadway.

The limits of the installation of a proposed fiber optic line in West Sacramento to connect communications of the Broadway Bridge with the future I Street Bridge and the existing Tower Bridge are depicted on Figure 4 (Appendix A) as extending north along Riverfront Street to Tower Bridge Gateway and 3rd Street, ending at the intersection of 3rd Street and C Street. Staging areas that would be accessed via South River Road in West Sacramento and Front Street in Sacramento also are proposed and included in the project limits.

Plans and Studies

Related Plans and Projects

The proposed Broadway Bridge is included in many planning documents developed by both the cities of West Sacramento and Sacramento. The following plans and projects relate to the proposed project in that they direct or define future development and land use within the project area that could be affected by the proposed project, or they provide context for the future land uses proposed in the project area.

Multi-Jurisdictional Plans and Programs

Sacramento Riverfront Master Plan

In 2003, the Cities of West Sacramento and Sacramento adopted the jointly prepared *Sacramento Riverfront Master Plan, a Partnership between the Cities of West Sacramento and Sacramento* (WRT/Solomon E.T.C. 2003). The master plan is an update to two earlier plans from 1994, the *West Sacramento Riverfront Master Plan* and *Sacramento Riverfront Master Plan*. The current master plan describes the vision and framework for redevelopment of the riverfront and establishes four guiding principles: creating riverfront neighborhoods and districts, establishing a web of connectivity, enhancing the green backbone of the community, and creating places for celebrations (WRT/Solomon E.T.C. 2003:2). The master plan identifies a river crossing from Pioneer Bluff to Broadway and calls for the bridge to be multi-modal.

I-5 Subregional Corridor Mitigation Program

In 2014, the Cities of West Sacramento and Sacramento, along with the City of Elk Grove, Sacramento Area Council of Governments, and Caltrans, executed a Memorandum of Understanding to develop the I-5 Subregional Corridor Mitigation Program. In 2017, the voluntary program was adopted by West Sacramento and Sacramento as an in-lieu fee mitigation option for development projects that would result in significant effects on freeway mainline traffic volumes.

The in-lieu mitigation fee generates a portion of the funds needed for local transportation improvements within the Subregional Improvement Plan that would offset congestion impacts on local freeway mainlines by reducing vehicle delay and congested vehicle miles traveled. Local transportation projects identified in the plan, such as the proposed project, can reduce congestion on freeway mainlines by providing alternatives to the freeway for local trips. The Broadway Bridge would provide a local roadway connection alternative for travel between West Sacramento and Sacramento.

West Sacramento Plans and Projects

General Plan 2035

West Sacramento's *General Plan 2035* (City of West Sacramento 2016a) guides how the City should develop over time and specifies locations for various land uses, transportation improvements, new parks and open spaces, and other public infrastructure. *General Plan 2035* includes statements to promote the enhancement of river crossings and bridges (e.g., Mobility Element Policies M-2.11 and M-3.15) and to minimize barriers to accessibility such as the Sacramento River (Mobility Element Policy M-1.8). The plan identifies a crossing of the Sacramento River between Pioneer Bluff and Broadway.

Pioneer Bluff Transition Plan

In West Sacramento, the Pioneer Bluff District is an approximately 125-acre area along a 1-mile stretch of South River Road. Current land uses include storage and distribution facilities for petroleum products, the West Sacramento Public Works Department corporation yard, and other industrial and commercial uses. In 2014, the City of West Sacramento approved the *Pioneer Bluff Transition Plan* (City of West Sacramento 2014). The plan discusses the de-industrialization and planning efforts needed to facilitate transition of the Pioneer Bluff District to urban land uses. The transition plan provides initial guidelines and actions needed for de-industrialization and coordination with city and regional planning activities. The de-industrialization process started prior to preparation of the transition plan and has continued as demonstrated by the following.

- **Decommissioning of Wastewater Treatment Plant**. In 2008, one of the first steps toward de-industrialization occurred. West Sacramento decommissioned the wastewater treatment plant located at the southern end of the Pioneer Bluff district.
- **Relocation of Cemex Cement Terminal**. In 2009, Cemex relocated its cement terminal operations from its riverfront location on South River Road at 15th Street. Demolition of the silos and other facilities at the site began in 2014. At the same site, decommissioning of the pier in the Sacramento River is currently underway.

- **Construction of the Mike McGowan Bridge**. The bridge, which opened to traffic in 2014, connects the Pioneer Bluff and Stone Lock Districts via the northern and southern segments of South River Road.
- **Acquisition and Decommissioning of Shell Oil Facility**. In 2017, the Port of West Sacramento acquired the Shell Oil petroleum tank farm located on South River Road south of 15th Street. Through an agreement with the tank farm operator, operations of the tank farm gradually will phase out by March 2021.

The plans for de-industrialization of Pioneer Bluff also include relocation of the Union Pacific Railroad (UPRR) line known as the east-side rail line that parallels the east side of Jefferson Boulevard. Relocation of the tracks is discussed further below under *Yolo Rail Relocation*.

The Broadway Bridge roadway connection in West Sacramento would be in the Pioneer Bluff District.

Pioneer Bluff and Stone Lock Reuse Master Plan

The City of West Sacramento is preparing a master plan for the reuse of both the Pioneer Bluff and Stone Lock Districts. In preparation of the plan, a phased multi-modal transportation circulation network for the plan area was developed and approved by City of West Sacramento City Council in January 2018 (approved mobility network). For use by the proposed project, the City of West Sacramento summarized in a memorandum the approved mobility network and maximum employment and dwelling unit projections for the plan area (City of West Sacramento 2018). The memorandum also included the approximate timeline for implementation of the phases of the mobility network, and the timeline for reuse and development of the other land in the plan area.

The 10- to 15-year phase and the 15+ year phase of the approved mobility network were used to define the assumed interim (2030) and design year (2040) conditions in West Sacramento. The future condition assumptions are discussed further below under *Existing and Future No-Project Conditions*.

Bridge District Specific Plan

The *West Sacramento Bridge District Specific Plan*, formerly the *Triangle Plan*, initially was adopted by the City of West Sacramento in 1993. An updated version was adopted in 2009 (City of West Sacramento 2009). The Bridge District Specific Plan provides a framework for development of a waterfront-orientated urban district in an area of West Sacramento bounded by Tower Bridge Gateway, US 50, and the Sacramento River; the plan also includes a small area along the river south of US 50.

The northernmost roadway connection alternative for the Broadway Bridge in West Sacramento would be in the Bridge District Specific Plan area.

Riverfront Street Extension Project

The City of West Sacramento is proposing to extend Riverfront Street approximately 0.15 mile to the south to accommodate circulation and access for a Streetcar Vehicle Maintenance Facility. The extension project also would widen the east side of 5th Street/South River Road between Mill Street and 15th Street to add bicycle and pedestrian amenities, provide frontage, and place underground the overhead utilities. The bicycle and pedestrian amenities would include sidewalk along the east

side of 5th Street, a cycle track (two-way bike lane) to close a gap in the bike lane network, and enhancements at the Bridge Street and 5th intersection to route bicycles between the River Walk and 5th Street.

Yolo Rail Relocation

In 2014, the City of West Sacramento, along with the Cities of Davis and Woodland and Yolo County, created the Yolo Rail Realignment Partnership to jointly assess the feasibility of relocating and decommissioning rail lines within their jurisdictions. The assessments prepared for the Partnership identified four conceptual project phases (1, 2A, 2B, and 2C). Phase 2A includes removal of the east-side rail line and six at-grade crossings in West Sacramento, and the addition of a new rail connection between the UPRR mainline and the Port of West Sacramento spur rail terminus.

To advance the relocation of tracks in West Sacramento independently from the overall rail realignment project, in 2017 West Sacramento arranged for a more detailed engineering, environmental, and financial analysis of Phase 2A. The results of the analysis were documented in *Yolo Rail Realignment Project, Phase 2A Technical Analysis of Alternatives* (HDR 2017). West Sacramento currently is exploring mechanisms to proceed with implementation of the report's recommendations.

Advancing Phase 2A of the rail relocation is consistent with the timeline for the phased multi-modal transportation circulation network in the *Pioneer Bluff and Stone Lock Reuse Master Plan–Broadway Bridge Integration* (as adopted by West Sacramento City Council in 2018). The approved mobility network for Pioneer Bluff assumes that relocation of the UPRR east-side rail line would occur by 2030. Relocation of the east-side rail line is a necessary component of the redevelopment of Pioneer Bluff and facilitates transportation circulation patterns for the proposed Broadway Bridge

Sacramento Plans and Projects

2035 General Plan

The *Sacramento 2035 General Plan* (City of Sacramento 2015) defines the guiding vision for the city and establishes citywide goals and policies. The General Plan citywide goals and policies for mobility specify constructing new multi-modal crossings over the Sacramento River (Policy M1.3.2a). The Citywide Circulation Diagram indicates a planned arterial crossing of the Sacramento River at Broadway.

Broadway Complete Streets Plan and Project

In 2016, the City of Sacramento approved the *Broadway Complete Streets Plan* (City of Sacramento 2016a) that proposes improvements along Broadway from 3rd Street east to Franklin Boulevard. The first phase of the plan, from 3rd Street to 16th Street, is expected to be constructed in 2021. As part of the first phase, Broadway would be modified to have two travel lanes, a center two-way left-turn lane, buffered bike lanes, and on-street parking.

The new roadway connection and river crossing that would be created by the proposed project would connect with the improvements that are part of the Broadway Complete Streets Project.

West Broadway Specific Plan

The City of Sacramento is developing a specific plan for an area called West Broadway. The 240-acre plan area generally is bounded by the Sacramento River to the west, US 50 and Broadway to the north, Muir Way and 5th Street to the east, and 4th Avenue and Merkley Way to the south. The Broadway Bridge connection in Sacramento is located within the West Broadway Specific Plan area, and the bridge is recognized in the plan as a future roadway connection.

The plan area includes the Northwest Land Park Planned Unit Development area, an infill project (under construction) known as The Mill at Broadway; Alder Grove Public Housing Community and Marina Vista Public Housing community; William Land Woods Affordable Housing Community; Leataata Floyd Elementary School; Health Professionals High School; approximately 32 acres of existing industrial land uses; Miller Regional Park; and the Sacramento Marina (City of Sacramento 2019).

The *West Broadway Specific Plan* will define the land use regulations and policies for development of the plan area and will identify necessary public improvements to support new urban development. The anticipated development will be consistent with the framework of the General Plan, which anticipates a mix of traditional and urban-scale housing with neighborhood commercial uses. The City of Sacramento Community Development Department is the lead agency in developing the Specific Plan (City of Sacramento 2019).

Central City Mobility Project

Following the installation of bikeways in downtown Sacramento in 2018, the Central City Mobility Project is the next step for implementing transportation improvements identified for the central city in the City's *Grid 3.0* and the *Central City Specific Plan*. *Grid 3.0* (City of Sacramento 2016b) integrates a number of transportation projects and programs to further enhance the downtown grid. The *City of Sacramento Central City Specific Plan* (City of Sacramento 2018) establishes a policy framework to guide development and infrastructure decisions in the central city area. The Central City Mobility Project will extend the bikeway network by adding 62 blocks of protected bikeways and converting two segments of one-way streets to two-way, including 5th Street from Broadway north to I Street.

River Crossing Studies

Sacramento River Crossing Alternatives Study

In 2011, a *Sacramento River Crossing Alternatives Study* (Fehr & Peers et al. 2011) was prepared for the cities of West Sacramento and Sacramento; the report studied multiple Sacramento River crossing locations and identified a new bridge crossing the river at the proposed Broadway Bridge location. Subsequent to preparation of the *Sacramento River Crossings Alternatives Study*, in October 2011, Sacramento City Council defined by resolution that new crossings of the Sacramento River shall be "neighborhood friendly." The definition of such crossings includes serving local, rather than regional, travel; being designed with a target speed equal to or less than the approach roadways; having capacity no greater than that already planned for existing approach roadways; serving all users; and having architecturally pleasing and contextually appropriate aesthetics and dimensions.

Broadway Bridge Feasibility Study

In December 2015, the City of West Sacramento and Sacramento completed the *Feasibility Study, Broadway Bridge, West Sacramento, California* (feasibility study) (CH2M 2015) for the Broadway Bridge that analyzed four bridge crossing alignments. The four crossing locations identified in the study are listed below.

- Alignment A, connecting directly to Jefferson Boulevard at 15th Street in West Sacramento and Broadway in Sacramento.
- Alignment B, connecting directly to Jefferson Boulevard at 15th Street in West Sacramento, but reconfiguring the South River Road at 15th Street intersection and connecting to Broadway in Sacramento.
- Alignment C1/C2, connecting directly to South River Road in West Sacramento approximately 500 feet south of the existing South River Road at 15th Street intersection and connecting to Broadway in Sacramento.
- Alignment D, connecting directly to South River Road in West Sacramento approximately 1,300 feet south of the existing South River Road at 15th Street intersection and connecting to Broadway in Sacramento.

To develop alternatives for the proposed project, the alignments assessed in the feasibility study were reviewed with consideration of the approved future roadway network and additional design refinements. The feasibility study is available on the internet at: https://blob.cityofwestsacramento.org/city/depts/pw/major_projects/bbfs.asp.

Existing and Future No-Project Conditions

Because the proposed project would be constructed in the future, the conditions that are in the project area now will be different based on implementation of the planned future development and infrastructure improvements identified in the related plans and projects described above in the *Background* section. The following sections describe existing conditions and the assumed future conditions in two different future years: an interim year of 2030 and a design year for the proposed project of 2040. The interim year of 2030 is when the proposed project could first be open to traffic (the opening year). The design year is a horizon year by when the construction of planned development in both cities is expected to occur.

Existing Conditions without the Project

In West Sacramento, Pioneer Bluff's existing land uses are industrial, including tank farms and corporation yards. The road network consists of Jefferson Boulevard and South River Road as the north-south connection and 15th Street as the east-west connection. The area also includes the UPRR east-side rail line that runs in the north-south direction parallel to and just east of Jefferson Boulevard.

In Sacramento, the existing land uses in the project area are both industrial and recreational, including tank farms and Miller Regional Park/Sacramento Marina. The road network consists of Broadway as the east-west connection and Marina View Drive and Front Street as the north-south connection. A two-lane off-ramp from northbound I-5 connects to Broadway between Front Street and 3rd Street (south). In addition, the Walnut Grove Branch Line (WGBL) of the southern Pacific

Railroad, owned by California State Parks, runs through the project area in the north-south direction.

Interim Year (2030) Conditions without the Project

West Sacramento

The approved mobility network was used to develop the network for the interim year (opening year 2030) conditions without the proposed project in West Sacramento. The land use plans for the area include pipeline and tank farm removal or relocation and de-industrialization of Pioneer Bluff.

The following assumptions are for the interim (opening year 2030) roadway network conditions without the proposed project (see Figure 2 in Appendix A). The figure includes locations for a "Universal Street," a multi-modal urban street design concept.

- 15th Street between Jefferson Boulevard and South River Road realigned to approximately 300 feet south from its existing location.
- Rail Street constructed from Merkley Avenue to 15th Street.
- Eastbound US 50 on-ramp modifications constructed at South River Road.
- Riverfront Street extended to connect to South River Road.
- South River Road widened to a four-lane facility (two northbound and two southbound lanes) with a median or left-turn pocket, sidewalk, and a bike lane on both sides of the road. At the US 50 on-ramp, the cross section will include two northbound left-turn lanes onto US 50. The widening will be from Mill Street to approximately 200 feet south of the new 15th Street and South River Road intersection.
- River Walk Trail extended south from Mill Street to run along the Sacramento River and extend west along the Barge Canal to connect to Jefferson Boulevard.
- Planned transportation maintenance facility designed under US 50 near Riverfront Street. The facility will include storage tracks and a maintenance building.
- Relocation of the UPRR east-side rail line that parallels Jefferson Boulevard. Yolo County, as well as the City of West Sacramento, plans to relocate the UPRR tracks. The relocation is part of the de-industrialization effort being made in the Pioneer Bluff area (City of West Sacramento 2014).

Deviations from the above roadway network that are part of the proposed project are noted in *Build Alternatives*, below.

Sacramento

The design of the Broadway Complete Streets Project was used to develop the interim and design year conditions in Sacramento. The following assumptions are for the interim (opening year 2030) conditions in Sacramento without the proposed project.

- Broadway from 3rd Street to Franklin Boulevard converted from a four-lane to a two-lane facility with a two-way left-turn lane.
- Buffered bike lanes on Broadway.

- On-street parking on Broadway in locations where it can be accommodated.

Design Year (2040) Conditions without the Project

West Sacramento

The approved mobility network was used to develop the network for design year (2040) conditions without the project in West Sacramento. The roadway network was assumed to include the network items listed above for the interim year, in addition to those listed below (also see Figure 3 in Appendix A).

- South River Road realigned to the east.
- Rail Street extended from 15th Street to Stone Boulevard.
- Riverfront Street extended from Jefferson Boulevard to South River Road.
- East-west local roadway connections from Jefferson Boulevard to South River Road constructed at Circle Street, Alameda Boulevard, 17th Street, and 19th Street.

Deviations from the above roadway network that are part of the proposed project are noted in *Build Alternatives*, below.

Sacramento

In Sacramento, design year conditions without the proposed project were assumed to be the same as those listed for the interim year.

Purpose and Need

Purpose

The purpose and objectives of the project are listed below.

- Increase the number of river crossings that meet current design standards and encourage travel by walking, bicycling, low-energy vehicles, and public transit.
- Increase the number of persons that can safely, efficiently, and reliably cross the river.
- Increase options for emergency response teams to cross the river.
- Increase options for evacuations.
- Improve the connectivity to, and accessibility of, business, recreational areas, and new or redevelopment opportunity sites located in the urban core of Sacramento and West Sacramento without affecting the use of Miller Regional Park or the Sacramento Marina and without precluding, or negatively restricting, redevelopment options in the Pioneer Bluff or West Broadway areas of the cities.
- Reduce trip length distances across the river between major origins and destinations.
- Reduce the growth in transportation-related energy use, air pollution emissions, and greenhouse gas emissions.

- Reduce the growth in vehicle traffic on local neighborhood streets, especially cut-through traffic.
- Alleviate growth of local trips on the State Highway System.
- Provide a project design that does not preclude the future addition of light-rail, streetcar, or other mass transit mode, as a separate stand-alone project.

Need

The project is needed for the following reasons.

- Limited connectivity across the river creates longer trip lengths, which discourage walking and bicycling.
- Longer trip lengths create dependence on automobile use that generates negative public health effects and adverse environmental effects such as emissions of air pollutants and greenhouse gases.
- Limited connectivity across the river creates concentrated vehicle traffic flows on existing bridges and their connecting approach roadways, resulting in undesirable travel delays for vehicular traffic, including public bus transit during weekday peak periods and special events.
- Limited connectivity across the river reduces options for emergency response teams, thereby increasing response times and limiting alternatives for evacuations.
- Limited connectivity across the river is a barrier to economic activity, social exchanges, recreational opportunity, and access to jobs within the urban core of Sacramento and West Sacramento.
- Limited connectivity to the riverfront reduces the potential to achieve planned urban development and redevelopment of opportunity sites identified in the adopted plans of Sacramento and West Sacramento.
- Limited connectivity reduces the opportunity to use the riverfront for enjoyment and recreation.
- Peak AM/PM congestion is caused by local intercity commuters using the State Highway System as a result of having few local river crossing options.

Construction of the proposed project has independent utility because it can provide a local roadway connection between West Sacramento and Sacramento and their existing roadway networks that does not rely on construction of other facilities to operate. The project would meet the purpose and need without being dependent on construction of other projects or improvements.

Project Description

This section describes the proposed action and the design alternatives that were developed to meet the identified need through accomplishing the defined purpose(s) while minimizing environmental impacts where feasible. The proposed project is in both Yolo and Sacramento Counties and would cross over the Sacramento River and between the cities of West Sacramento and Sacramento. The proposed project is located approximately 400 to 1,000 feet south of the Pioneer Bridge (Figure 1).

The total length of the project is approximately 1.0 mile from Jefferson Boulevard in West Sacramento to the 5th Street and Broadway intersection in Sacramento. The purpose of the project is to increase the number of river crossings over the Sacramento River between West Sacramento and Sacramento. The project is needed because of the existing limited connectivity and longer trip lengths currently required.

The Sacramento River is a navigable waterway of the United States. Under the provisions of the General Bridge Act of 1946, as amended, the U.S. Coast Guard (USCG) must approve the proposed location and plans for bridges over navigable waters of the United States prior to commencing construction. The build alternatives under consideration are two alignments for the new bridge and approach roadways. The lettering of each build alternative reflects its similarity to alignments considered in the feasibility study. Figure 4 depicts the location of the build alternatives. Appendix A includes Figure 5, Preliminary Plan View Drawings, by phase. A No Build (No-Project) Alternative also is considered.

- **Alternative B** would realign 15th Street to connect to Jefferson Boulevard in West Sacramento and connect to Broadway at 5th Street in Sacramento. This alignment would require modification to the planned mobility network for South River Road and 15th Street in Pioneer Bluff.
- **Alternative C** (a modified Alignment C from the *Broadway Bridge Feasibility Study*) would connect as a "T" intersection to South River Road in West Sacramento and connect to Broadway at 5th Street in Sacramento. This alignment would require modification to the planned mobility network for South River Road in Pioneer Bluff.
- **No Build** (No-Project) Alternative would *not* build a bridge across the Sacramento River from the Pioneer Bluff area of West Sacramento to Broadway in Sacramento. The future no-project conditions planned by both cities would be developed as proposed.

Build Alternatives

The build alternatives proposed to satisfy the purpose and need for the project are discussed in this section. Each alternative includes design features common to both build alternatives such as construction of a new bridge across the Sacramento River and roadway modifications in West Sacramento and Sacramento. The common design features are discussed first, followed by the unique features of each alternative.

Common Design Features of the Build Alternatives

The proposed project would construct a new bridge over the Sacramento River between West Sacramento and Sacramento to facilitate vehicular and multi-modal traffic over the river and reduce traffic congestion, improve multi-modal transportation, and increase emergency options.

New Bridge Construction and Roadway Modifications

Bridge Construction

The City of West Sacramento, in conjunction with Caltrans, proposes to construct a new bridge over the Sacramento River, south of the Pioneer Bridge. The total length of the new bridge would vary from approximately 800 to 1,020 feet, with an up to 83-foot-wide deck consisting of two vehicle lanes, a median, on-street Class II buffered bike lanes, and sidewalks along both sides of the bridge.

The bridge would include two fixed-span approach structures that tie into the banks of the river; the structures would vary from approximately 200 to 300 feet in length on the West Sacramento bank and from 450 to 600 feet in length on the Sacramento bank. The center span of the bridge would be movable (see below under *Bridge Type* for more information on the movable span). The bridge soffit elevation would be set a minimum of 3 feet above the 200-year water surface elevation to comply with the Central Valley Flood Protection Board's freeboard requirements. Rock slope protection (RSP) (assumed 1/4 ton stone weight, machine positioned [i.e., Method B]) would be installed on the river side of the bridge abutments both above and below the ordinary high water mark (OHWM) to stabilize approximately 400 linear feet of shoreline on each side of the river.

The two fixed-span approach structures would have a superstructure depth (or total bridge thickness) of approximately 4 to 10 feet depending on the selected alternative. Each approach structure would be a one- to six-span bridge.

The required length of the movable span portion of the bridge was determined through coordination with the USCG. The movable span would provide a 170- to 230-foot clear channel opening (depending on the alignment alternative) that would line up with the western pier of the existing Pioneer Bridge (US 50 bridge) located upstream. The new bridge would have the same minimum vertical clearance of 59 feet above the maximum river elevation of 31 feet in the open position that the existing Pioneer Bridge provides (measured to the 29 National Geodetic Vertical Datum).

Bridge Type

One of three movable span types would be constructed: a vertical lift span, a swing span, or a bascule span. Each bridge alignment alternative could be built as any one of the three types. To address the possible impacts of the bridge type that ultimately is built, the largest in- and over-water footprint and the greatest number of construction-related impacts of the three types were assumed for the analysis.

After an alignment alternative is selected and the project is approved, final aesthetic design criteria would be developed in cooperation with the selected bridge architect. Some of the guiding principles of the bridge aesthetics will be how the bridge fits within the surrounding setting and within the overall Sacramento region history, values, and vision. Selection of the type of movable span would be part of the aesthetic design of the bridge.

Regardless of the bridge type that is constructed over the Sacramento River as part of the proposed project, a bridge fender system would be installed around the movable span piers to protect the piers from errant watercrafts that are navigating along the river.

A brief description of each of the three movable span types follows.

Vertical lift span bridges have a movable span that is lifted vertically to permit passage of boats beneath it. The Tower Bridge over the Sacramento River upstream of the proposed Broadway Bridge is an example of a vertical lift span bridge.

Swing span bridges rotate the movable span on a center pivot pier, allowing navigational traffic to pass the bridge on either side of the center pier. Because of the span lengths required by the USCG for the proposed project and the requirement of creating a neighborhood-friendly river crossing with low vertical grades, the superstructure of a swing span most likely would be a through-truss

design (the truss would be cross-braced above and below vehicular traffic). The existing I Street Bridge is an example of a swing span bridge.

Bascule span bridges operate by raising into the air one side of a counterweighted movable span while the other side rotates on a horizontal axis. The rotating axis could be fixed (like a hinge) or rolling (like a rocking chair). A bascule bridge can be designed with a single movable span or two movable spans (double bascule bridge). The Freeport Bridge over the Sacramento River in the town of Freeport is a double bascule span bridge.

Over-Water Construction-Site Access

Temporary trestles and barges would be used to provide the contractor with access to the river portion of the project area. Together, the trestles and barges would be used to stage construction materials, to provide a working platform for cranes, and for general construction support. The temporary trestles would consist of steel piles that would be driven into place with an impact hammer. Although the temporary work platforms would be removed at the end of the first construction season before the onset of winter, the temporary trestle piles could remain in place for the duration of construction. The barges would be anchored to the river bottom with piles that would be driven into place with an impact hammer. Up to two barges would be anchored in the river at one time. The barges would be repositioned in the channel throughout construction only as needed to complete the work. The barges and temporary piles would be removed after bridge construction is completed.

In-Water Construction Activities

In-water construction activities consist of those that would occur below the OHWM. The activities would be limited to the period of May 1 to November 30 during the two construction seasons. The in-water construction window allows sufficient time for most in-water work to be completed within the first "in-water work season," thus limiting potential impacts on fish and other species from the activities to primarily one construction season. The in-water work window was selected after consideration of agency in-water work restrictions, timing of the presence of multiple special-status fish species, timing of breeding seasons for other special-status species in the project area, and other constraints. Other construction activities occurring above the OHWM (e.g., work on the abutments and approach superstructure) would not be limited to the in-water window of May 1 to November 30.

Temporary falsework platforms would be required to construct the proposed bridge foundations and approach structures. The platforms would be constructed using temporary piles within the river. In addition, temporary cofferdams would be required to construct the bridge piers within the water. The cofferdams would consist of temporary sheetpiles installed around the individual piers. Dewatering inside the cofferdams would be required. In-water construction activities would include the following.

- Installation and removal of steel piles with a vibratory hammer and an impact hammer for the temporary falsework platforms (trestles).
- Installation and removal of steel piles with an impact hammer for anchoring barges.
- Installation of steel sheet piles with a vibratory driver for temporary cofferdams.

- Installation of steel piles for the piers with an impact hammer for the new bridge (although work would occur within dewatered cofferdams, underwater sound would propagate beyond the dewatered cofferdams).
- Installation of steel casings for the piers with a vibratory hammer or hydraulic oscillator/ rotator system for the new bridge.
- Installation of concrete piles with an impact hammer for the new bridge fender system.

Above-Water Construction Activities

After the temporary cofferdams are installed around the piers, forms would be constructed and concrete poured in the dewatered cofferdams to construct the pile caps. Work then would focus on the pier column construction. After the casings are installed, a rebar cage would be placed into the pile, and concrete would be poured into the steel shell. A cast-in-place concrete pier cap would be placed atop the columns to serve as the substructure.

Work then would focus on constructing the approach superstructure. The movable span superstructure likely would be constructed offsite, floated in, and erected when construction of the foundations are completed.

Roadway Modifications

Proposed roadway modifications that would be part of all build alternatives are described below. Roadway modifications dependent on a specific alternative are described below in *Unique Features of Build Alternatives*.

City of West Sacramento

In West Sacramento, all build alternatives would include a new intersection for the bridge roadway at South River Road.

City of Sacramento

In Sacramento, common roadway modifications include repaving and reconstructing the sidewalk along Broadway from the new bridge east to 5th Street. Roadway modifications also would include a modified intersection at Marina View Drive and Broadway; widening of the northbound I-5 off-ramp at Broadway to two left-turn lanes and one right-turn lane; and improvements at intersections of Broadway and Front Street, 3rd Street (south), 3rd Street (north), and 5th Street to transition bridge traffic into roadway network.

Class I Bikeway Improvements

City of West Sacramento

A future Class I River Walk trail extension is planned in West Sacramento. The trail is proposed within the levee setback. As part of the proposed project, the grade of the trail would be separated to allow it to pass under the proposed bridge structure. Cyclists and pedestrians approaching Broadway Bridge in either direction from the trail would have the option to continue along the trail under the new structure, avoiding the need to cross the roadway, or to connect to the structure and cross the river into Sacramento or travel westward in West Sacramento.

City of Sacramento

The existing Class I Sacramento River Bike Trail would be reconstructed approximately 1,000 feet north and 300 feet south of Broadway as part of the proposed project. In order to reconstruct the trail, permanent right-of-way acquisition from four adjacent private parcels would be necessary (acquisitions and easements are discussed in detail below in *Unique Features of Build Alternatives*). The trail would be grade-separated under the proposed bridge structure. Cyclists and pedestrians approaching Broadway in either direction would have the option to continue along the trail under the new structure, avoiding the need to cross the roadway, or to connect to the structure and cross the river into West Sacramento or travel westward on Broadway in Sacramento.

Bridge Communication Fiber Optic Line

A fiber optic cable is proposed to interconnect operational communications of the proposed project (the new Broadway Bridge), the Tower Bridge, and the I Street Replacement bridge. The fiber optic line would be placed in West Sacramento under Riverfront Street. From the proposed project, the fiber optic line would run north until Riverfront Street turns into 3rd Street and would end at the intersection of 3rd Street and C Street (see Figure 4). The fiber optic line would be installed within an existing City of West Sacramento-owned conduit along Riverfront Street to Tower Bridge Gateway. North of Tower Bridge Gateway, a new conduit would be placed within the 3rd Street right-of-way north to the intersection of 3rd Street and C Street. To minimize ground disturbance, the construction method for the new fiber optic line would be jack and bore.

Storm Water Drainage Management

Stormwater and road runoff drainage for the proposed roadway would be conveyed in a new storm drain system installed approximately 5 feet below the finished road grade of South River Road, 15th Street, and Circle Street in West Sacramento and of Broadway in Sacramento. New storm drain outfalls into the Sacramento River would be constructed near each of the bridge abutments in West Sacramento and Sacramento.

Staging, Storage, and Proposed Access during Construction

Staging areas would be used to store materials and equipment during construction, such as pipe materials, precast manholes and drop inlets, steel girders, piles, and rebar, along with construction equipment when not in use. In West Sacramento, staging area options are the West Sacramento Corporation Yard (1951 South River Road, Assessor's Parcel Number [APN] 058-260-017-000). or the Shell property recently purchased by the Port of West Sacramento (1509 South River Road, APN 058-280-005-000). Both staging areas in West Sacramento would be accessed via South River Road and are options on the condition that they are still available (have not been redeveloped) at the time the proposed project is constructed.

In Sacramento, one option for a staging area would be closing Broadway to traffic west of Front Street and using the road as a staging area with access via Broadway to the east. This option would require a traffic detour for continued access to Marina View Drive using Front Street and Miller Park Circle. Another staging area option in Sacramento is use of vacant lots (2000 Front Street, APN 009-0012-003-0000 and 2100 Front Street, APN 009-0012-075-0000) north of the California Automobile Museum with access via Front Street.

Staging areas would be in use throughout the construction duration; the areas would be returned to their pre-project conditions at completion of the project.

Utility Relocations

A number of public and private utilities would need to be relocated or adjusted to the new ground elevation as part of the project, including existing water, sewer, gas, overhead and underground electric, and communication facilities within Broadway, South River Road, 15th Street, and Jefferson Boulevard.

Two existing gas transmission lines, Kinder Morgan and Pacific Gas and Electric (PG&E), and a communication line run under the Sacramento River. The alternatives could conflict with the location of the utility lines and require the utilities to be relocated. Known conflict locations are discussed below in *Unique Features of the Build Alternatives*. Utility relocations and adjustments would be conducted prior to or during construction. As part of the final project design process, prior rights would be used to determine who is responsible for the utility relocations.

Traffic Management and Detours during Construction

While most of the project would be constructed outside of existing roadways, some project construction areas would require temporary detours or staged construction.

In West Sacramento, in order to construct the proposed project—including the new intersection at South River Road, a portion of South River Road would be closed to traffic. Closure of 15th Street also may be necessary. Travelers on South River Road to the south of the project area needing to get to South River Road north of the project area would be detoured around the project to the south and directed to travel over the Mike McGowan Bridge, turn right onto Locks Drive, right onto Jefferson Boulevard, right onto Tower Bridge Gateway, and then right onto 5th Street that becomes South River Road. The detour would be repeated in reverse for travelers on South River Road north of the project area with the desire to travel south on South River Road.

In Sacramento, construction of street widening and sidewalk improvements under the I-5 viaduct structures would be phased to allow traffic access to Front Street for the duration of construction. Miller Park and Sacramento Marina traffic would travel on westbound Broadway, turn left onto southbound Front Street, right onto Miller Park Circle, and then left onto Marina View Drive. About 3,400 feet of the Sacramento River Bike Trail would be closed north and south of Broadway and detoured to the bike lane on Front Street between the Sacramento Marina and where the Sacramento River Bike Trail meets the R Street bicycle/pedestrian bridge.

Project Construction Sequence

The project may be constructed in two phases or in a single phase. The decision to construct in one or two phases will be driven by the extent of redevelopment and implementation of the approved mobility network in the Pioneer Bluff area of West Sacramento at the time project construction starts. If constructed in two phases, an interim (opening year 2030) design phase for the proposed project would include constructing the new bridge and approach roadways with temporary pavement transitions along the existing alignment of South River Road. Construction of this first phase is expected to take approximately 36 months, with two seasons of in-water work. A subsequent phase, the design year phase (complete by 2040), would take approximately 6 months and would complete the remaining project roadway construction consistent with full buildout of the

approved mobility network (Figure 3). The roadway connection to the bridge and all other project improvements in Sacramento would be constructed during the first phase. If the project is built in a single phase, construction is expected to take 36 months.

Environmental Commitments

Each project build alternative includes environmental commitments that are part of the project description. The environmental commitments, such as best management practices (BMPs), are to be considered in conducting the environmental analysis and determining effects and findings. The purpose of environmental commitments is to reflect and incorporate best practices into the project that avoid, minimize, or offset potential environmental effects. Note: The term "mitigation" is specifically applied in this document only to designate measures required to reduce environmental effects triggering a finding of significance. These best practices tend to be relatively standardized and compulsory; they represent sound and proven methods to reduce the potential effects of an action. The rationale behind including environmental commitments is that the project proponent commits to undertake and implement these measures in good faith as part of the project in advance of effect findings and determinations in order to improve the quality and integrity of the project, streamline the environmental analysis, and demonstrate responsiveness and sensitivity to environmental quality.

Runoff and Erosion Control Practices

As is standard with all construction projects that disturb soil, the construction contractor would be required to install temporary BMPs to control any runoff or erosion from the project site into the surrounding storm drain systems and waterways in order to be compliant with local, state and federal water quality regulations. Temporary BMPs would be installed prior to any construction operations and would be in place for the duration of the contract. Removal of the temporary BMPs would be the final operation, along with project site cleanup.

In-Water Sound and Shock Level Minimization

The following BMPs would be implemented during construction of pier columns for the bridge and placement and driving of piles and temporary sheet piles for cofferdams (if needed). The cofferdams would be removed when pier column construction is completed.

- Install bubble curtains around piles during impact driving and proofing operations to dampen underwater sound shockwaves.

Conduct several dry or dead blows with the hammer initially to frighten fish away from the pile before the pile is driven or proofed with an impact pile driver. Implementation of several dry or dead blows with the hammer to initially frighten fish away is being proposed because the use of a cushioning block or similar feature would result in more strikes being needed to drive the piles, thereby resulting in a greater chance of exceeding the cumulative sound exposure levels without significantly reducing peak sound exposure levels.

Transportation Management Plan

A Transportation Management Plan (TMP) would be developed for use during project construction. The TMP would implement strategies described in the *California Manual on Uniform Traffic Control Devices* (California Department of Transportation 2019) and the Caltrans *Transportation Management Plan Guidelines* (California Department of Transportation 2015), selected in

accordance with the scale and scope of the project and the variety of transportation facility types and jurisdictions in the project area. The TMP would direct the process and procedures for dissemination of information to the public and motorists, provide guidance for implementation of incident management, describe construction strategies for traffic handling and guiding traffic through work zones, address traffic demand management during construction, and describe and direct the implementation of alternate routes or detours.

Environmental Stewardship

Construction and implementation of the proposed project would conform with applicable policies in the elements of the West Sacramento and Sacramento General Plans; requirements of the West Sacramento and Sacramento city codes; and Caltrans Standard Specification Section 14, Environmental Stewardship, (California Department of Transportation 2018:225–240). In addition to environmental protections established by state and federal law, City and Caltrans policies and standards address responsibilities for many environmental areas, such as air pollution; noise limits; protection of lakes, streams, and other water bodies; use of pesticides; safety; sanitation; convenience for the public; and damage or injury to any person or property as a result of construction.

Unique Features of Build Alternatives

Two combined bridge and roadway alignments are being considered (Figure 4). While each could be constructed in a single phase, the discussion of each alternative's unique features is separated into the components that would be constructed as part of an interim (opening year) phase and the remaining components that would be constructed as part of the design year phase. At the interim year, the new bridge across the Sacramento River would be constructed and open to traffic. By the design year, the remaining improvements and roadway connections proposed as part of the project would be constructed to allow the full, final design of the proposed project to be operational. See *Existing Conditions* for interim and design year condition assumptions without the project. If the project is constructed in a single phase, the efforts needed to construct the new bridge and the ultimate (design year) roadway alignment configuration would be completed at the same time.

Appendix A includes Figure 5, Preliminary Plan View Drawings, for each alternative, by phase.

Deviations from the approved mobility network in West Sacramento that are part of the proposed project are noted by alternative in the subsections below.

Alternative B

The proposed project would realign 15th Street between Jefferson Boulevard and South River Road, consistent with the approved mobility network shown in Figure 2, to connect the new bridge to the roadway network in West Sacramento. The bridge would connect to Broadway on the Sacramento side.

Interim Year Features of Alternative B

Project features that would be constructed and in operation by 2030 include the following.

- New bridge and roadway modifications, including a redesigned intersection connection for the bridge at 15th Street and new turn pockets on South River Road to facilitate traffic turning movements at the bridge connection in West Sacramento.

- Stormwater drainage management features.
- Utility relocations.
- Fiber optic cable installation for operational communications.

In West Sacramento, modifications to the approved mobility network would be necessary for construction of Alternative B. These modifications include the following.

- Constructing a northbound right-turn pocket on South River Road at 15th Street.
- Constructing a southbound right-turn pocket on South River Road at 15th Street.

In Sacramento, Alternative B requires the following modifications to the existing (or planned opening year) conditions.

- Reconstructing 350 feet of Marina View Drive to provide for a new connection to Broadway.
- Modifying property access along Broadway west of I-5.

The existing at-grade State Parks railroad crossing at Broadway would remain in the same location.

Construction of the interim year design of Alternative B would create 2.0 acres of new impervious surface.

RSP would be installed on the river side of the bridge abutments both above and below the OHWM to stabilize the shoreline on each side of the river.

Design Year Features of Alternative B

Project features that would be constructed by 2040 include the following.

- Roadway alignment modifications in West Sacramento necessary to shift the alignment of South River Road and connection of the new bridge to the east to conform with the approved mobility network alignment of South River Road.
- Roadway striping and turn pocket additions on Jefferson Boulevard, South River Road, and Alameda Boulevard.

In both West Sacramento and Sacramento, no additional modifications to the assumed design year conditions without the project would be needed.

Construction of the design year features of Alternative B would not increase impervious surface area from that created during the interim year phase.

Utility Relocations, Alternative B

The proposed location of the eastern bridge abutment conflicts with the location of the Kinder Morgan gas transmission line. The under-river portion of the line can remain in place; however, the proposed project would require relocation of a portion of gas line located under Broadway. The project's bridge alignment does not conflict with the location of the PG&E gas transmission line.

The proposed project also conflicts with the location of a communication line at the eastern bridge abutment. Similar to the Kinder Morgan gas line, the under-river portion of the communication line

can remain in place, but the project would require relocation of a portion of the communication line under Broadway.

Property Acquisitions, Alternative B

Permanent property acquisitions or permanent easements would be necessary to construct the proposed project. Temporary construction easements (TCEs) also would be needed. The acquisitions described below assume that the project is constructed in two phases. The acquisitions that would be needed for the interim and ultimate design years are identified in Table 1.

Table 1. Property Acquisitions Needed for Alternative B

Assessor's Parcel Number	Total Parcel Size (acres)	Interim Year Permanent Acquisition (acres)	Design Year Permanent Acquisition (acres)	Interim Year TCE (acres)	Design Year TCE (acres)	Business Relocation Necessary? (Yes, No)
West Sacramento						
058-270-006-000	2.579		0.023		0.013	No
058-270-014-000	7.568	0.120		0.015		No
058-280-003-000	3.530	1.005	0.056	0.089	0.012	No
058-280-005-000	6.010	2.920	0.200	0.325	0.065	No
058-280-006-000	0.473	0.056		0.055		Yes
058-280-007-000	0.911	0.177		0.027		Yes
843-57-5-7	6.477	0.064		0.019		No
Sacramento						
009-0012-008-0000	1.598	0.220		0.074		Yes*
009-0012-038-0000	0.033	0.033				No
009-0012-064-0000	2.673	2.673				No
009-0012-065-0000	0.793	0.793				No
009-0012-071-0000	2.494	0.378		0.159		Yes*
009-0012-072-0000	6.903	0.049		0.068		Yes*
009-0020-001-0000	1.525	0.605		0.083		No
009-0030-054-0000	5.616	0.657		0.274		Yes*

TCE = temporary construction easement.

*Assumes the fill slopes shown along realigned Broadway in Appendix A. No business relocation would be necessary if retaining walls are constructed instead of fill slopes to support the increase in elevation and widening of Broadway between the bridge and Front Street.

Alternative C

Alternative C (modified from the feasibility study) would connect to South River Road at a new intersection between 15th Street and Circle Street on the West Sacramento side and would connect to Broadway on the Sacramento side.

Interim Year Features of Alternative C

Project features that would be constructed and in operation by 2030 include the following.

- New bridge and roadway modifications, including construction of a new "T" intersection on the existing alignment of South River Road.
- Stormwater drainage management features.
- Utility relocations.
- Fiber optic cable installation for operational communications.

In West Sacramento, modifications to the approved mobility network shown in Figure 2 (Appendix A) would be necessary for Alternative C. These modifications include the following.

- Creating a "T" intersection on South River Road between 15th Street and the future Circle Street location.
- Constructing an interim northbound right-turn pocket on the existing alignment of South River Road at Broadway.
- Constructing an interim southbound left-turn pocket on the existing alignment of South River Road at Broadway.

In Sacramento, Alternative C requires the following modifications to existing conditions.

- Reconstructing 350 feet of Marina View Drive to provide for a new connection to Broadway.
- Modifying property access along Broadway west of I-5.

The existing at-grade State Parks railroad crossing at Broadway would remain in the same location.

Construction of the interim year design of Alternative C would create 2.2 acres of new impervious surface.

RSP would be installed on the river side of the bridge abutments both above and below the OHWM to stabilize the shoreline on each side of the river.

Design Year Features of Alternative C

Project features that would be constructed by 2040 include the following.

- Roadway alignment modifications in West Sacramento necessary to shift the alignment of South River Road and the "T" intersection connection of the new bridge approximately 100 feet to the east to conform with the approved mobility network alignment of South River Road.
- Roadway striping and turn pocket additions on Jefferson Boulevard, South River Road, and Alameda Boulevard.

In West Sacramento, additional modifications to the approved mobility network would be necessary to construct the design year components of Alternative C. Leading up to the design year, development in Pioneer Bluff will occur following a new alignment of South River Road (road shifting to the east as shown in Figure 3 in Appendix A). After construction of the proposed project in the interim year, the new alignment of South River Road would require the proposed project to reconstruct the bridge's roadway connection to match. Modifications to the approved mobility network in West Sacramento include the following.

- Creating a new "T" intersection matching the new more eastern alignment of South River Road between 15th Street and Circle Street.
- Constructing the final northbound right-turn pocket on South River Road at Broadway.
- Constructing the final southbound left-turn pocket on South River Road at Broadway.

In Sacramento, no additional changes from the interim design are needed.

Construction of the design year features of Alternative C would not increase impervious surface area from that created during the interim year phase.

Utility Relocations, Alternative C

The proposed location of the eastern bridge abutment conflicts with the location of the Kinder Morgan gas transmission line. The under-river portion of the line can remain in place; however, Alternative C would require relocation of a portion of gas line located under Broadway. This alternative does not conflict with the location of the PG&E gas transmission line or the under-river communication line.

Property Acquisitions, Alternative C

As with Alternative B, permanent property acquisitions or permanent easements will be necessary for Alternative C. TCEs also would be needed. The acquisitions described below assume that the project is constructed in two phases. The acquisitions that would be needed for the interim and ultimate design years are identified in Table 2.

Table 2. Property Acquisitions Needed for Alternative C

Assessor's Parcel Number	Total Parcel Size (acres)	Interim Year Permanent Acquisition (acres)	Design Year Permanent Acquisition (acres)	Interim Year TCE (acres)	Design Year TCE (acres)	Business Relocation Necessary? (Yes, No)
West Sacramento						
058-270-006-000	2.579	0.777	0.810	0.080	0.058	Yes
058-270-007-000	0.450	–	0.104	–	0.025	No
058-270-014-000	7.568	2.762	–	0.102	–	Yes
058-280-005-000	6.010	0.680	0.136	0.137	0.071	No
Sacramento						
009-0012-008-0000	1.598	0.223	0.223	0.074	0.074	Yes*
009-0012-038-0000	0.033	0.033	0.033	0.000	0.000	No
009-0012-064-0000	2.673	2.673	2.673	0.000	0.000	No
009-0012-065-0000	0.793	0.793	0.793	0.000	0.000	No
009-0012-071-0000	2.494	0.394	0.394	0.158	0.155	Yes*
009-0012-072-0000	6.903	0.063	0.063	0.074	0.069	Yes*
009-0020-001-0000	1.525	0.682	0.682	0.082	0.081	No
009-0030-054-0000	5.616	0.672	0.672	0.428	0.270	Yes*

TCE = temporary construction easement.

*Assumes the fill slopes shown along realigned Broadway in Appendix A. No business relocation would be necessary if retaining walls are constructed instead of fill slopes to support the increase in elevation and widening of Broadway between the bridge and Front Street.

No Build (No-Project) Alternative

Under the No Build Alternative, a bridge across the Sacramento River from the Pioneer Bluff area of West Sacramento to Broadway in Sacramento would not be built. In West Sacramento, the redevelopment of Pioneer Bluff would continue as Riverfront Mixed-Use following the City's General Plan and the guidance in the *Pioneer Bluff Transition Plan (*approved 2014), the *Pioneer Bluff and Stone Lock Reuse Master Plan* (pending approval) and the approved mobility network (as approved by West Sacramento City Council in 2018).

In Sacramento, plans for, and implementation of, roadway improvements and redevelopment would continue consistent with the *West Broadway Specific Plan* and the *Broadway Complete Streets Plan*.

Area of Potential Effects

The built environment area of potential effects (APE) considers the maximum extent of potential direct effects on cultural resources that could result from the project. In accordance with the Section 106 Caltrans PA Stipulations VI.B.7 and VIII.A, the APE for the project was established in consultation with Lisa Machado (PQS-PI-Prehistoric and Historical Archeology), Gail St. John (PQS: Principal Architectural Historian), and Martin Villanueva (Local Assistance Engineer) in 2018.

The project footprint includes those areas of the project described as new construction, easements, utilities, and operations-related activities such as staging and access. The APE consists of the project footprint and the assessor's parcels that intersect the footprint, and is the maximum potential extent of direct effects resulting from the project. In consideration of the two proposed build alternatives under consideration, the APE for potential indirect effects (such as visual, auditory, and vibratory) includes parcels adjacent to the project footprint that contain buildings, structures, or objects of sufficient age to warrant evaluation for listing in the National Register.

In project areas where project activities, per the project description, have no potential to directly or indirectly affect built historical resources, assessor's parcels intersecting the project footprint are not included in the APE. Specific project components with no potential for direct effects depicted on the APE maps (Appendix A Figure 5) include the following for both Alternatives B and C.

- Roadway striping and turn pocket additions on Jefferson Boulevard, South River Road, and Alameda Boulevard, in West Sacramento; and on Broadway, in Sacramento.
- Bridge communication fiber optic line installation in existing conduit or in new conduit in existing roadway, in West Sacramento.
- Use of existing roads to access proposed staging areas, in West Sacramento and Sacramento.

Research Methods

ICF prepared this HRER following the guidelines established in Caltrans' *Standard Environmental Reference* Volume 2 – Cultural Resources, Chapter 7 *Built Environment Resources Evaluation and Treatment*, revised January 2, 2014 and the Caltrans PA. ICF followed a three-step process to prepare this report: (1) background research to establish the historic context for evaluating

resources in the APE; (2) in-depth property-specific research; and (3) on-site fieldwork to inspect and record resources in the APE.

Records Searches

CHRIS Records Searches

The Office of Historic Preservation's California Historical Resources Information System (CHRIS) maintains copies of previous cultural resource studies and recorded cultural resources in California. On November 19, 2015, and October 31, 2017, ICF requested records searches at the CHRIS Northwest Information Center, Sonoma State University, Rohnert Park, for those portions of the APE in Yolo County. On November 23, 2015 and October 2, 2017, ICF requested records searches at the CHRIS North Central Information Center, California State University, Sacramento, for those portions of the APE in Sacramento County. The records searches consulted USGS base maps and geographic information system databases for previously recorded cultural resources and previously conducted cultural resources studies in the APE and all areas within 0.5 mile thereof.

Other Archival Records Searches

ICF conducted additional background research to arrive at a general understanding of the historical settlement and development of the project area. Research was largely conducted at the California State Library in Sacramento, the University of California Shields Library at Davis, and on-line digital repositories.

The following resources were reviewed.

- Historical USGS maps
- Historical aerial photographs
- Historical Sanborn fire insurance maps (Sanborn maps)
- Government Land Office maps

Records Search Research Results

Built Environment Resources Recorded Previously in the APE

CHRIS records searches and background research identified five built environment resources recorded previously in the APE. Resource information, including National Register and California Register status, is summarized in Table 3.

Table 3. Built Environment Resources Recorded Previously in the APE

Primary Number *Trinomial*	Resource Name	National Register Eligibility (CHRS Code)	Evaluation (Date of Evaluation)
P-57-000195	Sacramento Northern Railroad	Not Eligible (6Z)	Corbett (1993); Mead & Hunt (2010)
P-57-000564	West Sacramento Wastewater Treatment Plant	Not Eligible for California Register (6C)	Tomes (2007)
P-57-000632	Sacramento River West Levee	Not Eligible (6Z)	Havelaar and Gueyger (2010)
P-34-000490	Sacramento River East Levee	Eligible (2S2)	Kim and Haley (2016)
P-34-001497 *CA-SAC-1092H*	Walnut Grove Branch Line	Eligible (2S2)	PAR (1991)

Data sources: CHRIS record search results 2015 and 2017.
CHRS = California Historical Resource Status.

Previous Cultural Resources Studies in the Project Area

Nine cultural resources studies have been conducted previously in the APE. Of these, four were conducted in the eastern APE in Sacramento County, and five in the western APE in Yolo County (see Table 4). Additionally, the CHRIS has record of 39 cultural resources studies that have been conducted previously in areas within 0.5 mile of the APE. Of these, 16 were conducted in Sacramento County and 23 were conducted in Yolo County.

Table 4. Cultural Resources Studies Conducted Previously in the APE

Report	Date	Author	Report Title
S-0128	1984	Maniery and Maniery	*An Archaeological Survey of the Sacramento Boat Harbor Expansion Project at Miller Park, Sacramento County, California.*
S-8211	2006	St. John	*Historic Resources Evaluation Report for the Proposed Bridge Deck Rehabilitation of Twenty-one Bridges in Sacramento County*
S-9423	2008	Grant	*Cultural Resources Survey for the Urban Levee Project*
S-12171	2016	Letter and Nicchitta	*Cultural Resources Assessment, BAPL (Bay Area Products Line), Pittsburg to Sacramento Leg PIM Repairs, Sacramento and Yolo Counties*
S-25311	2002	Martin and Self	*Cultural Resources Assessment Report, SFPP, L.P. Proposed Concord to Sacramento Pipeline Project*
S-34075	2007	URS Corporation	*Cultural Resources Report for the Geotechnical Evaluation Project, December 2006*
S-35094	2008	URS Corporation	*Cultural Resources Survey for the Urban Levee Project*

Report	Date	Author	Report Title
S-38635	2010	Lydecker	*Cultural Resources Remote Sensing and Diver Investigations at Selected Target Locations, Sacramento River Bank Protection Project (SRBPP), Sacramento River and Tributaries*
S-38637	2012	Havelaar	*Historic Properties Treatment Plan, Sacramento River Bank Protection Project*

Data source: CHRIS record search results 2018.

Consultation

On behalf of the City of West Sacramento, ICF sent outreach letters on February 13, 2018, describing the project and requesting any information on potential cultural resources in the APE from organizations identified on the California Historical Society's historical resources contacts lists. The Center for Sacramento History responded to the initial letters and informed ICF that it had resources information that may contribute to the study.

Follow-up phone calls were made on February 20, 2018, to contacts who had not yet responded to the initial letters. One response was received by telephone from Sacramento County Historical Society President Greg Voehl, who expressed an interest in sharing the project information with the Society and submitting any comments the Society might have. A second response was received by telephone from Nathan Hallam, who informed us that the California Council for the Promotion of History is an academic organization that does not work with outside agents to provide historical information regarding cultural resources projects.

In 2020, at the request of Caltrans, ICF sought input on the project's cultural resources from local organizations interested in Chinese heritage. ICF confirmed that Chinese heritage organizations exist in the Sacramento-San Joaquin Delta region and in the greater San Francisco Bay Area, but none are active currently in the West Sacramento and Sacramento area. ICF consulted the Sacramento Historical Society and the Center for Sacramento History about their knowledge of local historical groups that are not included in the California Historical Society and Office of Historic Preservation contacts lists. Specifically, the renewed outreach inquired about knowledge of or interest in Sacramento's Chinese heritage, and knowledge of any Sacramento area organizations who may have this interest. Responses were received in January 2021 from the Sacramento Historical Society and the Center for Sacramento History, and neither response indicated special interest in or knowledge of potential interest of others in Sacramento's Chinese heritage.

Records of historical society outreach and correspondence are in Appendix B.

Field Methods

ICF surveyed and recorded built environment cultural resources in the APE on February 6, 9, and 20, 2018. The survey was conducted according to guidelines established in Caltrans' *Standard Environmental Reference*, Volume 2 – Cultural Resources, Chapter 7 *Built Environment Resources Evaluation and Treatment*, revised January 2, 2014. Architectural historians Jena Rogers and Katheryn Haley conducted the survey. Ms. Rogers and Ms. Haley meet the qualifications of an

Architectural Historian per Attachment 1 of the Caltrans PA. The survey effort included recording built environment cultural resources in the APE with digital photographs and by handwritten notes. For twelve of the nineteen parcels surveyed, permission to enter was not granted; therefore, survey was conducted from the public right-of-way.

Historic Overview

Introduction

The APE spans the Sacramento River between the City of West Sacramento in eastern Yolo County and the City of Sacramento in western Sacramento County, south of the Pioneer Bridge (US 50 bridge). The project is in California's northern Sacramento-San Joaquin Delta (Delta), a landscape that has helped define the region's historical geography and socioeconomic developments.

Early Colonial History

In 1821, colonial Spanish expeditions explored the Sacramento River as far north as Colusa County. In the early nineteenth century, the colonial Mexican government granted lands to Swiss entrepreneur Captain John Augustus Sutter, who established the area's first permanent non-native colony at New Helvetia near the confluence of the Sacramento and American Rivers. Sutter developed a fortified homestead with numerous satellite ranches that used primarily native Miwok and Maidu labor and focused on specific manufacturing industries such as cattle ranching, fishing, and brickmaking (Kyle 2002:567–571). During this early era (1821 to 1848), barges and ferries were a common means of transportation on the rivers and through the Delta's undeveloped marshlands.

Through the Gold Rush and early California statehood eras (1848 to 1865), the Sacramento River and the Delta's natural channels were relied on for travel and commerce between the San Francisco Bay Area and the gold camps in the western Sierra Nevada. Agricultural products from the northern and southern Central Valley were transported through this river traffic hub for wholesale manufacturing and distribution. Homesteads and communities were established along these riverine routes. The Sacramento River's waterfront became a busy commercial district with freight docks, warehouses, retail and services shops, trade unions and shipping offices, banks, and numerous lodgings. During this period, Sacramento River steamboats and barges carried wheat, wood, hay, coal, brick and other merchandise for sale in the region and for distribution throughout California (Dames and Moore 1995:11–18).

Planned city grids grew from the riverfronts at Washington and Sacramento, and became populated with schools, fires stations, and many styles of residences that housed laborers, merchants, and city officials. Early California railways built at Sacramento introduced a new means of travel and transport in competition with the region's steamboat companies. In the 1850s and 1860s, Sacramento constructed a series of flood protection levees that were continually improved upon by private and municipal agents, and that facilitated city and railway developments (Willis 1913:354–358). At this time, eastern Yolo County in the APE developed partially-leveed agricultural land with close ties to the river Delta settlements and commerce.

In the early twentieth century, Yolo and Sacramento Counties saw continued railroad, levee, and riverfront industrial development. Petroleum distribution infrastructure expanded on the

waterfront, including shipping docks, storage tanks, railway spurs and sheds, and pipelines. Railroad grades were built on levees as combined infrastructure, and the railroad industry grew in tandem with the high demand for petroleum distribution. In 1901, Southern Pacific Railroad Company expanded its railyards shops in Sacramento and hired a large work force to manufacture carriage cars (San Francisco Call 1901). The Southern Pacific expanded again in 1906, with regular batch orders of petroleum tank cars, for a total of 625 cars (Sacramento Union 1906).

During World War II, the region's active military bases and supporting industries prompted rapid population growth. This trend instigated suburban housing and commercial centers throughout the region. Following World War II, numerous municipalities in the United States began implementing redevelopment projects to renovate areas deemed economically blighted. This post-War redevelopment planning was undertaken in tandem with new federal highways planning. In the Sacramento area, new highway systems were introduced that included I-5, a raised freeway along Sacramento's western city limits, and the Yolo Causeway, a wetlands bridge that connects West Sacramento with the western Yolo County City of Davis. At this same time, the state's oil distribution system increased, and fuel terminal tanks expanded their capacities with permanent pipelines and additional tanks.

Unlike West Sacramento, Sacramento city officials circumvented the public vote against redevelopment project funding by establishing a special agency. The Redevelopment Agency's actions of the 1950s and 1960s were like others throughout the nation and eventually led to an overhaul of public policy and requirements that greater public participation was central to federal, state, and local planning (Hata 1992:41–52). Implemented redevelopment projects focused on Sacramento's historic downtown between the waterfront and 12th Street, and between J and O Streets. The APE in West Sacramento remained relatively untouched by these large-scale projects, while the new I-5 and U.S. Highways 50 and 99 exchange effectively separated the southern city along the Broadway corridor from the downtown area's late-20th century commercial and civic developments.

West Sacramento Waterfront History

In 1844, Mexico's colonial government granted the Rancho Nueva Flandria lands on the Sacramento River's western bank to John Schwartz, a Dutch emigrant who came to California in 1841. Schwartz sold 600 acres of his rancho to James McDowell in 1846. After his death, McDowell's wife Margaret laid out the 160-acre Washington townsite in 1850. From 1851 to 1857, and again from 1861 to 1862, Washington served as the Yolo County seat (Walters 1987:11; Kyle 2002:567–571).

In the early 1850s, the Pacific Coast's salmon canning industry was founded on the western bank of the Sacramento River, across the river from the foot of Sacramento's K Street. Brothers William and George Hume established a fishing business at the location in 1852, selling fresh and salted salmon locally. They invited Andrew Hapgood, a fellow fisherman with experience canning lobster in Maine, to join the partnership. Hapgood brought second-hand canning equipment to the company, and the Humes expanded their small cabin to accommodate a canning shop. The Hapgood-Hume Company painted their salmon cans a combination of red lead and turpentine, and consumers began to recognize company's bright red cans even when the labels were missing. Although approximately half of their cans exploded at the seams in the first year of production, the company sold around 2,000 cases of canned salmon. By 1882, 20 salmon canneries on the Sacramento River were producing 200,000 cases per year. However, in 1865, the Hapgood-Hume Company noted the river's salmon supply decreasing due to Sierran hydraulicking sediments and relocated to Eagle Cliff in

Wahkiakum County, Washington. The National Park Service recognized the Hapgood-Hume company as the founding father of the Pacific Coast's salmon canning industry and designated the site of the original shops on West Sacramento's wharf a National Historic Landmark on April 28, 1965. Subsequently, the site was developed as a recreational park, and the National Parks Service withdrew the landmark designation on July 14, 2004 (U.S. Department of the Interior 1964; National Parks Service 2004).

Until the early 1900s, most of the area's commercial river traffic from northern and western Yolo County passed through Washington (Walters 1987:11–15). During this period, the Yolo County riverfront south of Washington remained distinctly tied to the river Delta's agricultural landscape. An interior levee network was built to manage drainage at small farm parcels, including the channels and raised roadbeds necessary to support the area's farming economy (US Geological Survey 1907). In contrast, the wharf north of the Tower Bridge has industries such as Capitol Rice Mills and the Rice Growers Association of California operations.

West Sacramento in and near the proposed project is characterized by residential, commercial, and industrial developments that began in the years after World War I (City of West Sacramento 2016b). Reclamation District (RD) 900 completed its engineered levees between 1911 and 1916, setting the stage for subsequent development of communities and industries in the area. By the late 1920s, the RD 900 area's population had doubled with the growth of Washington (later Broderick), Bryte (later Riverbank), and West Sacramento (Walters 1987:11–15).

In the early decades of the twentieth century, a number of railroads provided service to the various communities that make up present-day West Sacramento, including the Sacramento Northern Railway electric interurban (Corbett 1993a). The first railroad to provide service to the Yolo County riverfront was the California Pacific Railroad, which reached Washington in 1868 and then Sacramento via the I Street Bridge in 1870; these tracks remain extant at Broderick and the I Street Bridge. However, the Western Pacific Company's Sacramento Northern Railway electrified rail along present-day Jefferson Boulevard was the earliest major railway in West Sacramento (see Exhibit 1).

Exhibit 1. Sacramento Northern Railway's electric interurban near West Sacramento, ca. 1910. Source: Photograph album of the Creation of West Sacramento. On file at the California State Library, Sacramento, CA.

Eastern Yolo County's historical development also took the form of improved roads. Beginning in 1850, the county government assumed responsibility for most of its road construction and

maintenance. County road crews initially used gravel or macadam to surface roads; by 1911, petroleum oil was the main binding agent. Despite the county's efforts, the new roads proved inadequate for the increasing number of automobiles and trucks passing through the area via the I Street and M Street Bridges. In 1912, the West Sacramento Company began experimenting with Portland cement to improve the durability of local roadways. The company built a 3,000-foot cement-paved road in Bryte. Although the experiment proved successful, cement was not used to pave the county's major roads until the early 1920s (Walters 1987:23).

In 1913, the first phase of the West Sacramento Subdivision Plan was implemented on RD 900's reclaimed lands along Jefferson Boulevard. The residential development plan portrayed 70 blocks of 1,665 irregular town lots accessed by meandering streets juxtaposed with rectangular gridded streets—as well as parks; a school; and rose-colored, tree-lined sidewalks. The plan was implemented by developers Haviland, Dozier & Tibbetts, who downsized the lots; reduced the number of civic buildings in favor of single-family homes; and included more common, gridded streets. Few of the development's subdivisions were purchased and developed, and most of the purchases were by Southern Pacific Railroad employees. The West Sacramento Company built several model houses that were extant in 1993 (Corbett 1993b).

Circa 1937 to 1938, West Sacramento in the APE remained relatively undeveloped as a civic area, and RD 900 at its southern end was a well-established grid of managed water channels and agricultural lands. Agricultural warehouses were located at the junction of Jefferson Boulevard and River Road, and Lake Washington was an outstanding geographic feature between the reclamation district and U.S. Highway 40 to the north (Thomas Brothers 1938). Jefferson Boulevard was well established along the Sacramento Northern Railroad Line. The waterfront supported river commerce, with two wharves northeast of 15th Street (University of California 1937).

With the onset of World War II, the manufacturing economy increased, but few new buildings were constructed due in part to the shortage of building materials (Walters 1987:34). However, the West Sacramento Subdivision Plan's second phase was implemented in 1941, which included resurvey of the northern portion of the 1913 phase and consolidation of several residential parcels for resale (Corbett 1993b).

At the close of World War II, the U.S. Army Corps of Engineer's Sacramento District office recommended construction of a deep-water ship channel to connect Sacramento to the San Francisco Bay Area. With Congressional approval, construction on the federal government's eastern Yolo County's deep-water Barge Canal began in 1949 and was completed in 1962. The channel terminated at West Sacramento's deep-water harbor, where port facilities were built to support cargo loading and Lake Washington was transformed into a ship turning basin (Walters 1987:35).

Also following the war, new factories and other industrial structures were built on the western river bank. Major brands included the State Box Company, Rice Growers Association, and Leinberger's Slaughterhouse. By 1952, West Sacramento's industries north of the Tower Bridge and in the vicinity of Jefferson Boulevard, 15th Street, and South River Road had industrialized at the wharf south of the Tower Bridge with cement plants and rice mills (Walters 1987:32–35). The oil industry expanded from its foundations at Sacramento's waterfront, and fuel storage and distribution companies such as Ramos Company settled at the West Sacramento waterfront in 1957. Today, these mid- and late-century businesses are relocating to the port.

The canal and port brought a new workforce that contributed to the area's post-war housing boom. The era's residential architecture reflects the influences of the Minimal Traditional style and the

subsequent 1950s Ranch style. The post-war housing boom was reflected in the population of East Yolo County, which rose from 5,385 in 1940 to 25,032 in 1960. In 1987, the communities of West Sacramento, Bryte, and Broderick officially incorporated as the City of West Sacramento. As of the 2010 U.S. Census, the city's population reached 48,744 (Walters 1987:35).

Sacramento Waterfront History

The City of Sacramento originated in the mid-nineteenth century at the confluence of the Sacramento and American Rivers. In 1841, Captain Sutter was granted land by the Mexican Governor and founded his fort at New Helvetia on high ground 2 miles southeast of the confluence. The area presently known as Old Sacramento originally was shaped by bustling commercial activity along the riverfront embarcadero at the foot of I, J, and K Streets. During this period, the Sacramento Valley near the Sacramento Delta was most easily traveled by its waterways, and Sutter built the earliest portions of the embarcadero to serve his colony's shipping needs. Sutter's 1847 census reported 22,657 people in the Sacramento area (Sacramento History Online 2020).

California's Gold Rush and early statehood eras saw rapid development in Sacramento that established the city as an economic and political center in California. In December 1848, Captain W. H. Warner and General W. T. Sherman surveyed and laid the city's street grid. Streets were laid out in an orthogonal grid that was aligned with Front Street along the river's eastern bank. Adjacent to the embarcadero, buildings rose rapidly on lots lining Front Street between I and K Streets. By July 1849, there were approximately 100 buildings along the new city's waterfront. That same year, the City Cemetery was built at 10th and Y Streets; the city's first post office began operating on the river barge *Wilton*; and the city's first newspaper, *the Placer Times,* was published at Sutter's fort. In 1850, California was admitted to the Union, the city and county of Sacramento were granted official charters by the new state legislature, and the first county courts sessions were held. In 1851, the county's courthouse was built in the city and, in 1854, Sacramento was designated as the state capitol (Sacramento History Online 2020; California Department of Transportation 2016:18–37).

Situated only a few feet above sea level on the Delta floodplain, seasonal river floods loomed as a constant threat to the new city. A natural levee on the eastern bank of the Sacramento provided minor protection from regular winter and spring floods from the west. However, at the American River bend near the confluence, the river water frequently spilled into the city's northern edge or flooded the entire city. In 1850, a disastrous flood inundated the city and prompted local officials to authorize Sacramento's first levee construction project. Floods recurred through the 1850s, and indeed worsened, as debris from Sierran hydraulic mining operations filled in the valley's river channels and reduced their flow capacity. In the 1860s, a concerted effort was resumed to repair and strengthen the city's levees, and in 1868, the American River was rerouted to eliminate its flood-prone bends at the city's northern edge (Sacramento History Online 2020).

In 1856, Sacramento established California's first railroad, the Sacramento Valley Railroad, which completed its route from Sacramento northeastward to Folsom. The Central Pacific Railway Company completed the first Transcontinental Railroad in 1869. As its western terminus, Sacramento saw economic benefits spurred by Central Pacific's new maintenance shops, roundhouse, and other facilities that served the west coast rail industry. The period highlighted the continued dominance of the railroad in shaping the commercial development and transportation infrastructure of the area. By the mid-20th century, highway transportation would overshadow the railways.

Major engineering efforts in the early 20th century would rebuild the city's network of levees. Sacramento's riverfront levees that were conceived in the early 1850s, and built and rebuilt with various success, were systematically replaced with more refined engineering. In the APE, the main river levee consists of a steep and continuous built slope along the wharf, reinforced with rip-rap and rock. The western end of Broadway currently travels over the riverfront's interior levee as the road approaches the waterfront and Miller Park. Known as Y Street before 1944, Broadway was the southern boundary of the Sacramento City grid (Sacramento City Engineering Department 1944). In 1878, a railroad levee at R Street was superseded by the Y Street levee, allowing for new residential and commercial development in the southern city grid that included the Southside Park neighborhood near X and 8th Streets. By 1895, this levee supported a railroad and was flanked by Commercial and White Streets on the northern side of Y Street (Sanborn Perris Map Company 1895). In 1903, the Southern Pacific Corporation's Sacramento Southern Railroad Company rails were laid on the levee between W and Y Streets, igniting a property easement battle between the rail company, the city, and the private property owner, a Mr. Miller. The rail prevailed, and by 1912, the Sacramento Southern was extended south of Y Street to Walnut Grove (the Walnut Grove Branch Line). That same year, the Southern Pacific Corporation transferred this asset to the Central Pacific Railroad Company, a paper company and subsidiary of the Southern Pacific.

By 1915, the levee had expanded to support additional railroad lines, and Commercial Street had been replaced by the Associated Oil Company and Standard Oil Company parcels on the northern side of Y Street. At that same time, the Sacramento Natural Gas Company's Gas Works parcel was located on the south side of Y Street. The interior levee parcels north of Y Street were vegetable gardens that extended from the levee at Front Street to 6th Street, and 2nd and 4th Streets between X and Y Streets were not open roads. According to the 1912 County directory, the gardens were owned, and sometimes resided at, by numerous individuals, including T. Kuroda, M. S. Lee, Sing Lee, U. Mukai, T. Yamasaki, H. Aoki, Mon Lee, and Quong Mow. The gardens at 2nd and Y Streets were known as the Go Chin Garden. The parcels south of Y Street belonged to the Union Oil Company of California and featured petroleum terminal tanks and buildings serviced by a railroad spur (Pacific Telephone and Telegraph Company 1912:1–146; Sanborn Map Company 1915:75, 77, 78).

By 1944, the Y Street levee had been removed, its railway has been shifted north to the X Street corridor, and the street had become known as Broadway (Sacramento City Engineering Department 1944). Miller Park appears on maps at the Broadway wharf beginning in 1947; the southern portion of the Sacramento Marina at Miller Park was built the 1950s and was altered in the 1980s with construction of the northern marina. Also by 1947, three main spurs of the Southern Pacific Railroad extended along Broadway from the levee to Front Street, and then continued along the southern side of Broadway to 6th Street.

By 1952, the Tidewater Associated Oil Company owned and operated oil storage tank farms at its wharf properties on parcels north and south of Broadway's waterfront. The Standard Oil Company, located on a parcel north of and adjacent to the Tidewater property, also had a tank and wharf located on the west side of the levee. Union Oil Company continued to operate on the interior levee parcel south of Broadway, and the former gardens extending along Broadway's northern side at Front Street were being replaced by Standard Oil terminal tanks. Also, north of Broadway, land continued to be used for gardens between Front and Second Streets. A box storage yard, a truck sales and service shop, the Macaroni Factory, a tractor sales and service shop, a restaurant, and a gas and oil station were located between 2nd and 5th Streets. The southern side of Broadway was

populated with the Poultry Producers of Central California properties, a produce warehouse, welding shops, a dog food manufacturer, and a cheese warehouse (Sanborn Map Company 1952).

Petroleum Industry Terminals

Petroleum resources initially were exploited in California as an alternative to coal fuels and first were taken from seepages in Ventura County circa 1850 to 1860. In 1866, U. S. Senator Leland Stanford invested in constructing a tunnel at the Ventura source, followed by similar gravity-driven infrastructure at Sulphur Mountain and McKittrick. Stanford's operation succeeded in extracting petroleum tar and transporting the tar to San Francisco, California's metropolitan center at the time. The California Star Oil Company built the state's first refinery at the Ventura-Newhall source in 1876. Three years later, the Pacific Coast Oil Company acquired the California Star, as well as emerging Santa Clara Valley oil companies, and laid the state's first pipeline at Newhall (Higgins 1928:11–15). During this period, however, petroleum was challenging to transport, process, and market.

California's petroleum industry emerged in the 1880s, led by large oil strikes in Kern County and the Los Angeles Basin (Kyle 2002:567–571). In 1884, C. A. Burrows engineered the first tidewater pipeline, extending 16 miles from the oil fields to the oceanfront shipping docks and demonstrating an efficient alternative to transport by oil teamsters wagons. Petroleum refineries and distribution infrastructure also were integral to the industry's growth. At this time, California's urban centers were in the San Jose, San Francisco, and Sacramento areas; and petroleum fast became a public utilities fuel source in these cities. Oil companies made use of the state's growing railroad network as well as river, shipping canal, and ocean transport to reach their markets. Sacramento and Stockton were the primary hubs for storage and distribution from refineries in Benicia and Richmond. By the early twentieth century, oil companies were storing, processing, and distributing fuels at the Sacramento River waterfront to supply the region's urban and agricultural economies.

Sacramento's first petroleum company was the Pacific Pneumatic Gas Company, which incorporated in 1872 and purchased lands on Front Street south of S Street to manufacture petroleum products. The Sacramento Gas Company and the Citizens' Gas Light and Heat Company were consolidated as the Capital Gas Company in 1875, and the new company established riverfront facilities south of T Street. In 1887, Capital Gas merged with Thomson-Houston Electric Light Company, which in turn was acquired by the Sacramento Electric Gas and Railway Company in 1890 (Willis 1913:399). In 1893, the City of Sacramento granted the Standard Oil Company the right to construct and use a warehouse and oil tanks for storage of petroleum products within the city limits east of the Southern Pacific Railyards (Dalton 1911:107). This may have been the permitting for the company's first Sacramento facility, described as a "plain one-and-a half story brick structure, about 20 x 60 feet in size located alongside the railroad" that contained a circular, 14-foot-diameter tank (White 1962:99).

By 1900, Standard had five core storage and distribution stations for its west coast markets at San Francisco, Stockton, Sacramento, Los Angeles, and Portland—each with rail and water transport options (White 1962:167). In 1902, the Associated Oil Company also was granted rights to build and operate on the wharf parcels directly south of the Sacramento Coal Company's waterfront plant (Dalton 1911:147). Circa 1903, "crude-oil water gas" manufacture from petroleum was introduced and completely replaced more expensive, coal-based gas production. In 1906, PG&E acquired Sacramento Electric and its gas works, and a 10-thousand-barrel storage tank was imported from

San Francisco to store oil (Willis 1913:400). In 1911, Standard Oil was granted rights to the parcel at the levee adjacent to X Street (Dalton 1911:261–262).

The automobile industry was in its infancy at the turn of the century, and intercity automobile travel was particularly viewed as unreliable. Between 1901 and 1904, oiled and graveled roadway pavements improved travel and transport by accommodating greater tonnage for wagon hauls and decreasing the frequencies of rutted and impassable road segments in rural and urban areas (Pacific Rural Press 1904).

In 1911, the city passed Ordinance No. 953 to regulate the storage and use of petroleum products in commercial and residential neighborhoods (Dalton 1911:418–419). The petroleum market adapted by creating petroleum service stations for private motor vehicle use and by developing infrastructure to support public utilities rather than supplying individual businesses and residences with buried gas storage tanks. In 1907, a prototype private automobile gasoline hose valve for filling private automobile tanks had been introduced in Los Angeles and was widely adopted over the next decade.

In 1919, California's west coast markets were centered at Seattle, the Sacramento-San Francisco region, and the emerging Los Angeles metropolis; around this time, Standard Oil consolidated smaller market storage tanks into its Sacramento terminals (White 1962:493, 504–507).

In 1927, California produced 2 billion barrels of oil and had a storage terminal capacity of 205 million barrels. In 1928, the oil fields of California were the most productive in the world, contributing to 25% of the nation's production and 18% worldwide. At the same time, the state's storage infrastructure held petroleum products well below its capacity. The state's pre-war oil companies were the Associated Oil Company, the California Eastern Oil Company, the General Petroleum Corporation of California, the Pan American Petroleum Company, the Shell Company of California, the Standard Oil Company California, the Texas Oil Company, the Union Oil Company of California, and the Western Oil and Refining Company (Higgins 1928:35–37).

The Sacramento River's waterfront fuel tank farms originally were stocked by river and railroad (see Exhibits 2, 3 and 4). Circa World War II, tank trucks had replaced rail; and by the 1960s, local and long-distance pipelines serviced the terminals. Broadway's west end, between the river and 6th Street, remains zoned for industrial and heavy commercial uses.

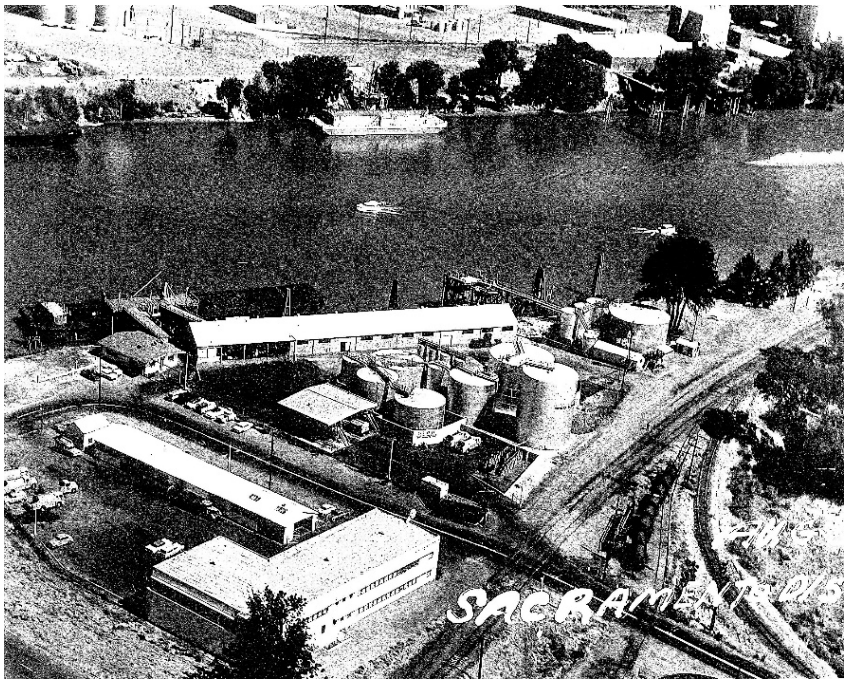


Exhibit 2. Historical photograph (1957) showing the configuration of the Tidewater Company's operations at the Broadway wharf, currently owned by Phillips 66 Company.

Exhibit 3. Historical photograph (1957) of the Tidewater Company's operations at the Broadway wharf and grading of the land that would become Miller Park.

Exhibit 4. Historical (1953) aerial photograph of Yolo and Sacramento Counties at the Sacramento River's Y Street Bend showing the development of the waterfront's petroleum storage tank properties.

River Levees

Built near the confluence of the Sacramento and American Rivers, the river cities of West Sacramento and Sacramento historically have shared the economic benefits as well as the irrigation and flood control challenges of the Delta's river and floodplain landscape. The earliest river levees were built to protect the Sacramento city grid from periodic river floods while allowing irrigation to supply the surrounding agricultural lands. By 1920, Yolo and Sacramento Counties had constructed substantial riverfront levees in coordination with federal programs and the U.S. Army Corps of Engineers.

Early Reclamation and Water Management in California

Historically, much of the Sacramento Valley was a wide floodplain of seasonal marshlands. Prior to the Gold Rush, few of these marshy areas were settled by colonists. Those landforms that could accommodate permanent settlement often were the high ground of Native American village sites that had been built up over hundreds or thousands of years.

Water resources history in California is as vast and complex as the systems themselves. Beginning in the nineteenth century, flood management and land reclamation projects were undertaken to make the area permanently habitable and its downtown industries more stable, while also supporting the region's maritime navigation and agricultural economies. A majority of Sacramento's levees, canals, and drainages that provide water conveyance and flood protection today originally were built in the mid- to late-1800s to support mining activities and agricultural irrigation. Much like the evolution of state roadways and the national highway system, construction efforts to manage water through reclaiming land and building levees was first undertaken in bits and pieces by individual property owners and organizations, and then ultimately was upgraded and connected with the aid of state

and federal governments in the early twentieth century (California Department of Transportation 2016:18–37).

The earliest federal reclamation action was passed by the U.S. Congress in 1850. Called the Arkansas Act, this legislation intended to grant swamp and overflow land to states under requisite that such lands would be "reclaimed" and used for agricultural purposes (Hundley 2001:80). The act helped private property owners of swamp and overflowed lands obtain funds to reclaim their land by ensuring that "the proceeds from the sale of these lands be applied to the purpose of reclaiming said lands by means of levees and drains" (Bonte 1930:109–132). The Arkansas Act thus assisted in funding the initial construction of levees and drainage in California by individual property owners along the Sacramento, American, and Feather Rivers. Five years later, the State of California began encouraging the purchase of swamp and overflowed lands at $1 per acre. Initially, purchasers were limited to 320 acres of land; over the next several years, however, legislative amendments increased the limit to 640 acres (Bonte 1930:109). Politically savvy capitalists of this era managed to collect deeds to much of these lands; and many of these men, such James Haggin and Lloyd Tevis, became the land barons of late-nineteenth century California.

By 1861, the State legislature had enacted the Swamp and Overflowed Land Act, authorized the Swamp Land Commission, and initiated the formation of reclamation districts. The Swamp and Overflowed Land Act appropriated $200,000 from the previously established Swamp Land Fund for use at the discretion of the Commission and called for the taxation of land to fund reclamation projects (Bonte 1930:109–132). The years from 1861 to 1866 mark the first period of formal organization of reclamation in California (Bonte 1930:115). Following a devastating flood in 1862, by 1863, the Swamp and Overflowed Land Act was amended; new commissioners were appointed with reduced salaries, and provisions were made to employ engineers to study and initiate efforts to formally design levees and drainage (Bonte 1930:110). By 1866, 54 reclamation districts had petitioned for establishment. Of these, only 45 were formally organized and active in building levees and drainage structures. These initial reclamation districts were limited to 11 of California's 58 counties: Marin, Napa, Sacramento, San Joaquin, San Mateo, Solano, Sonoma, Sutter, Tulare, Placer, and Yolo. The first reclamation district in California, RD No. 1, encompassed the American Basin, extending from the American River north to the Bear River (Bonte 1930:115–116). Improvements of lands to protect from flooding and to allow reclamation of agricultural lands formally began in 1863. By 1865, 26 miles of levees and 20 miles of drainage canals had been constructed in RD No. 1 (currently RD 1000 and RD 1001).

Between the 1860s and early 1900s, efforts were made to standardize the reclamation districts as regulating bodies. In 1866, the Swamp and Overflowed Land Act was amended yet again, abolishing the Swamp Land Commissioners, discharging their engineers, and transferring the funds allocated through this legislation to the various counties to construct levees and drainage. The county surveyors then were designated as the engineers for reclamation districts in their respective counties. This solidified the formation of reclamation districts by establishing county boards of supervisors for the districts (Bonte 1930:110–111).

In 1868, the California State Legislature passed the Green Act, which would guide the state flood control policy into to the early 1900s. The act enabled purchasers of swamp or overflow land to create a district and construct any type of levee or drainage system on their land. The act also removed restrictions on the amount of acreage individuals or groups could purchase, which led to land monopolies instead of promoting small irrigated farms. Ultimately, the Green Act resulted in the creation of a *laissez-faire* system of developing flood control structures that failed to reduce

flood damage (Hundley 2001:83–84). In summary, up to this period, individual property owners or reclamation districts built levees. But these levees were not standardized in design. They also were somewhat sporadically built along rivers; in some places, therefore, they might not be linked together—or, if linked together, the levees could be different heights and overall dimensions. In the event of a flood, the property with the least stable levee would be flooded.

By 1880, William Hammond Hall, California's first State Engineer, submitted a report on irrigation and flood control to the state legislature. The report outlined the impact of hydraulic mining on the natural environment and called for the creation of centralized water policy and management (Hundley 2001:242-243). During the late 1800s, other individuals and legislators also made efforts to promote the idea of a consolidated water management plan at the state and federal level. However, this idea would not gain any real momentum until the early 1900s. By the early part of the twentieth century, over 700 reclamation districts had been organized, often with overlapping boundaries. Many of these districts lacked clear polices and feasible projects (Kelley 1989:112, 119).

In 1911, the U.S. Army Corps of Engineers' California Debris Commission presented its plan to Congress to unify northern California's levees and drainages. The plan, which was prepared between 1909 and 1910, came to be known as the Sacramento River Flood Control Project (SRFCP). It is commonly referred to as "the Jackson Report," named for the main author. Overall, the Jackson Report presented the SRFCP and suggested standardizing and expanding the existing levee system, including raising the height of existing levees, and the creation of new levees. Additionally, the plan proposed adding weirs and bypass structures to assist in flood control, creating a second river channel that the Sacramento River could overflow into. The report also emphasized enhancing navigation opportunities along the Sacramento and Feather Rivers (Kelley 1989:275, 282).

By 1910, "391 miles of such structures were already in existence, but only 74 miles of them were high enough and strong enough to be considered up to necessary standards and grade" (Kelly 1989:283). In essence, the 74 miles of existing levees that met construction standards as stated in the Jackson Report became the benchmark for levee upgrades moving forward with implementation of the SRFCP.

The Jackson Report projected that the levee upgrades and additional enhancements of the existing system proposed in the report would be funded by the state or local landowners. Although no federal legislation resulted from the Jackson Report presentation to Congress, California's Governor Hiram Johnson called a special session of the state legislature to pass the California State Flood Control Act, approving the SRFCP. The State Reclamation Board was established as part of this legislation. Accordingly, the passage of the California State Flood Control Act in 1911 marks the origin of a consolidated statewide water management plan, and an organized effort towards standardizing and enhancing the existing levee system that was built between 1850 and 1911 (Dames and Moore 1995:11–20).

Until the early half of the twentieth century, the federal government had been reluctant to provide states aid for flood control. Six years after the Jackson Report was presented to Congress and the State of California had begun implementation of the SRFCP, the 1917 Flood Control Act was enacted. The 1917 Flood Control Act established the federal government's responsibility to protect lands adjacent to navigable rivers; and it further institutionalized relations between the federal government, contractors, and state and local governments. The legislation marked a shift in federal water management and authorized federal funding for state flood control projects. In the decades following and with federal funding, California was able to make strides in enhancing its flood control

and water management systems. By the 1930s, all of the SRFCP weirs were constructed, and subsequent SRFCP system upgrades and improvements were ongoing throughout the twentieth century (Dames and Moore 1995:19–20).

California's earliest reclamation efforts were established between 1850 (Arkansas Act enacted) and 1911 (State Flood Control Act enacted). Levees, canals, and drainages built within this timeframe are associated with early advances in water management in California that resulted in making settlement and expansion of infrastructure in the region possible. Several of these early flood control structures still maintain their original alignment, continue to function as mechanisms of flood control, and serve as part of the existing statewide water management system. As such, these structures are a physical example of the evolution of reclamation in California—including the earliest efforts to build levees, formation of reclamation districts, and development of water management public policy. They are the foundation for all reclamation activities that followed throughout the state after 1911.

The construction of the Sacramento River West Levee exemplifies the activities that transpired as California moved forward with implementation of the SRFCP; resulting in new reclamation districts that constructed and enhanced hundreds of miles of levees along the Sacramento River using large clam shell dredges (Exhibits 5 and 6).

Exhibit 5 (left) and Exhibit 6 (right). Levee construction in 1911, near West Sacramento. Source: Photograph album of the Creation of West Sacramento. On file at the California State Library, Sacramento

The SRFCP called for construction of high levees and a series of weirs along the Sacramento River to lessen the potential for flooding (Larkey and Walters 1987:62; Walters 1987:22).

As early as 1892, Yolo County farmers came together to construct levees along the Sacramento River from the town of Washington to roughly 9 miles downstream. These levees were not constructed to withstand powerful floods, such as the one that breached the levee near present-day 15th Street and the Jefferson Highway in West Sacramento in 1907 (Walters 1987:21). The 1907 flood was a major setback for the corporate reclamation and development of land in eastern Yolo County. Earlier that year, the West Sacramento Land Company had been organized to establish a terminal for the Northern Electric Railroad across the river from downtown Sacramento and to build residential subdivisions along the new railroad corridor (Walters 1987:21). The damage from the flood and the high cost of draining the swamps, combined with another devastating flood in 1909, delayed completion of the project and forced the company to reorganize in 1910 as the West Sacramento Company. Reclamation efforts began again in 1911. The project ultimately took the company 6 years to complete (Larkey and Walters 1987:64).

The West Sacramento Company recognized that the sale of reclaimed land for farms, residential subdivisions, businesses, and industrial plants would be difficult without adequate levees to protect the area from flooding. Consequently, the company petitioned the state legislature for permission to organize a new reclamation district. The petition was approved, and a new reclamation district (RD 900) was established on March 22, 1911, despite the opposition of smaller landowners in the West Sacramento area (Walters 1987:22).

The reclamation districts that were created as a result of the 1911 legislation differed from their predecessors in that they were controlled by modern corporations with the resources to complete large, land-moving projects. The early reclamation districts typically were controlled by local landowners, who lacked the funds needed to complete reclamation plans. New districts such as RD 900, RD 811, RD 1000, and RD 1500 also employed a cadre of skilled professionals that could implement and manage plans for large-scale development projects. It was not uncommon for the officers and directors of these new reclamation districts to sit on the boards of other corporations. The director of the West Sacramento Company, Louis Sloss, for example, not only was involved in the development of RD 900 but also was a director of the Natomas Company (developer of RDs 1000 and 1001), the Northern Electric Railroad, PG&E, and Alaska Packers Association (Dames and Moore 1995:11–18).

Levee construction for RD 900 began on April 15, 1911, under the direction of the San Francisco engineering firm of Haviland, Dozier & Tibbetts (Walters 1987:22). The new reclamation district encompassed 11,500 acres, extending from the east-west line of the Southern Pacific Railroad tracks, south to the vicinity of Riverview, and north beyond the Barge Canal. Completed by 1915, the RD 900 levee in east Yolo County was constructed to a height of 24 feet, with a top width of 80 feet. Construction also involved installation of drainage canals and pump houses. The canals carried drainage to the pump houses, which moved water over the levees and into the Yolo Bypass. As the land was drained of water, the fields of tules were removed, establishing acres of agricultural land.

Although the town of Broderick (Washington) was the only East Yolo County community in the vicinity at the time that RD 900 was established, only a few blocks of it were included within the boundaries of the reclamation district (Exhibit 7). The Southern Pacific Railroad right-of-way was used to delineate the northern border of the district until about 7th Street in Broderick, where the boundary line dips south for one block, then west one block to 6th Street, before heading south two blocks and running northeast along Margaret Street to the Sacramento River. The northern portion of the town, including the section within the current study area, has always been a part of the neighboring reclamation district, RD 811.

Reclamation District 811 was established on April 5, 1910. RD 811 initially was established to reclaim 1,089 acres in the Bryte area. That same year, the San Francisco real estate firm D. W. Hobson Company purchased part of a tract in the western part of RD 811 owned by George Bryte and began to subdivide the parcel into small town lots beginning in 1911. The West Sacramento Company also owned land in RD 811. Its land initially encompassed a 133-acre subdivision east of Bryte Avenue, where it began selling lots in 1911. Among the initial buyers were Southern Pacific Railroad workers who worked in the shops at Sacramento (Walters 1987:22).

To protect the area from flooding, levee work in the Riverbank area began around 1911, extending from the bend in the Sacramento River near the present-day crossing of I-80 over Harbor Boulevard to the Southern Pacific tracks near the I Street Bridge. By late 1913, the RD 811 had made plans to enlarge this levee with dredging operations along the Sacramento River. The levee enlargement

project was in accord with the plans of the California Debris Commission to control the flood waters of the Sacramento and San Joaquin Rivers through channel excavations. Landowners in the area such as V. S. McClatchy and J. V. Pearson attempted to stop the project because it encroached on their land, rather than being restricted to the river's edge (Woodland Daily Democrat 1913). The reclamation district ultimately succeeded in building a new setback levee, which today runs parallel to Riverbank Road and carries River Crest Drive in the Bryte neighborhood and Levee Road in the northeastern Broderick area. Parts of the levee in Bryte were further widened in 1947 (Walters 1987:32).

Exhibit 7. Map of Reclamation District 900, March 19, 1914. Courtesy of the Yolo County Archives & Records Center, Woodland, CA.

Description of Cultural Resources

A total of 13 built environment resources were identified in the APE and addressed in this HRER. Details regarding these resources are provided below in *Findings and Conclusions*. The California Historical Resource Status codes reflect the National Register and California Register status of the properties as assigned by the current study.

In accordance with the Section 106 PA and Caltrans guidelines for inventorying architectural properties, ICF evaluated the historical significance of buildings, structures, and objects in the APE that date to or predate 1975. California Department of Parks and Recreation 523-series forms for the evaluated properties are provided in Appendix C. The architectural and built environment resources identified in the APE are shown on the APE Map (see Appendix A, Figure 6).

Map reference numbers on the APE Map indicate those properties evaluated as part of this report or previously found eligible for listing in the National Register. The survey population in the APE comprises commercial buildings and structures, oil storage and distribution structures, railroads, and river levees. The oil industry's built environment dominates the project area; it includes storage tanks and associated office buildings, and warehouses and sheds dating mainly from the late 1950s through the 1990s. The commercial buildings and structures do not reflect any formal architectural style and mainly date from the 1960s and later twentieth century. The general landscape environment of the APE at the West Sacramento and Sacramento riverfront wharfs reflects commercial and industrial development in the twentieth century.

Four historic properties are located in the APE: the Sacramento Northern Railway (Map Reference 1), the Sacramento River West Levee (Map Reference 10), the Walnut Grove Branch Line of the Southern Pacific Railroad (Map Reference 11) and the Sacramento River East Levee (Map Reference 12); these properties reflect the significant transportation and flood control infrastructure that was built during the region's early historical development. Caltrans Cultural Studies Office (CSO) granted permission to assume eligibility of Sacramento Northern Railway and Sacramento River West Levee pursuant to Section 106 PA Stipulation VII.C.4. A copy of the correspondence is included in Attachment D.

Map Reference 1

For the purposes of this project, the Sacramento Northern Railway in Yolo County is assumed eligible for listing in the NRHP under Criterion A for its association with important regional transportation development. The Sacramento Northern was an electrified rail between Oakland and Marysville, and the entire property has not been recorded. A subsidiary of Southern Pacific Company, the Sacramento Northern was the nation's largest electrified network. It's period of significance is 1913 to 1940, the period between its initial construction and its conversion from electrified passenger and freight rail to diesel freight rail. In the 1980s, Union Pacific acquired Southern Pacific's assets, including its remaining holdings of the former Sacramento Northern rail, much of which has been abandoned or decommissioned by Southern Pacific in the 1950s and 1960s. One documented extant portion of the rail, located in Solano County, is an operating electrified rail segment and is listed in the National Register. Because the project APE includes only 0.98 miles of the former Sacramento Northern Railway (from 5th Street southwest along Jefferson Blvd.), it is beyond the scope of the project to evaluate the entire resource. Further, the proposed bridge span

installation and pedestrian improvements at the riverbank have limited potential to affect the qualities for which the rail would be assumed eligible.

Map Reference 10

For the purposes of this project, the Sacramento River West Levee in Yolo County is assumed eligible for listing in the NRHP under Criterion A for its association with important regional flood control development. The Sacramento River West Levee was constructed in the early twentieth century during an era of major infrastructure improvement and development for flood control on the Sacramento River. The property is of similar design and intent to its eastern counterpart, the Sacramento River East Levee, located in Sacramento County. Its period of significance is 1911 to 1914, the period of its initial construction. Because the project APE includes only 0.62 miles of the Sacramento River West Levee (from the Pioneer Bridge vicinity south along the Sacramento River west bank), it is beyond the scope of the project to evaluate the entire resource. Further, proposed bridge span installation and pedestrian improvements at the riverbank have limited potential to affect the qualities for which the levee would be assumed eligible.

Map Reference 11

The property is a segment of the Walnut Grove Branch Line, which crosses the APE along the Sacramento River East Levee crown perpendicular to Broadway. As a subsidiary of Southern Pacific Company, the Sacramento Southern Railroad constructed the Walnut Grove Branch Line from Sacramento to Walnut Grove between 1906 and 1912. The Sacramento Southern Company was dissolved in 1916, and Southern Pacific Company extended the Walnut Grove Branch Line to Isleton in 1929. The rail's primary purpose was transporting passengers and the Delta's agricultural products through its network of Sacramento River communities and farms, for local travel and distribution as well as connections to other parts of California. The U.S. passenger service ceased in 1932, and following flood damage in 1972, the Southern Pacific Company decommissioned the line south of Miller Park. In September 1978, the Southern Pacific Company locomotives gathered over 100 rail cars from various points along the Walnut Grove Branch Line and transported them to the railyard shops in Sacramento. The Department of Parks and Recreation acquired the segment of the rail that is located in the APE, and the California State Railroad Museum has operated excursion trains along the Sacramento waterfront from Old Sacramento to Miller Park since 1982. In 2006, the Walnut Grove Branch Line was determined eligible for listing in the National Register under Criterion A, for its association with the Delta's agricultural boom and subsequent development of its towns; and under Criterion C for its extensive levee and embankment works that represent a historically significant engineering feat (OHP 2012). See Appendix D OHP Documents.

Map Reference 12

A segment of the Sacramento River East Levee crosses the APE at the Broadway wharf. The Sacramento River's levee along its eastern bank from the American River to Freeport was recorded during cultural resources studies for a bridge replacement project. The property was evaluated in 2015 and found eligible for listing in the National Register under Criterion A, for its association with early advances in water management in California that resulted in making settlement and expansion of infrastructure in the region possible; and under Criterion C, as an example of the evolution of construction techniques used to build, rebuild, and standardize water management structures in California (OHP 2017). The Sacramento River East Levee's period of significance is 1850 to 1911,

and the features that define its historic character are its historic setting, its historic alignment, and its continued historical function as a flood control structure. See Appendix D OHP Documents.

Findings and Conclusions

Findings

ICF identified 13 architectural and built environment resources in the APE that date to or predate the year 1975 and thus warrant evaluation. Each category of criteria and its respective findings are listed here.

Properties Listed in the National Register

No properties in the APE were identified in this category.

Properties Previously Determined Eligible for the National Register and Historical Resources for the Purposes of CEQA

Two built environment resources in the APE are in this category; they are described in Table 5.

Table 5. Properties Eligible for Listing in the National Register

Map Reference Number	Resource Name	Address	Community	Status (CHRS Code)
MR 11	Sacramento River East Levee	Not Applicable	Sacramento	Eligible (2S2)
MR 12	Walnut Grove Branch Line	Not Applicable	Sacramento	Eligible (2S2)

CHRS = California Historical Resource Status.

Properties Assumed Eligible for the National Register

Two built environment resources in the APE are in this category; they are described in Table 6.

Table 6. Properties Assumed Eligible for Listing in the National Register

Map Reference Number	Resource Name	Address	Community	Status (CHRS Code)
MR 1	Sacramento Northern Railway	Not Applicable	West Sacramento	Assumed eligible (7R)
MR 10	Sacramento River West Levee	Not Applicable	West Sacramento	Assumed eligible (7R)

CHRS = California Historical Resource Status.

Resources Determined Ineligible for Listing in the National Register as a Result of the Current Study

Nine built environment resources in the APE are in this category; they are described in Table 7, and documentation is provided in **Attachment 4** of this HRER.

Table 7. Resources Ineligible for Listing in the National Register

Map Reference Number	Resource Name	Address	Community	Status (CHRS Code)
MR 2		1300 South River Road	West Sacramento	Not Eligible (6Z)
MR 3		1500 South River Road	West Sacramento	Not Eligible (6Z)
MR 4		1509 South River Road	West Sacramento	Not Eligible (6Z)
MR 5		1515/1555 South River Road	West Sacramento	Not Eligible (6Z)
MR 6		1520 South River Road	West Sacramento	Not Eligible (6Z)
MR 7		1700 South River Road	West Sacramento	Not Eligible (6Z)
MR 8		1701 South River Road	West Sacramento	Not Eligible (6Z)
MR 9	West Sacramento Wastewater Treatment	1991 South River Road	West Sacramento	Not Eligible (6Z)
MR 13		76 Broadway	Sacramento	Not Eligible (6Z)

CHRS = California Historical Resource Status.

Resources for Which Further Study is Needed Because Evaluation Was Not Possible

No resources in the APE were identified in this category.

Historical Resources for the Purposes of CEQA

Refer to Table 5.

Resources that are not historical resources under CEQA, per CEQA Guidelines 15064.5, because they do not meet the California Register criteria outlined in PRC 5024.1

Refer to Table 6.

Jena Rogers, who meets the Professionally Qualified Staff Standards in Attachment 1 of the Caltrans PA as an Architectural Historian, has determined that the remaining parcels and built environment features present in the APE meet the criteria defined in Attachment 4 (Properties Exempt from Evaluation) of the Section 106 PA.

Conclusions

A total of 13 built environment resources were identified in the built environment APE. All 13 resources had been previously determined eligible or were evaluated in this study per the terms of the Section 106 PA Stipulation VIII.C.2. All evaluations also were in accordance with State CEQA Guidelines Section 15064.5(a)(2–3), using the criteria outlined in California Public Resources Code Section 5024.1.

This HRER concludes that of the 13 built environment resources identified in the APE, nine (9) do not appear to meet the criteria for listing in the National Register or California Register—either individually or as contributing elements to a historic district.

Two properties, MR 11 and MR 12, were previously determined eligible for listing in the National Register. Both properties thus are listed in the California Register and are considered historical resources for the purposes of CEQA. Two properties, MR 1 and MR 10, are assumed eligible for listing in the National Register and California Register for the purposes of this project.

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Preparers' Qualifications

Jena Rogers is a professional architectural historian with over 25 years of experience in the field of cultural resources management. She has experience in technical and regulatory reporting, research design and historic context development, field inventory, and cultural resources evaluation. Ms. Rogers has conducted research at various documentation repositories, including historical societies, libraries, and state archives. She also serves as lead author for cultural resources projects, preparing environmental documents and technical studies for Section 106 of the National Historic Preservation Act, NEPA, and CEQA. Ms. Rogers received a B.A. in Anthropology from California State University at Sacramento, and an M.A. in Historic Preservation at the Savannah College of Art and Design in Georgia.

Appendix A
Maps

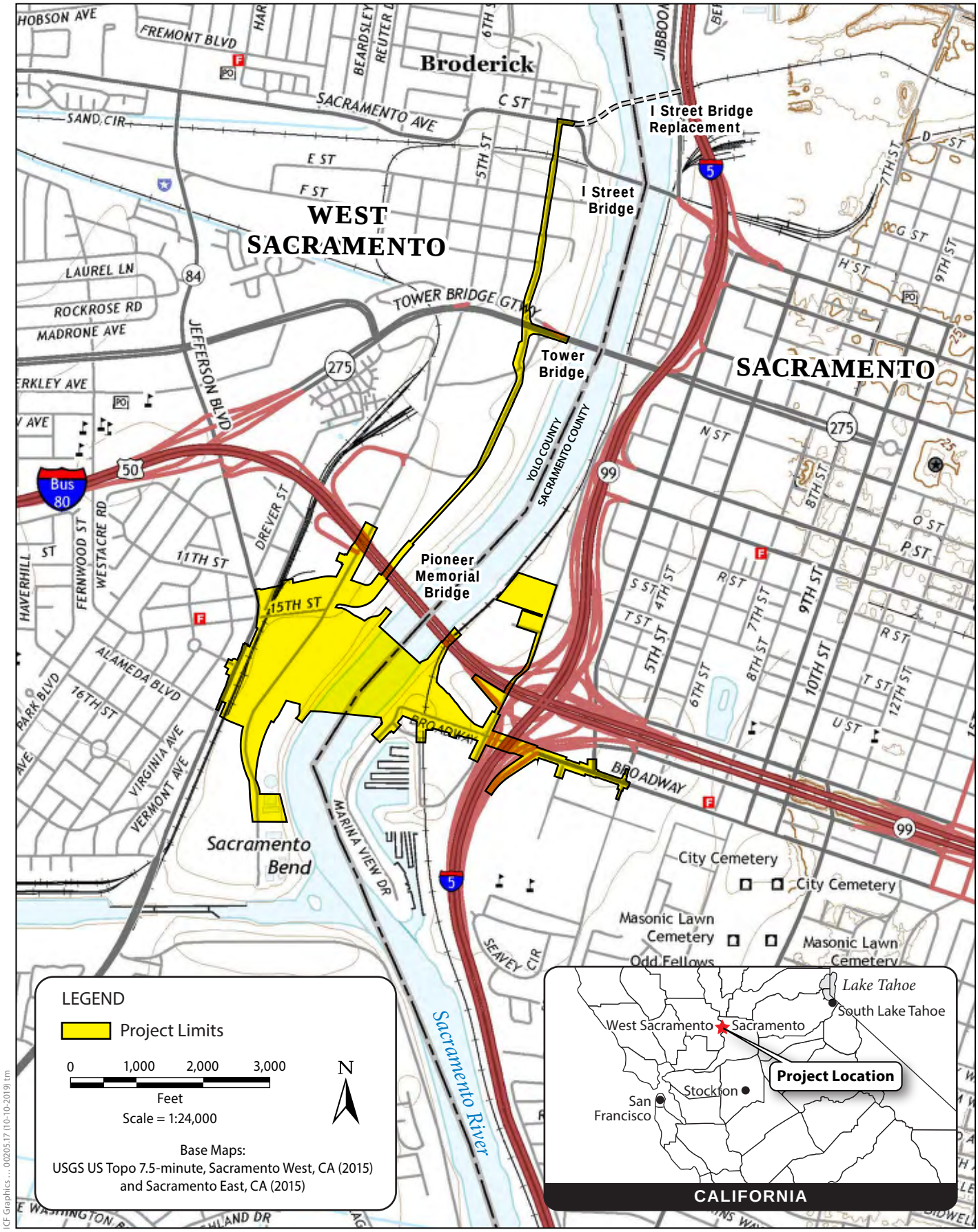

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Figure 1
Vicinity and Location Map

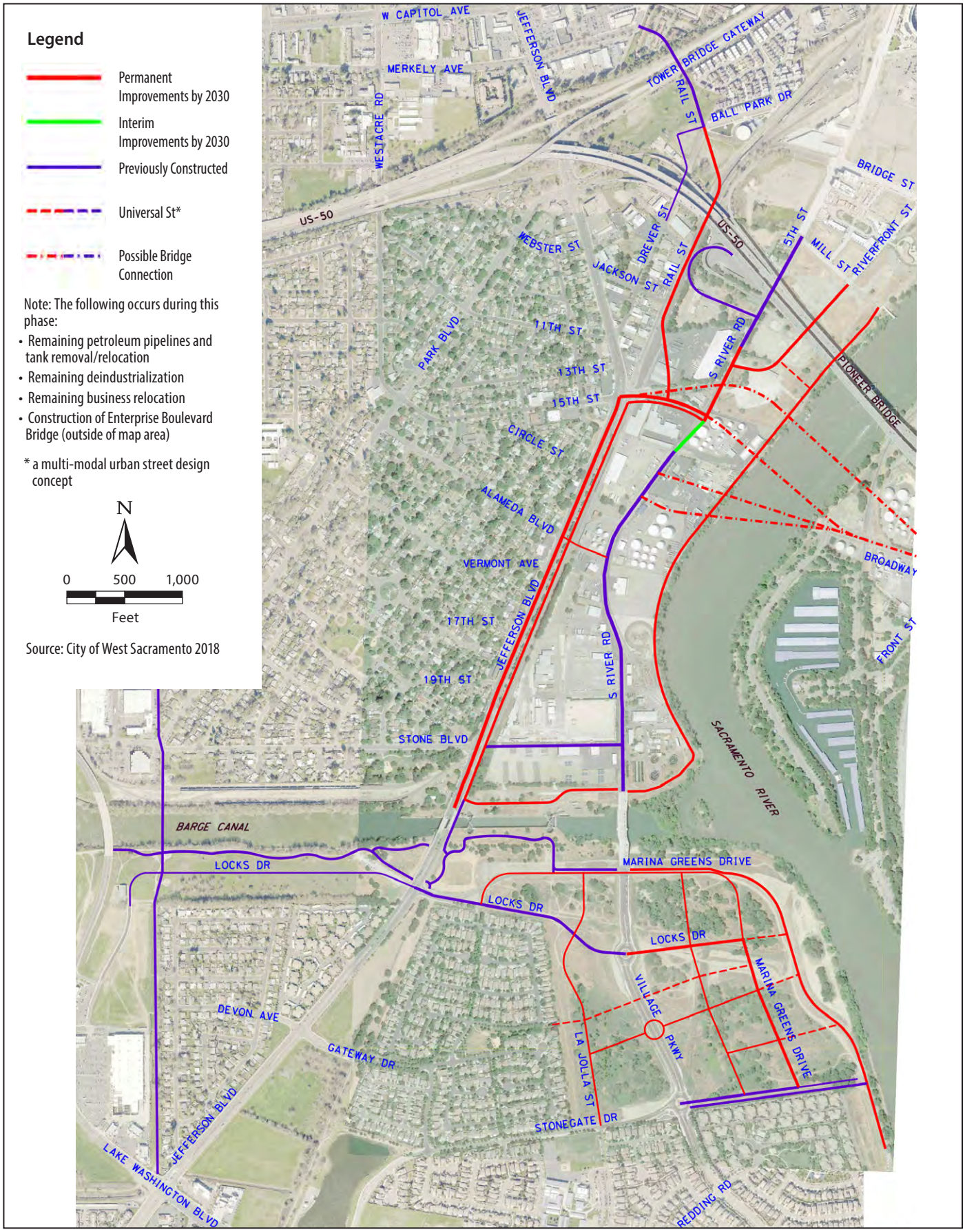

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Figure 2
Interim Year (2030) Pioneer Bluff and Stone Lock Approved Mobility Network Phasing Diagram

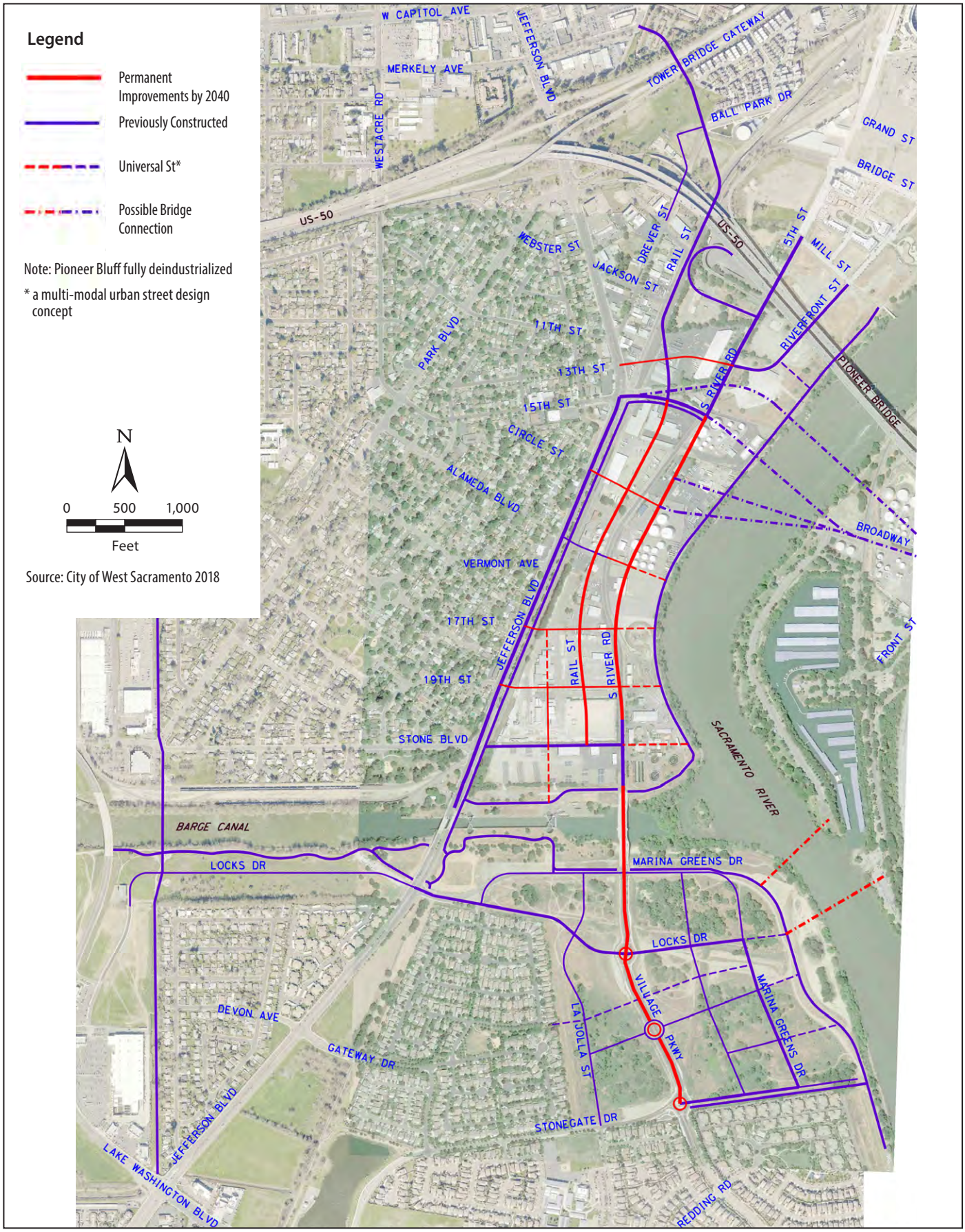

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Figure 3
Design Year (2040) Pioneer Bluff and Stone Lock Approved Mobility Network Phasing Diagram

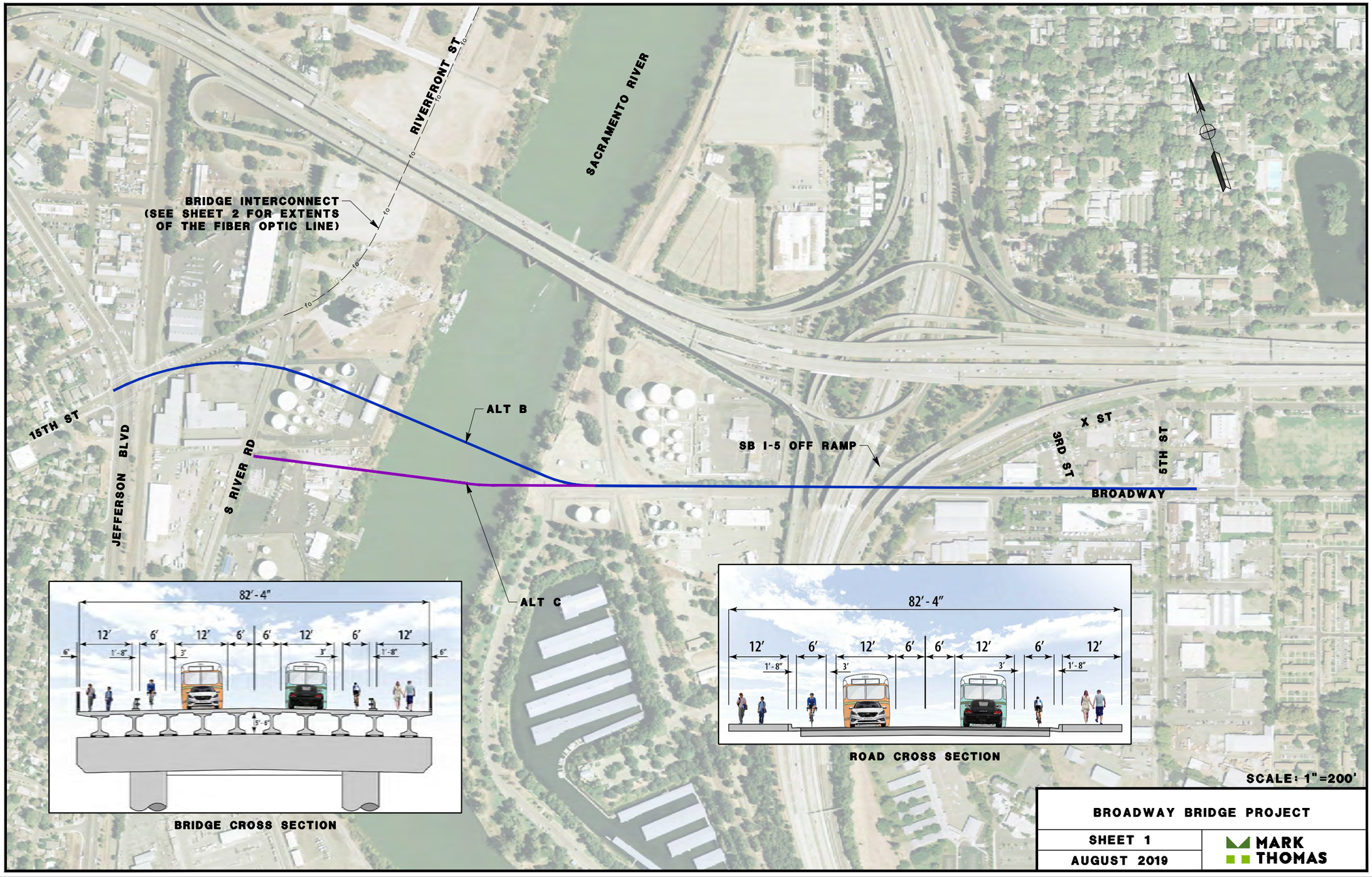


Figure 4a
Project Alignment Alternatives

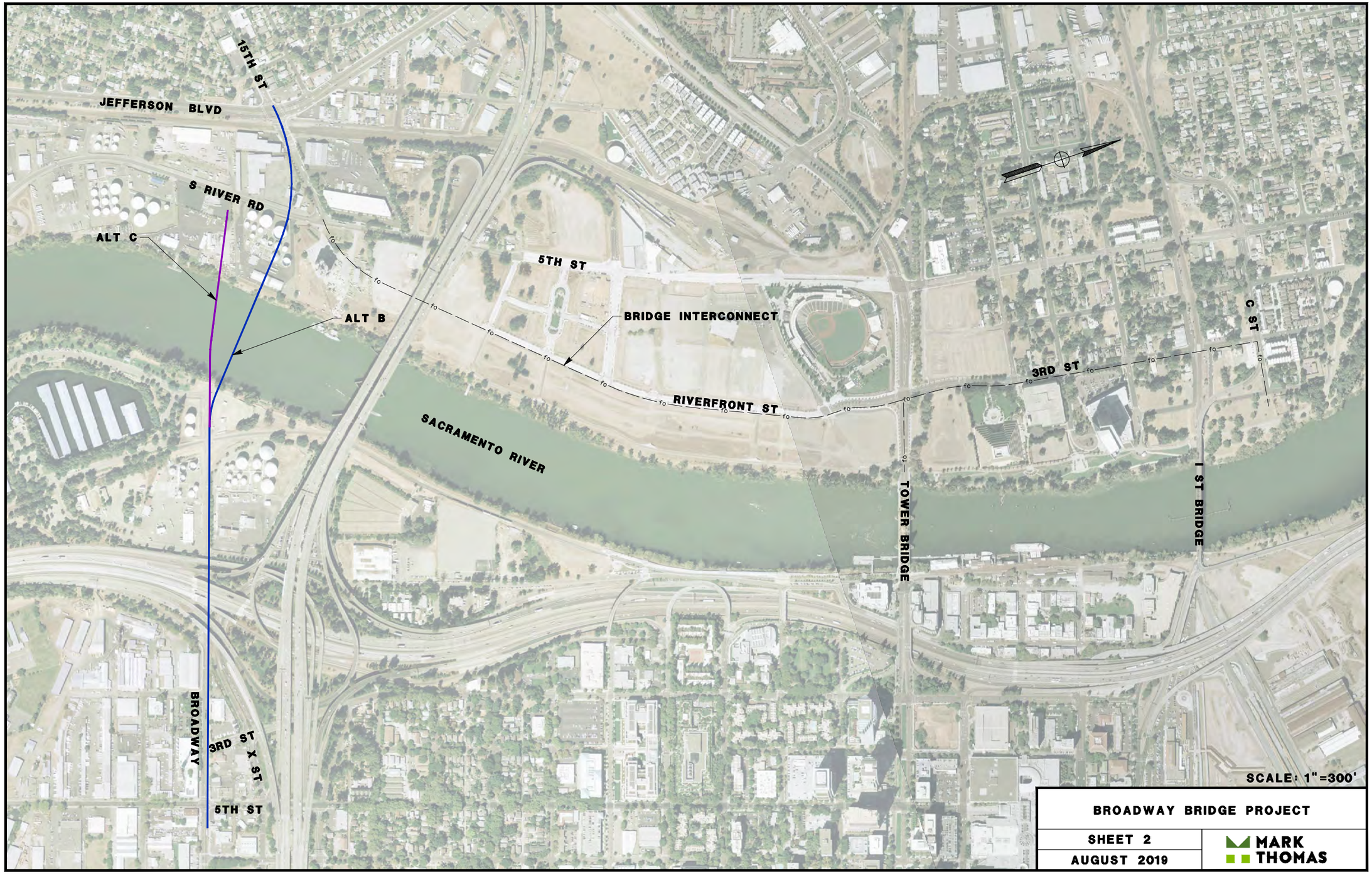


Figure 4b
Project Alignment Alternatives

Figure 5 Preliminary Plan View Drawings

MATCH LINE - SEE SHEET 4

MILL ST

SOULE ST

JEFFERSON BLVD

SACRAMENTO RIVER

SACRAMENTO RIVER BIKE TRAIL

13TH ST

15TH ST

S RIVER ROAD

PERMANENT EFFECT

TEMPORARY EFFECT

3RD ST

BROADWAY

MARINA VIEW DR

MILLER PARK CIR

FRONT ST

3RD ST

5TH ST

SCALE: 1"=200'

BROADWAY BRIDGE PROJECT

ALTERNATIVE B- INTERIM

SHEET 3

AUGUST 2019

MARK THOMAS

MATCH LINE - SEE SHEET 3

5TH STREET

BRIDGE STREET

BALLPARK DRIVE

TOWER BRIDGE GATEWAY

5TH STREET

4TH STREET

G STREET

F STREET

E STREET

D STREET

C STREET

RIVERFRONT STREET

3RD STREET

PULL BOX

PULL BOX

PULL BOX

PERMANENT EFFECT

PULL BOX

PULL BOX

PLACE FIBER OPTIC
IN EXISTING CONDUIT

PULL BOX

SACRAMENTO RIVER

TOWER BRIDGE

I STREET BRIDGE
REPLACEMENT

EXISTING I STREET BRIDGE

FRONT STREET

L STREET

K STREET

J STREET

SCALE: 1"=200'

BROADWAY BRIDGE PROJECT

ALTERNATIVE B- INTERIM

SHEET 4

AUGUST 2019

MARK THOMAS

MATCH LINE - SEE SHEET 4

MILL ST

SOULE ST

JEFFERSON BLVD

SACRAMENTO RIVER

SACRAMENTO RIVER BIKE TRAIL

13TH ST

15TH ST

RAIL STREET

S RIVER ROAD

PERMANENT EFFECT

TEMPORARY EFFECT

3RD ST

BROADWAY

MARINA VIEW DR

MILLER PARK CIR

FRONT ST

3RD ST

5TH ST

SCALE: 1"=200'

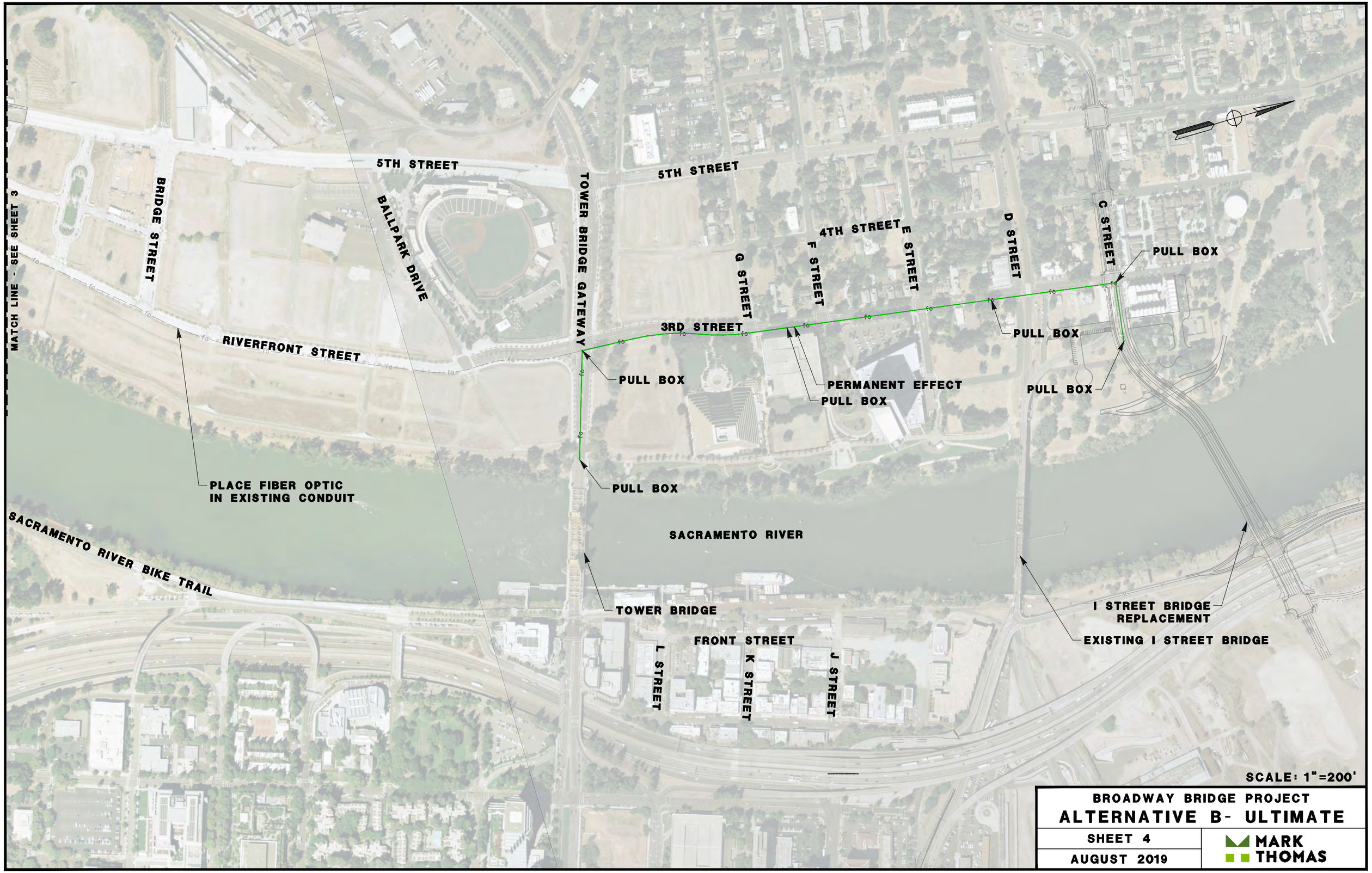
BROADWAY BRIDGE PROJECT

ALTERNATIVE B- ULTIMATE

SHEET 3

AUGUST 2019

MARK THOMAS



BROADWAY BRIDGE PROJECT

ALTERNATIVE B- ULTIMATE

SHEET 4

AUGUST 2019

MARK THOMAS

MATCH LINE - SEE SHEET 6

MILL ST

SOULE ST

JEFFERSON BLVD

SACRAMENTO RIVER

SACRAMENTO RIVER BIKE TRAIL

S RIVER ROAD

13TH ST

15TH ST

PERMANENT EFFECT

TEMPORARY EFFECT

3RD ST

BROADWAY

MARINA VIEW DR

MILLER PARK CIR

FRONT ST

3RD ST

5TH ST

SCALE: 1"=200'

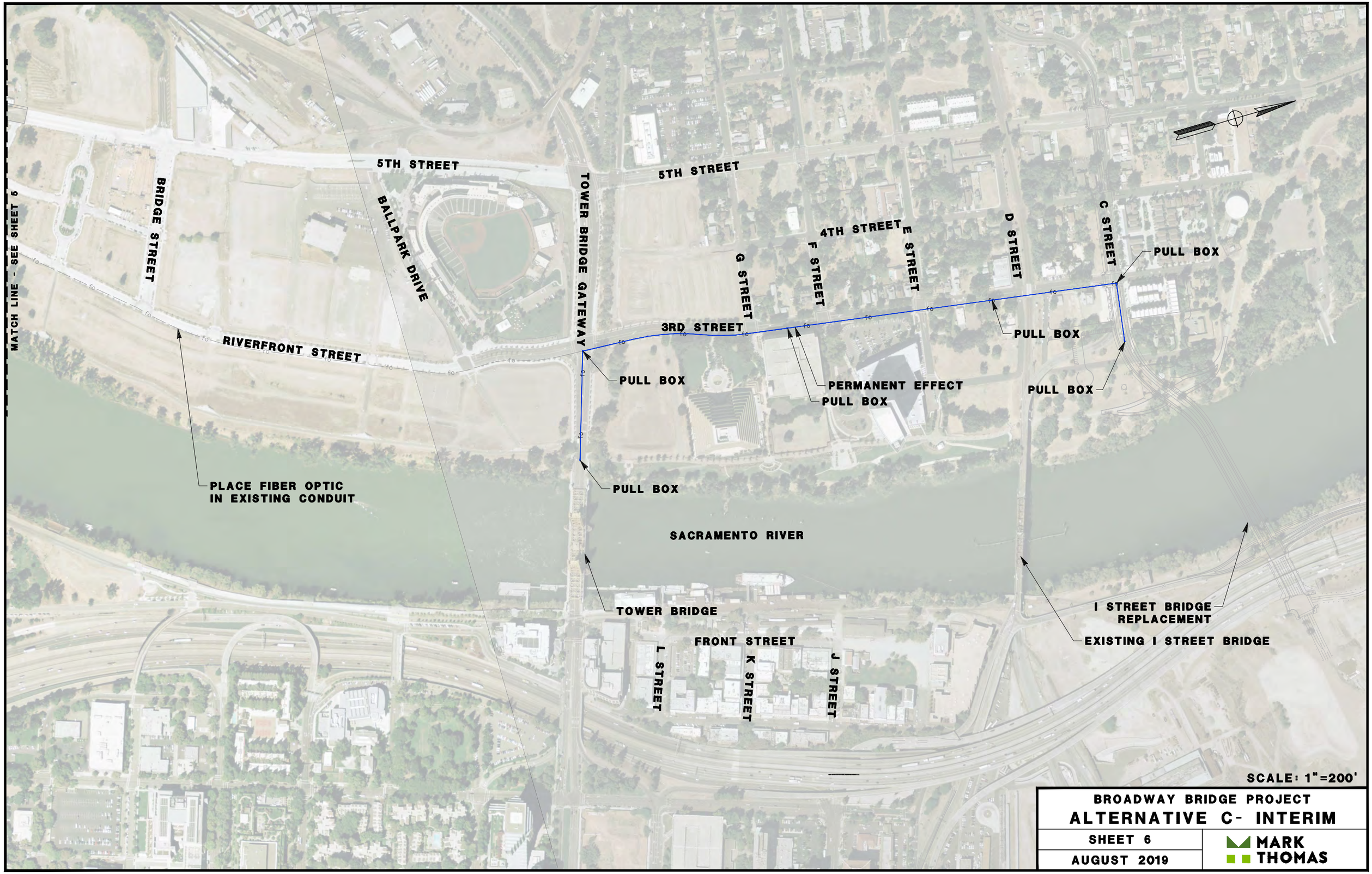
BROADWAY BRIDGE PROJECT

ALTERNATIVE C- INTERIM

SHEET 5

AUGUST 2019

MARK THOMAS



BROADWAY BRIDGE PROJECT

ALTERNATIVE C- INTERIM

SHEET 6

AUGUST 2019

MARK THOMAS

MATCH LINE - SEE SHEET 6

MILL ST

SOULE ST

JEFFERSON BLVD

S RIVER ROAD

SACRAMENTO RIVER

SACRAMENTO RIVER BIKE TRAIL

13TH ST

15TH ST

RAIL STREET

PERMANENT EFFECT

TEMPORARY EFFECT

3RD ST

BROADWAY

MARINA VIEW DR

MILLER PARK CIR

FRONT ST

3RD ST

5TH ST

SCALE: 1"=200'

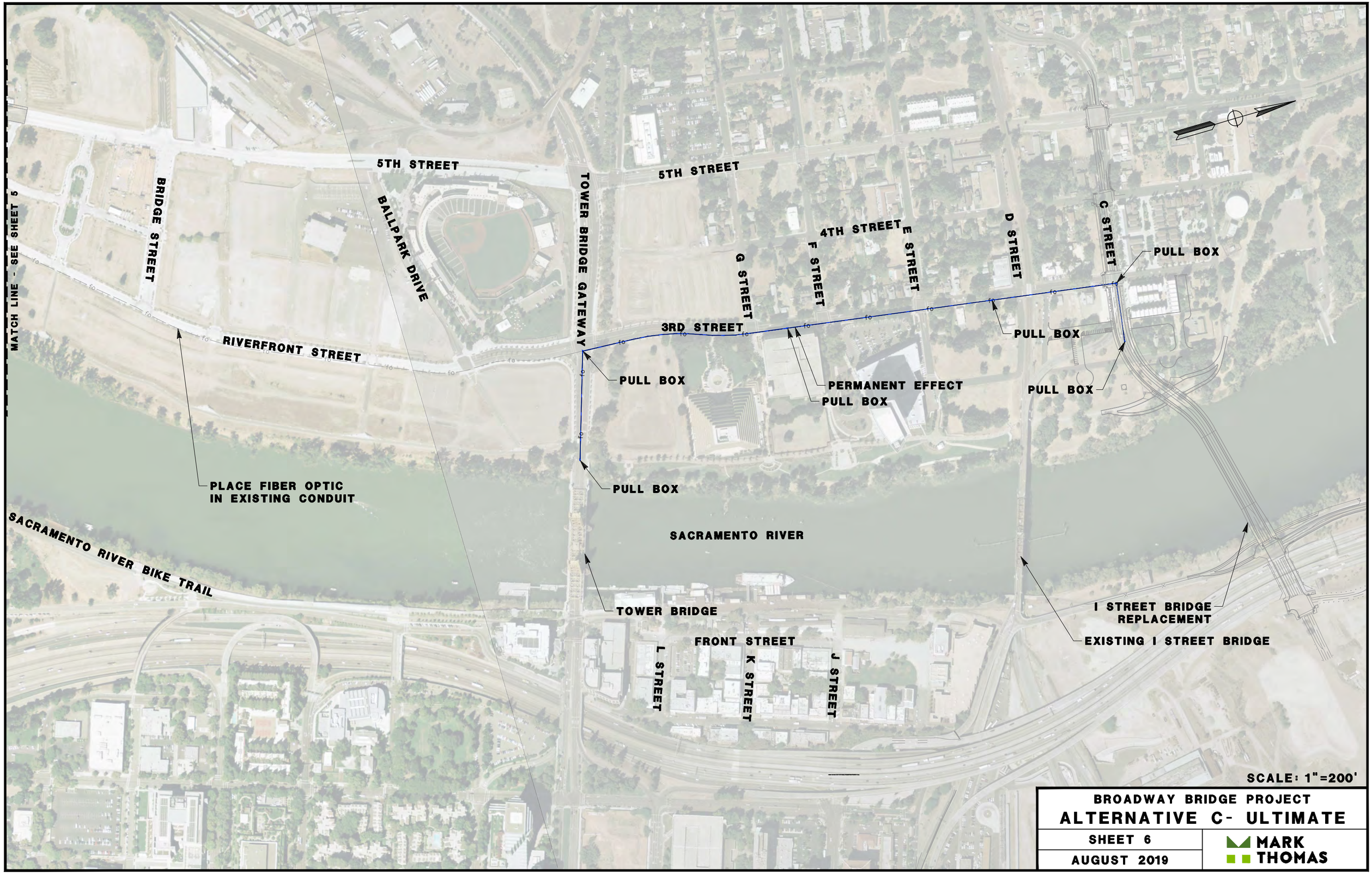
BROADWAY BRIDGE PROJECT

ALTERNATIVE C- ULTIMATE

SHEET 5

AUGUST 2019

MARK THOMAS



SCALE: 1"=200'

BROADWAY BRIDGE PROJECT

ALTERNATIVE C- ULTIMATE

SHEET 6

AUGUST 2019

MARK THOMAS

AREA OF POTENTIAL EFFECTS

Broadway Bridge Replacement Project

Connor Buitenhuys, Caltrans District 3
PQS:

3/3/2021
Date

Jason McCoy, City of West Sacramento
SupervisingTransportation Planner

02/24/2021
Date

Vladimir Popko, P.E., Caltrans District 3
Local Assistance Engineer

3/3/2021
Date

Sheet 1
Sheet 2
Sheet 3
Sheet 4
Sheet 5
Sheet 6
Sheet 7

Legend
- All Alternatives
- Alternative B
- Alternative C
- Architectural APE
- Archaeological APE
- Sheet Layout

N
0 450 900 Feet
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\\PDCGITPDSGIS\IProjects_1\mark_thomas\005607_17_Broadway_Bridge\Figures\Permit\APE_Overview\20191227.mxd User: 1 0016 Date: 2/10/2021

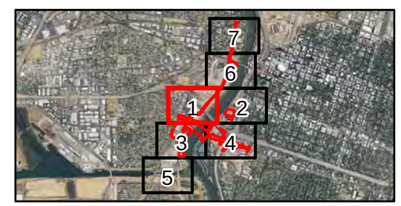
ICF

Figure 6a
Area of Potential Effects - Overview

Broadway Bridge
December 2020
Figure 3b of 7

Legend

- Architectural APE
- Archaeological APE
- Parcels
- Map Reference Parcels



1 inch = 250 feet

0 50 100 200
Feet

N

Notes:

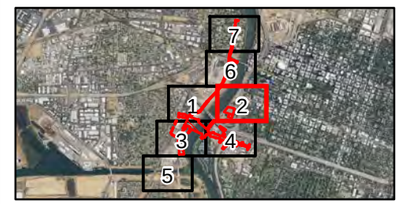
Base Map Source: ICF
Imagery Source: NAIP 2016

Figure 3b
Area of Potential Effects

Broadway Bridge
December 2020
Figure 3c of 7

Legend

- Architectural APE
- Archaeological APE
- Parcels
- Map Reference Parcels



1 inch = 250 feet

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Feet

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Notes:

Base Map Source: ICF
Imagery Source: NAIP 2016

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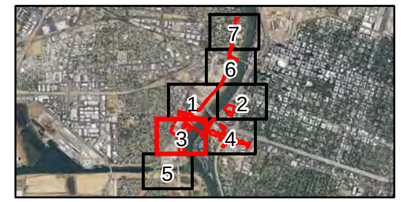
Figure 3c
Area of Potential Effects

Broadway Bridge
December 2020
Figure 3d of 7

Legend

- Architectural APE
- Archaeological APE
- Parcels
- Map Reference Parcels
- BRO-002



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Feet

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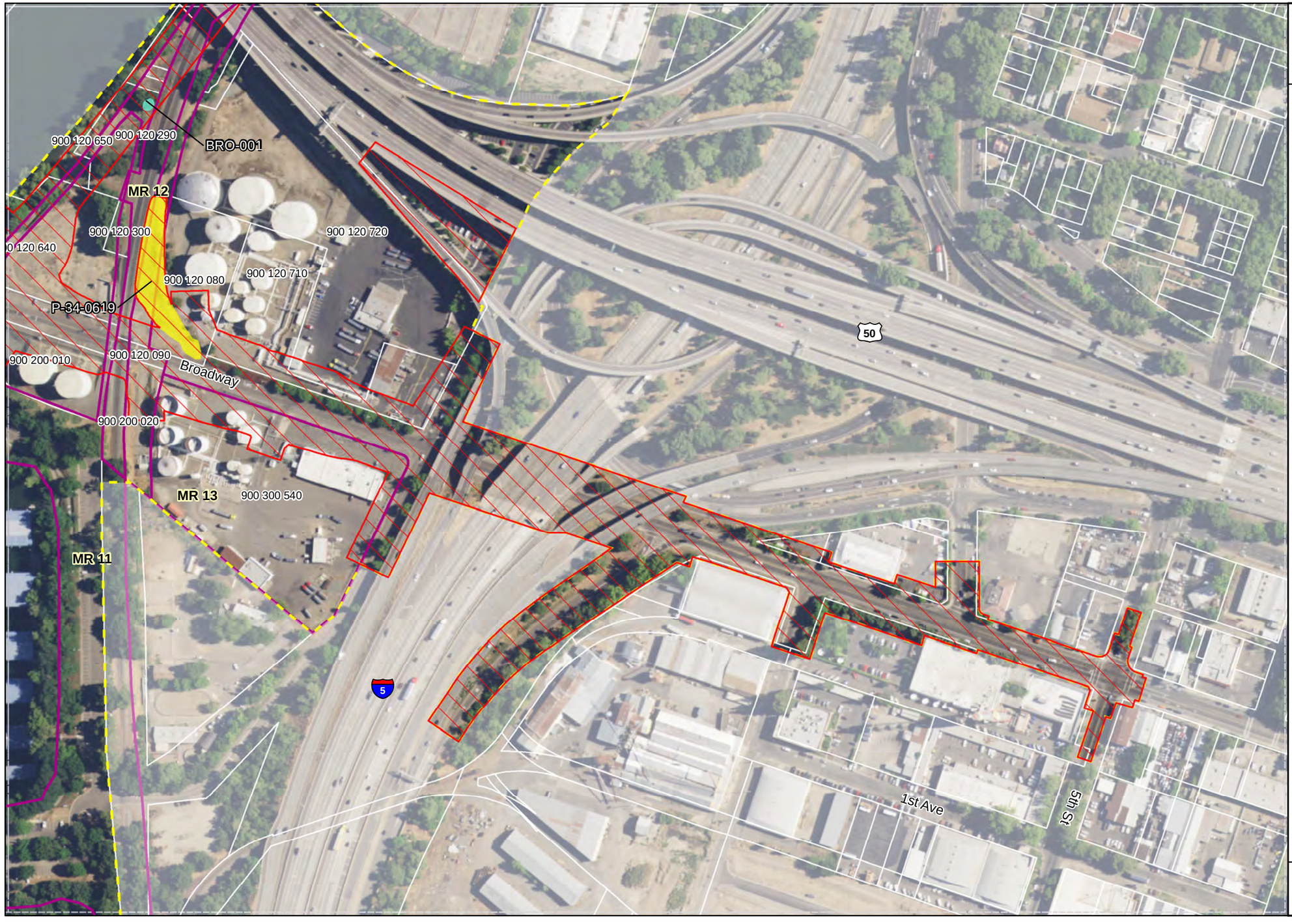
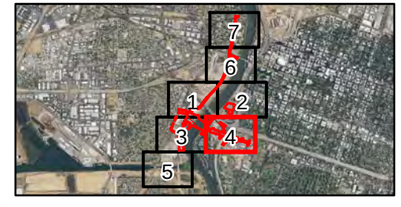
Figure 3d
Area of Potential Effects



Broadway Bridge
December 2020
Figure 3e of 7

Legend

- Architectural APE
- Archaeological APE
- Parcels
- Map Reference Parcels
- P-34-0619
- BRO-001



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Feet

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Notes:

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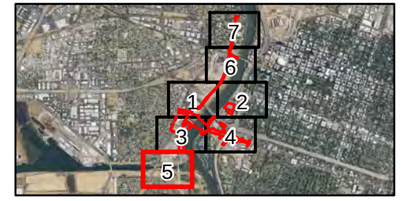
Figure 3e
Area of Potential Effects

Broadway Bridge
December 2020
Figure 3f of 7

Legend

- Architectural APE
- Archaeological APE
- Parcels
- Map Reference Parcels



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Feet

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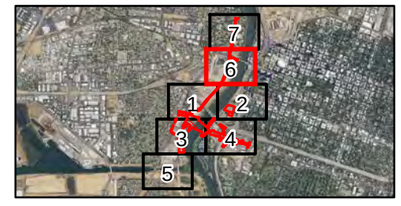
Figure 3f
Area of Potential Effects

Broadway Bridge
December 2020
Figure 3h of 7

Legend

- Architectural APE
- Archaeological APE
- Parcels
- Map Reference Parcels



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Notes:

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Imagery Source: NAIP 2016

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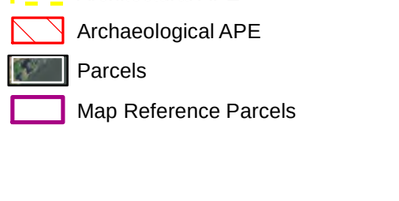
Figure 3h
Area of Potential Effects

Broadway Bridge
December 2020
Figure 3g of 7

Legend

- Architectural APE
- Archaeological APE
- Parcels
- Map Reference Parcels



1 inch = 250 feet

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Feet

Notes:

Base Map Source: ICF
Imagery Source: NAIP 2016

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Figure 3g
Area of Potential Effects

Appendix B

Correspondence Records

Table B-1. Summary of Correspondence

Initial outreach was conducted February 23, 2018 with letters submitted to the following potentially interested parties. Follow up phone calls or emails were made February 20, 2018 to all non-responding parties. Additional outreach was conducted in January 2021.

Name and Mailing Address	Response Received	Summary of Communication
California Council for the Promotion of History California State University, Sacramento 6000 J Street, Sacramento, CA 95819-6059	4/3/2018 Phone call from Nathan Hallam, CSU Sacramento	Nathan informed us that the California Council for the Promotion of History is an academic organization that does not work with outside agents to provide historical information or comments/concerns regarding cultural resources projects. He suggested that he would discuss with the CCPH removing its name from the CHS list of interested parties.
Center for California Studies, California State University, Sacramento 6000 J Street, Sacramento, CA 95819	No responses	
California Historical Building Safety Board DSA Headquarters Office 1102 Q Street, Suite 5100 Sacramento, CA 95811	No responses	
California Historical Resources Commission Office of Historic Preservation 1725 23rd Street, Suite 100 Sacramento, CA 95816	No responses	
Center for Sacramento History 551 Sequoia Pacific Boulevard Sacramento, CA 95814	2/23/2018 Email received from Dylan McDonald, Deputy City Historian/ Manuscripts archivist	Dylan stated that CSH received our letter regarding the bridge project, that CSH has maps and photographs of the project area, and that we are welcome to schedule a research appointment to work through any material held by CSH relevant to our investigation.
	1/6/2021 email sent	Sent email to the Center requesting support for identifying additional groups in the Sacramento region that may have interest in the project's cultural resources.
	1/22/2021 email received from Nicholas Piontek, Archivist	Mr. Piontek recommended reviewing the Preservation Sacramento and Greater Broadway District websites. These websites were revisted as suggested but did not reveal potential interested parties regarding Sacramento's Chinese heritage.
California State Railroad Museum 125 I Street, Sacramento, CA 95814	No responses	
Portuguese Historical and Cultural Society P.O. Box 161990, Sacramento, CA 95819	No responses	
Sacramento County Historical Society PO Box 160065 Sacramento, CA 95816	3/15/2018 Phone call received from SCHS President Greg Voehl	Greg telephoned and requested electronic copies of the correspondence letter and project map, and stated that he would like to share them with his historical society officers and that he expects to have comments about the project; the request was submitted 3/15/2018
	1/6/2021 email submitted via website contact form	Sent email to the Society requesting support for identifying additional groups in the Sacramento region that may have interest in the project's cultural resources
	1/6/2021 voicemail received from Bill George, President; Phone: 916-899-9871.	Mr. George confirmed receipt of email, that his organization has no staff to respond to project-related inquiries, that the Society meets monthly, and that he is aware of an Italian cultural center in Fair Oaks.
Yolo County Historical Society P.O. Box 1447, Woodland, CA 95776	No responses	
West Sacramento Historical Society 664 Cummins Way, West Sacramento, CA	No responses	

REPRESENTATIVE EXAMPLE

ICF sent a letter and vicinity map to all parties listed in the previous table.

February 13, 2018

California Council for the Promotion of History
California State University, Sacramento
6000 J Street
Sacramento, CA 95819-6059

Re: Broadway Bridge Project in Yolo and Sacramento Counties, California.

Dear California Council for the Promotion of History,

ICF International is currently conducting a cultural resources review for the Broadway Bridge Project in Yolo and Sacramento Counties, California.

The City of West Sacramento, in cooperation with the City of Sacramento and the California Department of Transportation (Caltrans) proposes to construct a new bridge spanning the Sacramento River between the City of West Sacramento in Yolo County and the City of Sacramento in Sacramento County. The project site is located at the Sacramento River approximately 0.15 mile southwest of the extant Lincoln Highway (US 50) Pioneer Bridge (see enclosed map). The project would provide local interconnectivity across the river and between neighborhoods, and the new connection would serve multiple modes of transportation.

The proposed project is subject to the provisions of the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA), and the California Environmental Quality Act (CEQA). Caltrans is designated the lead Federal agency under a memorandum of agreement with the Federal Highways Administration. The City of West Sacramento is the CEQA lead agency.

As part of our effort to identify cultural resources in the project area, we are consulting historical societies, museums, and archives, like yourself, to determine if you have any knowledge of, or information on, historical resources that may be affected by the proposed project. We are also interested in any historical information, including photographs, maps, and oral histories that may contain relevant information on cultural resources in the project area.

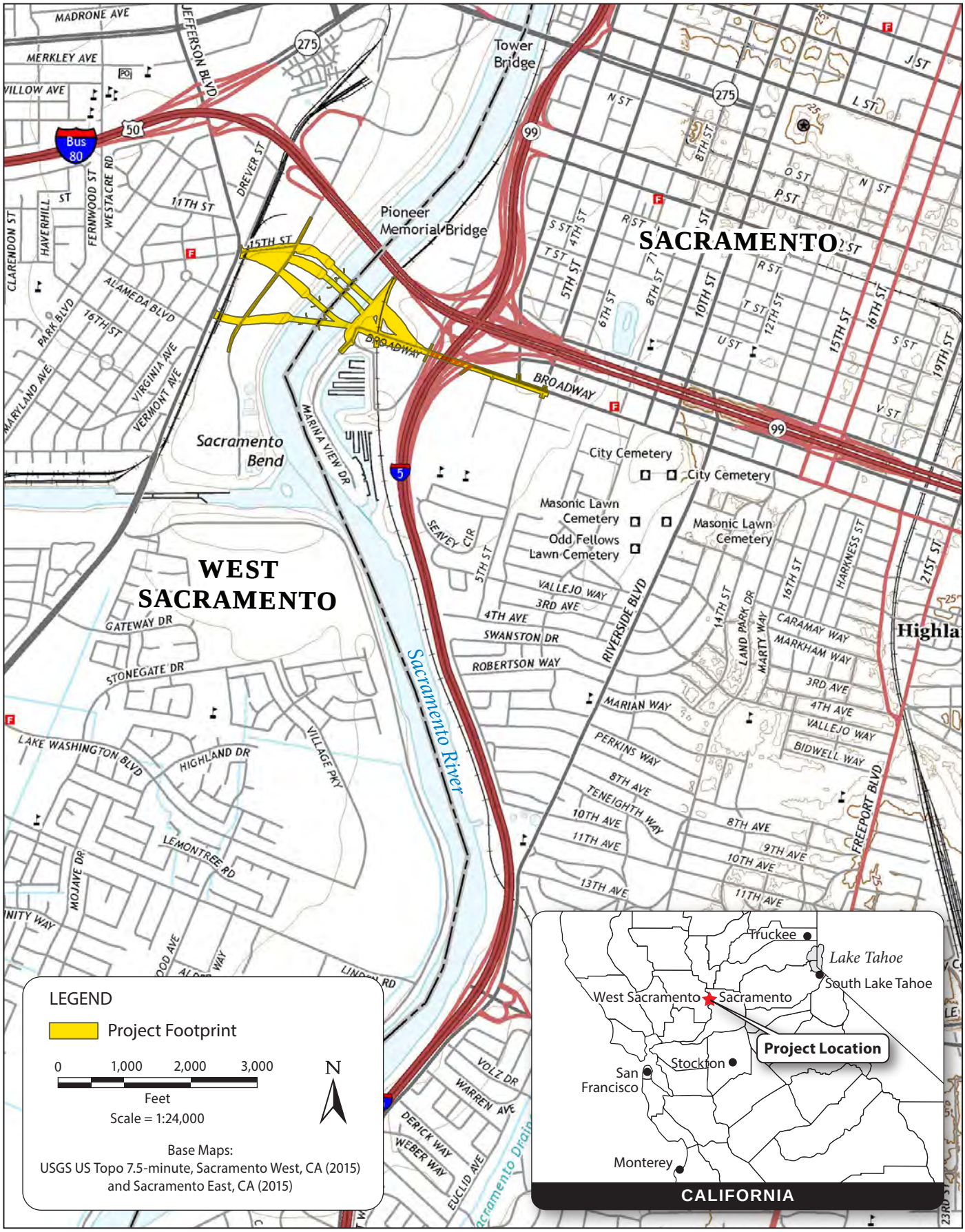
Please do not hesitate to contact me with any questions. Thank you for your assistance.

Sincerely,

Jena Rogers
Architectural Historian
Desk: 916-231-9544
jenifer.rogers@icf.com

Enclosure: Figure 1-1 Vicinity Map

cc: California Historical Building Safety Board
California Historical Resources Commission
California State Railroad Museum
Center for California Studies
Portuguese Historical and Cultural Society
Center for Sacramento History
Sacramento County Historical Society
West Sacramento Historical Society
Yolo County Historical Society



Graphics ... 00205.17 (12-5-2017)

Figure 1-1
Vicinity Map

From: Dylan McDonald
To: Rogers, Jenifer
Subject: Broadway Bridge Project
Date: Friday, February 23, 2018 4:27:58 PM

Jena,

We received your letter regarding the bridge project. You are welcome to schedule a research appointment to work through any material held by the Center relevant to your investigation. We do have maps and photographs of that area.

Our research hours can be found at http://www.centerforsacramentohistory.org/collections.

Dylan McDonald, CA
Deputy City Historian – Manuscripts Archivist
Center for Sacramento History
551 Sequoia Pacific Blvd
Sacramento, CA 95811
TEL (916) 808-7080
FAX (916) 808-7582
dmcdonald@cityofsacramento.org

A Sacramento City/County Agency

Rogers, Jenifer

From: Rogers, Jenifer
Sent: Wednesday, March 14, 2018 3:31 PM
To: 'gvoelm@gmail.com'
Subject: Broadway Bridge Project
Attachments: BroadwayBridge_SCHS.pdf

Dear Greg Voelm,

Thank you for contacting me about the correspondence you received from ICF regarding the proposed Broadway Bridge Project. We welcome any information or comments that you and the Sacramento Historical Society may have about the proposed project.

Please find attached one PDF file containing an electronic copy of the letter and map that you received, as you requested.

Please do not hesitate to contact me if you have additional questions or comments about the project.

Take care,
Jena Rogers

JENA ROGERS | Architectural Historian |  | +1.916.231.9544 direct | Jenifer.Rogers@icf.com
ICF | 630 K Street, Suite 400, Sacramento, CA 95814 USA | +1.916.737.3000 main | icf.com

February 13, 2018

Sacramento County Historical Society
PO Box 160065
Sacramento, CA 95816

Re: Broadway Bridge Project in Yolo and Sacramento Counties, California.

Dear Sacramento County Historical Society,

ICF International is currently conducting a cultural resources review for the Broadway Bridge Project in Yolo and Sacramento Counties, California.

The City of West Sacramento, in cooperation with the City of Sacramento and the California Department of Transportation (Caltrans) proposes to construct a new bridge spanning the Sacramento River between the City of West Sacramento in Yolo County and the City of Sacramento in Sacramento County. The project site is located at the Sacramento River approximately 0.15 mile southwest of the extant Lincoln Highway (US 50) Pioneer Bridge (see enclosed map). The project would provide local interconnectivity across the river and between neighborhoods, and the new connection would serve multiple modes of transportation.

The proposed project is subject to the provisions of the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA), and the California Environmental Quality Act (CEQA). Caltrans is designated the lead Federal agency under a memorandum of agreement with the Federal Highways Administration. The City of West Sacramento is the CEQA lead agency.

As part of our effort to identify cultural resources in the project area, we are consulting historical societies, museums, and archives, like yourself, to determine if you have any knowledge of, or information on, historical resources that may be affected by the proposed project. We are also interested in any historical information, including photographs, maps, and oral histories that may contain relevant information on cultural resources in the project area.

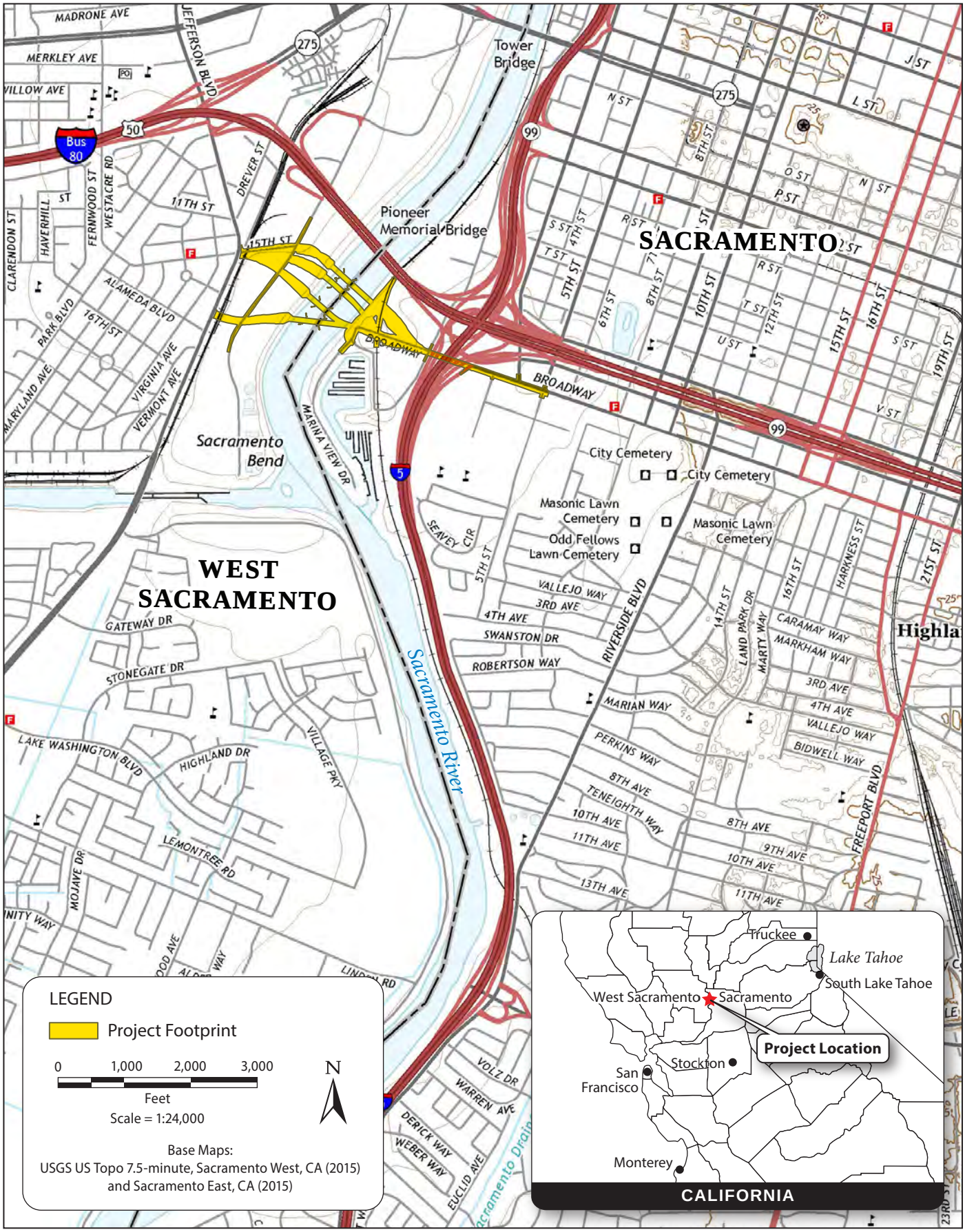
Please do not hesitate to contact me with any questions. Thank you for your assistance.

Sincerely,

Jena Rogers
Architectural Historian
desk: 916-231-9544
jenifer.rogers@icf.com

Enclosure: Figure 1-1 Vicinity Map

cc: California Council for the Promotion of History
California Historical Building Safety Board
California Historical Resources Commission
California State Railroad Museum
Center for California Studies
Portuguese Historical and Cultural Society
Center for Sacramento History
West Sacramento Historical Society
Yolo County Historical Society



Graphics ... 00205.17 (12-5-2017)

Figure 1-1
Vicinity Map

From: Rogers, Jenifer
To: csh@cityofsacramento.org
Subject: Historical Resources outreach for the Broadway Bridge Project
Date: Wednesday, January 6, 2021 11:03:00 AM

Good afternoon Center for Sacramento History staff,

I'm working on a local bridge project (Broadway Bridge) that will build a new bridge between the Sacramento and West Sacramento wharfs, and I contacted the Center in 2017 to share project information and inquire about historical information that you might have pertaining to the project location.

Since then, the project has conducted a cultural resources analysis of the area, and now we are reviewing our earlier outreach to see if there are any additional local entities that we should contact. I'm finding that there doesn't appear to be any group listed with OHP or elsewhere that is affiliated with Sacramento's historic ethnic groups, with the exception of the Portuguese society that I contacted in 2017. In particular, we have one archaeological resource that is located near an historically Chinese neighborhood.

Due to Covid-19 safety concerns, this is a challenging time to conduct outreach! I understand that the Center's staff is working remotely (as is my team), and I'm curious if anyone is available this week who may be able to help me identify local groups that would be appropriate for me to contact about the project.

I really appreciate any response that Center staff may be able to give me!
Thank you!
Jena

JENA ROGERS | Cultural Resources Specialist |  | +1.916.231.9544 direct | Jenifer.Rogers@icf.com
ICF | 980 9th Street, Suite 1200, Sacramento, CA 95814 USA | +1.916.737.3000 main | icf.com

From:	Nicholas Piontek
To:	Rogers, Jenifer
Subject:	Re: Historical Resources outreach for the Broadway Bridge Project
Date:	Friday, January 22, 2021 10:15:36 AM

Hi Jena,

I apologize for the delay in responding. I'd suggest that you look into Preservation Sacramento and the Broadway Business District if you have not already done so:

- http://www.preservationsacramento.org/
- https://www.greaterbroadwaydistrict.com/

Again, I apologize for the late response and please let me know if you have any other questions we can help you with.

Thanks,
Nicholas Piontek
Archivist
Center for Sacramento History
551 Sequoia Pacific Blvd
Sacramento, CA 95811
(916) 808-7583
npiontek@cityofsacramento.org
Pronouns: He/Him

From: Rogers, Jenifer <Jenifer.Rogers@icf.com>
Sent: Wednesday, January 6, 2021 11:03 AM
To: CSH <CSH@cityofsacramento.org>
Subject: Historical Resources outreach for the Broadway Bridge Project

Good afternoon Center for Sacramento History staff,

I'm working on a local bridge project (Broadway Bridge) that will build a new bridge between the Sacramento and West Sacramento wharfs, and I contacted the Center in 2017 to share project information and inquire about historical information that you might have pertaining to the project location.

Since then, the project has conducted a cultural resources analysis of the area, and now we are reviewing our earlier outreach to see if there are any additional local entities that we should contact. I'm finding that there doesn't appear to be any group listed with OHP or elsewhere that is affiliated with Sacramento's historic ethnic groups, with the exception of the Portuguese society that I contacted in 2017. In particular, we have one archaeological resource that is located near an historically Chinese neighborhood.

Due to Covid-19 safety concerns, this is a challenging time to conduct outreach! I understand that

the Center's staff is working remotely (as is my team), and I'm curious if anyone is available this week who may be able to help me identify local groups that would be appropriate for me to contact about the project.

I really appreciate any response that Center staff may be able to give me!
Thank you!
Jena

JENA ROGERS | Cultural Resources Specialist |  | +1.916.231.9544 direct | Jenifer.Rogers@icf.com
ICF | 980 9th Street, Suite 1200, Sacramento, CA 95814 USA | +1.916.737.3000 main | icf.com

Appendix C

DPR 523-Series Forms

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #** (Assigned by recorder) Map Reference 2; 1300 South River Road

P1. Other Identifier:
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** Sacramento
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** West Sacramento **Date** 1992 (photorevised 1997) **T** 8N; **R** 4E **Sec:** Unsectioned Mount Diablo **B.M.**
c. Address: 1300 South River Road City: West Sacramento Zip: 95691
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APN 058-290-004-000.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
1300 South River Road is a commercial parcel located in West Sacramento between its industrial wharf and the Union Pacific Railroad tracks. The parcel contains a pair of large warehouses at the western end of the parcel that date to the 1950s. Each warehouse has a rectangular plan, stucco-clad concrete walls with concrete buttresses, and moderately-pitched roofs with asphalt covering and large gables clad in corrugated metal. A dozen capped vents extend from each roof. On the eastern elevation, large metal grates are installed in the gables, and small roll-up cargo doors provide access to the ground floor on both the eastern and western elevations. A long, multi-story building that extends north from 15th Street along South River Road dates to the 1990s and currently houses a church organization and small businesses.

***P3b. Resource Attributes:** (List attributes and codes) HP6: Commercial buildings 1-3 stories
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Overview of parcel with of-age warehouses at left and modern commercial building at right. February 2018.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
Between 1957 and 1963 (aerial images).

***P7. Owner and Address:**
RAMCO Properties LP
1450 B Harbor Blvd
West Sacramento CA 95691

***P8. Recorded by:** (Name, affiliation, address)
Jena Rogers, ICF
980 9th Street, Suite 1200
Sacramento, California 95814

***P9. Date Recorded:** February 12, 2018.

***P10. Survey Type:** (Describe)
Built environment survey

***P11. Report Citation:** *ICF. 2020. Historical Resources Evaluation Report for the Caltrans Broadway Bridge Project, West Sacramento and Sacramento. Sacramento, California.*

***Attachments:** NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Map Reference 2; 1300 South River Road

B1. Historic Name: Unknown
B2. Common Name: Unknown
B3. Original Use: Commercial
B4. Present Use: Commercial

***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alteration, and date of alterations) The property was originally developed as orchards or vineyards, and between 1957 and 1963 the parcel was graded and two warehouses (extant) were built at the western end. By the end of the 20th century, the parcel was paved, and a large commercial office building was built along the eastern side of the parcel facing South River Road.

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:**

B9. Architect: Unknown b. Builder: Unknown

***B10. Significance:** None **Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The warehouses are associated with storage and distribution of agricultural products from the Sacramento Delta and Yolo County, and are part of general commercial expansion in the region. The parcel and its setting have altered since the warehouses were built.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
For reference materials, see the historical context in:
ICF. 2020. Historical Resources Evaluation Report for the Caltrans Broadway Bridge Project, West Sacramento and Sacramento. Sacramento, California.

B13. Remarks: None

***B14. Evaluator:**
Jena Rogers, ICF
980 9th Street, Suite 1200
Sacramento, California 95814

***Date of Evaluation:** December 2019

(This space reserved for official comments.)

***B10. Significance (continued):**

West Sacramento Historical Developments

West Sacramento in and near the current project is characterized by residential, commercial and industrial developments that mainly occurred in the years after the first world war. Reclamation District (RD) 900 completed its engineered levees between 1911 and 1916, setting the stage for subsequent development community and commercial expansion. By the late 1920s, the RD 900 area's population had doubled with the growth of Washington (later Broderick), Bryte (later Riverbank), and West Sacramento.

In the early decades of the twentieth century, a number of railroads provided service to the various communities that make up present-day West Sacramento, including the Sacramento Northern electric interurban. The first railroad to provide service to the Yolo County riverfront was the California Pacific Railroad, which reached Washington in 1868 and then Sacramento via the I Street Bridge in 1870; these tracks remain extant at Broderick and the I Street Bridge. However, the Western Pacific Company's Sacramento Northern Railway electrified rail along present-day Jefferson Boulevard was the earliest major railway in West Sacramento.

Circa 1937 to 1938, West Sacramento in the APE remained relatively undeveloped as a civic area, and RD 900 at its southern end was a well-established grid of managed water channels and agricultural lands. Agricultural warehouses were located at the junction Jefferson and the River Road, and Lake Washington was an outstanding geographic feature between the reclamation district and U.S. Highway 40 to the north. Jefferson Boulevard was well established along the Sacramento Northern Railroad Line. The waterfront supported river commerce with two wharves northeast of 15th Street.

With the on-set of World War II, the manufacturing economy increased but few new buildings were constructed due in part to the shortage of building materials. However, the West Sacramento Subdivision Plan's second phase was implemented in 1941, and included resurvey of the northern portion of the 1913 phase and consolidation of several residential parcels for resale.

At the close of World War II, the US Army Corps of Engineer's Sacramento district office recommended the construction of a deep-water ship channel to connect Sacramento to the San Francisco Bay Area. With Congressional approval, construction on the federal government's eastern Yolo County's deep-water Barge Canal began in 1949 and was completed in 1962. The channel terminated at West Sacramento's deep water harbor, where port facilities were built to support cargo loading and Lake Washington was transformed into a ship turning basin.

Also following the war, new factories and other industrial structures were built on the western river bank. Major brands included the State Box Company, Rice Growers Association, and Leinberger's Slaughterhouse. By 1952, the West Sacramento waterfront in the vicinity of Jefferson Boulevard, 15th Street, and the South River Road had industrialized its wharf with rice mills and oil terminal tanks. The oil industry expanded from its foundations at Sacramento's waterfront, and fuel storage and distribution companies such as Ramos Company settled at the West Sacramento waterfront in 1957. Today, these mid- and late-century businesses are relocating to the West Sacramento port.

Application of Criteria

1300 South River Road is located in the area where West Sacramento's commercial industries expanded in the second half of the twentieth century. Commercial industries related to agricultural production, manufacturing, and oil distribution were established in the West Sacramento-Sacramento region in the nineteenth and early twentieth century, and some were established in the 1930s and 1940s at West Sacramento. These early commercial developments secured the region's role as an important commercial hub that continued to develop through the twentieth and twenty-first centuries. The of-age buildings at 1300 South River Road reflect general expansion of the region's established commercial industries, and are also not associated with the period of significance for the region's early commercial industries at the Sacramento River waterfront. Therefore, 1300 South River Road lacks historical significance under National Register Criterion A and California Register Criterion 1.

1300 South River Road is not associated with any individuals at a national, state, or local level of historical significance. Therefore, the resource lacks historical significance under National Register Criterion B and California Register Criterion 2.

1300 South River Road has of-age warehouse buildings that are of commercial construction and design, and do not reflect any particular industrial architectural or engineering style. Furthermore, the buildings are not associated with a master architect or engineer. Therefore, 1300 South River Road lacks historical significance under National Register Criterion C and California Register Criterion 3.

Finally, the lack of associated historical significance described in the application of Criteria A/1, B/2, and C/3 supports a conclusion that this built environment resource is not likely to yield information important to history, and thus 1300 South River Road is not eligible for National Register Criterion D and California Register Criterion 4.

Conclusion

Due to lack of historical significance, 1300 South River Road is not eligible for the National Register or the California Register under any associative criteria. In accordance with Section 15064.5(a) (2) of the CEQA guidelines, the buildings are not an historical resources for the purposes of CEQA.

Photograph 2. Warehouses at the western side of the parcel facing the railway, showing the eastern and southern elevations of the buildings. Image taken February 2018; view west.

Photograph 3. Warehouses on the western side of the parcel, showing the eastern elevations and parking lot. Image taken February 2018; view west.

Photograph 4. Modern building on eastern side of parcel, facing South River Road. Image taken February 2018; view west.

Photograph 5. Modern building on east side of parcel, facing South River Road. Image taken February 2018; view west.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #** (Assigned by recorder) Map Reference 3; 1500 South River Road

P1. Other Identifier:
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** Sacramento
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** West Sacramento **Date** 1992 (photorevised 1997) **T** 8N; **R** 4E **Sec:** Unsectioned Mount Diablo **B.M.**
c. Address: 1500 South River Road City: West Sacramento Zip: 95691
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APN 058-280-006-000.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
1500 South River Road is a commercial parcel located in West Sacramento between its industrial wharf and the Union Pacific Railroad tracks at Jefferson Blvd. The parcel is situated at the intersection of South River Road and 15th Street and contains two small commercial buildings that date to 1952. The main building has a single story, with a square footprint and an attached gable-roofed garage at its northern elevation. It has a concrete slab foundation, stucco-clad walls, a vertical board clad gable, and a broad, moderately pitched roof. Its primary façade is gabled, and faces South River Road and features two horizontal sash aluminum windows, a recessed entry door, and a prominent sign board on its gable which currently lacks content. The attached garage has a cargo door facing South River Road. The secondary building has a concrete slab foundation, stucco-clad walls and gables, and s mildly pitched, single-gable roof. Its primary façade faces South River Road, and features two horizontal sash aluminum windows and a recessed entry door with a single concrete slab step. The eastern elevation also has a simple colonnade; an extension of the roof runs the length of the building, is supported by unadorned wooden posts and shelters a concrete sidewalk. Additional fenestration is partly visible from the public right-of-way on other elevations of both buildings.

***P3b. Resource Attributes:** (List attributes and codes) HP6: Commercial buildings 1-3 stories
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Overview of parcel with of-age commercial buildings. View west. February 2018.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1952 (aerial images).

***P7. Owner and Address:**
Jerry L. and Bonnie Roberts
1500A South River Road
West Sacramento CA 95691

***P8. Recorded by:** (Name, affiliation, address)
Jena Rogers, ICF
980 9th Street, Suite 1200
Sacramento, California 95814

***P9. Date Recorded:** February 12, 2018.
***P10. Survey Type:** (Describe)
Built environment survey

***P11. Report Citation:** *ICF. 2020. Historical Resources Evaluation Report for the Caltrans Broadway Bridge Project, West Sacramento and Sacramento. Sacramento, California.*

***Attachments:** NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record
☐ Other (list) _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Map Reference 3; 1500 South River Road

B1. Historic Name: Unknown
B2. Common Name: Unknown
B3. Original Use: Commercial
B4. Present Use: Commercial

***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alteration, and date of alterations) The property was originally developed in the 1950s following World War II and during a period of commercial expansion of the region's established industries.

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:**

B9. Architect: Unknown b. Builder: Unknown

***B10. Significance:** None **Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
The buildings are associated with general post-War commercial developments in West Sacramento, and post-date the region's historically significant commercial development.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
For reference materials, see the historical context in:
ICF. 2020. Historical Resources Evaluation Report for the Caltrans Broadway Bridge Project, West Sacramento and Sacramento. Sacramento, California.

B13. Remarks: None

***B14. Evaluator:**
Jena Rogers, ICF
980 9th Street, Suite 1200
Sacramento, California 95814

***Date of Evaluation:** December 2019

(This space reserved for official comments.)

***B10. Significance (continued):**

West Sacramento Historical Developments

West Sacramento in and near the current project is characterized by residential, commercial and industrial developments that mainly occurred in the years after the first world war. Reclamation District (RD) 900 completed its engineered levees between 1911 and 1916, setting the stage for subsequent development community and commercial expansion. By the late 1920s, the RD 900 area's population had doubled with the growth of Washington (later Broderick), Bryte (later Riverbank), and West Sacramento.

In the early decades of the twentieth century, a number of railroads provided service to the various communities that make up present-day West Sacramento, including the Sacramento Northern electric interurban. The first railroad to provide service to the Yolo County riverfront was the California Pacific Railroad, which reached Washington in 1868 and then Sacramento via the I Street Bridge in 1870; these tracks remain extant at Broderick and the I Street Bridge. However, the Western Pacific Company's Sacramento Northern Railway electrified rail along present-day Jefferson Boulevard was the earliest major railway in West Sacramento.

Circa 1937 to 1938, West Sacramento in the APE remained relatively undeveloped as a civic area, and RD 900 at its southern end was a well-established grid of managed water channels and agricultural lands. Agricultural warehouses were located at the junction Jefferson and the River Road, and Lake Washington was an outstanding geographic feature between the reclamation district and U.S. Highway 40 to the north. Jefferson Boulevard was well established along the Sacramento Northern Railroad Line. The waterfront supported river commerce with two wharves northeast of 15th Street.

With the on-set of World War II, the manufacturing economy increased but few new buildings were constructed due in part to the shortage of building materials. However, the West Sacramento Subdivision Plan's second phase was implemented in 1941, and included resurvey of the northern portion of the 1913 phase and consolidation of several residential parcels for resale. By 1950, West Sacramento was experiencing general commercial development that was a continuation of its initial post-War industries.

At the close of World War II, the US Army Corps of Engineer's Sacramento district office recommended the construction of a deep-water ship channel to connect Sacramento to the San Francisco Bay Area. With Congressional approval, construction on the federal government's eastern Yolo County's deep-water Barge Canal began in 1949 and was completed in 1962. The channel terminated at West Sacramento's deep water harbor, where port facilities were built to support cargo loading and Lake Washington was transformed into a ship turning basin.

Also following the war, new factories and other industrial structures were built on the western river bank. Major brands included the State Box Company, Rice Growers Association, and Leinberger's Slaughterhouse. By 1952, the West Sacramento waterfront in the vicinity of Jefferson Boulevard, 15th Street, and the South River Road had industrialized its wharf with rice mills and oil terminal tanks. The oil industry expanded from its foundations at Sacramento's waterfront, and fuel storage and distribution companies such as Ramos Company settled at the West Sacramento waterfront in 1957. Today, these mid- and late-century businesses are relocating to the West Sacramento port.

Application of Criteria

1500 South River Road is located in the area where West Sacramento's commercial industries expanded in the second half of the twentieth century. Commercial properties related to the management and support services for the region's agricultural production, manufacturing, and oil distribution were established in the West Sacramento-Sacramento region in the nineteenth and early twentieth century, and some were established in the 1930s and 1940s at West Sacramento. These early commercial developments secured the region's role as an important commercial hub that continued to develop through the twentieth and twenty-first centuries. The of-age buildings at 1500 South River Road reflect the region's post-World War II commercial expansion, and are not associated with the period of significance for the region's historically significant commercial development. Therefore, 1500 South River Road lacks historical significance under National Register Criterion A and California Register Criterion 1.

1500 South River Road is not associated with any individuals at a national, state, or local level of historical significance. Therefore, 1500 South River Road lacks historical significance under National Register Criterion B and California Register Criterion 2.

1500 South River Road has of-age buildings that are of common construction and design, and do not reflect any particular commercial architectural or engineering style. Furthermore, the buildings are not associated with a master architect or engineer. Therefore, 1500 South River Road lacks historical significance under National Register Criterion C and California Register Criterion 3.

Finally, the lack of associated historical significance described in the application of Criteria A/1, B/2, and C/3 supports a conclusion that this built environment resource is not likely to yield information important to history, and thus 1500 South River Road is not eligible for National Register Criterion D and California Register Criterion 4.

Conclusion

Due to lack of historical significance, 1500 South River Road is not eligible for the National Register or the California Register under any associative criteria. In accordance with Section 15064.5(a) (2) of the CEQA guidelines, the buildings are not an historical resource for the purposes of CEQA.

Photograph 2. View of the buildings on the small parcel, showing the eastern elevations of both buildings facing South River Road. Image taken February 2018; view west.

Photograph 3. View of the buildings on the small parcel, showing the western and northern elevation of the larger building at the center of the image, and the smaller building at the far left of the image. Image taken February 2018; view southeast.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #** (Assigned by recorder) Map Reference 4; 1509 South River Road

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** Sacramento
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** West Sacramento **Date** 1992 (photorevised 1997) **T** 8N; **R** 4E **Sec:** Unsectioned Mount Diablo **B.M.**

c. Address: 1509 South River Road City: West Sacramento Zip: 95691

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APN 058-280-005-000.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
1509 South River Road is a fuel distribution facility on the West Sacramento wharf. The parcel contains a pair of industrial buildings, a shed structure, and 13 fuel storage tanks. The industrial buildings are single-story, double-wide modular warehouses with rectangular plans, corrugated metal siding, and medium-pitched metal roofs. The two buildings are attached by a covered breezeway. The southernmost building has two cargo doors on its western elevation; nine square vertical sash aluminum windows on its eastern facade, a pedestrian entryway on its eastern façade, The northernmost building has two cargo doors on its eastern facade, and a pedestrian entryway on its western façade, The shed is an open-walled structure with a corrugated metal roof sheltering equipment for operations on the property. The thirteen fuel storage tanks are of various sizes, with either slightly convex or concave roofs. All of the fuel tanks exhibit welded steel seams without rivets, characteristic of post-1950 tank design.

***P3b. Resource Attributes:** (List attributes and codes) HP6: Commercial buildings 1-3 stories, HP11: Engineering structure (fuel tanks)
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Overview of petroleum storage tanks. View southeast. February 2018.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1950s; 1960s; 1970s (aerial images).

***P7. Owner and Address:**
Equilon Enterprises LLC
P O Box 4369
Houston TX 77210

***P8. Recorded by:** (Name, affiliation, address)
Jena Rogers, ICF
980 9th Street, Suite 1200
Sacramento, California 95814

***P9. Date Recorded:** February 12, 2018.

***P10. Survey Type:** (Describe)
Built environment survey

***P11. Report Citation:** *ICF. 2020. Historical Resources Evaluation Report for the Caltrans Broadway Bridge Project, West Sacramento and Sacramento. Sacramento, California.*

***Attachments:** NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Map Reference 4; 1509 South River Road

B1. Historic Name: Unknown
B2. Common Name: Unknown
B3. Original Use: Oil industry
B4. Present Use: Oil industry

***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alteration, and date of alterations) Tanks were originally located on the property circa 1952, and buildings and additional tanks were installed between 1963 and 1972.

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:**

B9. Architect: Unknown b. Builder: Unknown

***B10. Significance:** None **Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Originating in the nineteenth century, California's oil production, storage and distribution became a historically significant industry. California's oil industry developed rapidly with its successful partnering of extraction sites with distribution and storage networks. The Sacramento River wharf was established as a central railroad and maritime storage and distribution area by 1900, and served as a hub for supplying areas north and east of the Capitol. The building, structure and tanks at 1509 South River Road are associated with oil industry developments in West Sacramento, and post-date the region's historically significant oil industry development.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
For reference materials, see the historical context in:
ICF. 2020. Historical Resources Evaluation Report for the Caltrans Broadway Bridge Project, West Sacramento and Sacramento. Sacramento, California.

B13. Remarks: None

***B14. Evaluator:**
Jena Rogers, ICF
980 9th Street, Suite 1200
Sacramento, California 95814

***Date of Evaluation:** December 2019

(This space reserved for official comments.)

***B10. Significance (continued):**

California's Oil Industry at the Sacramento River

Petroleum resources were initially exploited in California as an alternative to coal fuels, and were first taken from seepages in Ventura County circa 1850 to 1860. In 1866, U. S. Senator Leland Stanford invested in constructing a tunnel at the Ventura source, followed by similar gravity-driven infrastructure at Sulphur Mountain and McKittrick. Stanford's operation succeeded in extracting petroleum tar and transporting the tar to San Francisco, California's metropolitan center at the time. The California Star Oil Company built the state's first refinery at the Ventura-Newhall source in 1876. Three years later, the Pacific Coast Oil Company acquired the California Star as well as emerging Santa Clara Valley oil companies, and laid the state's first pipeline at Newhall. However, during this period, petroleum was challenging to transport, process, and market.

California's petroleum industry emerged in the 1880s, led by large oil "strikes', or discoveries, in the arid agricultural lands of Kern County and the Los Angeles Basin. In 1884, C.A. Burrows engineered the first tidewater pipeline, extending 16 miles from the oil fields to the oceanfront shipping docks and demonstrating an efficient alternative to transport by oil teamsters' wagons. Petroleum refineries and distribution infrastructure were also integral to the industry's growth. At this time, California's urban centers were in San Jose, San Francisco and Sacramento, and petroleum fast became a public utilities fuel source in these cities. Oil companies made use of the state's growing railroad network as well as river, shipping canal, and ocean transport to reach its markets. Sacramento and Stockton were the primary hubs for storage and distribution from refineries in Benicia and Richmond. By the early twentieth century, oil companies were storing, processing and distributing fuels at the Sacramento River waterfront to supply the region's urban and agricultural economies.

Sacramento's first petroleum company was the Pacific Pneumatic Gas Company, which incorporated in 1872 and purchased lands on Front Street south of S Street to manufacture petroleum products. The Sacramento Gas Company and the Citizens' Gas Light and Heat Company were consolidated as the Capital Gas Company in 1875, and the new company established riverfront facilities south of T Street. In 1887, Capital Gas merged with Thomson-Houston Electric Light Company, and in turn was acquired by the Sacramento Electric Gas and Railway Company in 1890. In 1893, the City of Sacramento granted the Standard Oil Company the right to construct and use a warehouse and oil tanks for the storage of petroleum products within the city limits east of the Southern Pacific Railyards. This may have been the permitting for the company's first Sacramento facility, described as a "plain one-and-a half story brick structure, about 20 x 60 feet in size located alongside the railroad" that contained a circular, 14-foot diameter tank.

By 1900, Standard had five core storage and distribution stations for its west coast markets at San Francisco, Stockton, Sacramento, Los Angeles and Portland, each with rail and water transport options. In 1902, the Associated Oil Company was also granted rights to build and operate on the wharf parcels directly south of the Sacramento Coal Company's waterfront plant. Circa 1903, "crude-oil water gas" manufacture from petroleum was introduced, and completely replaced more expensive, coal-based gas production. In 1906, Pacific Gas and Electric acquired Sacramento Electric and its gas works, and a ten-thousand-barrel storage tank was imported from San Francisco to store oil. In 1911, Standard Oil was granted rights to the parcel at the levee adjacent to X Street.

The automobile industry was in its infancy at the turn of the century, and intercity automobile travel was particularly viewed as unreliable. Between 1901 and 1904, oiled and graveled roadway pavements improved travel and transport by accommodating greater tonnage for wagon hauls and decreasing the frequencies of rutted and impassable road segments in rural and urban areas.

In 1911, the city passed Ordinance No. 953 to regulate the storage and use of petroleum products in commercial and residential neighborhoods. The petroleum market adapted by creating petroleum service stations for private motor vehicle use, and developing infrastructures to support public utilities rather than supplying individual businesses and residences with buried gas storage tanks. In 1907, a prototype private automobile gasoline hose valve for filling private automobile tanks had been introduced in Los Angeles, and was widely adopted over the next decade.

In 1919, California's west coast markets were centered at Seattle, the Sacramento-San Francisco region, and the emerging Los Angeles metropolis, and around this time Standard Oil consolidated smaller market storage tanks into its Sacramento terminals.

In 1927, California produced two billion barrels of oil, and had a storage terminal capacity of 205 million barrels. In 1928, the oil fields of California were the most productive in the world, contributing to 25% of the nation's production and 18% worldwide. At

the same time, the state's storage infrastructure held petroleum products well below its capacity. The state's pre-War oil companies were the Associated Oil Company, the California Eastern Oil Company, the General Petroleum Corporation of California, the Pan American Petroleum Company, the Shell Company of California, the Standard Oil Company California, the Texas Oil Company, the Union Oil Company of California, and the Western Oil and Refining Company.

The Sacramento River's waterfront fuel tank farms were originally stocked by river and railroad on the eastern banks. Circa World War II, the petroleum industry spread to the western bank as West Sacramento industrialized its waterfront. By the end of the war, tank trucks had replaced rail, and by the 1960s local and long-distance pipelines serviced the terminals. By 1950, West Sacramento and Sacramento were experiencing general oil industry development that were a continuation of early industries and initial post-War industries.

Application of Criteria

1509 South River Road is located in the area where West Sacramento's oil industries expanded during and following World War II. The building, structure and tanks at 1509 South River Road thus are not associated with the period of significance for the region's historically significant oil industry development. Therefore, 1509 South River Road lacks historical significance under National Register Criterion A and California Register Criterion 1.

1509 South River Road is not associated with any individuals at a national, state, or local level of historical significance. Therefore, 1509 South River Road lacks historical significance under National Register Criterion B and California Register Criterion 2.

1509 South River Road has a building, a structure, and tanks that are of common construction and design, and do not reflect any particular commercial architectural or engineering style. Furthermore, the buildings are not associated with a master architect or engineer. Therefore, 1509 South River Road lacks historical significance under National Register Criterion C and California Register Criterion 3.

Finally, the lack of associated historical significance described in the application of Criteria A/1, B/2, and C/3 supports a conclusion that this built environment resource is not likely to yield information important to history, and thus 1509 South River Road is not eligible for National Register Criterion D and California Register Criterion 4.

Conclusion

Due to lack of historical significance, 1509 South River Road is not eligible for the National Register or the California Register under any associative criteria. In accordance with Section 15064.5(a) (2) of the CEQA guidelines, 1509 South River Road is not an historical resource for the purposes of CEQA.

Photograph 2. View of the parcel, showing tanks and the fenced driveway accessing the parcel. The low building at the back of the image is located at the eastern end of the parcel. Image taken February 2018; view west.

Photograph 3. View of the parcel from eastern river bank, showing the low modular buildings at the eastern end of the parcel. Image taken February 2018; view west.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #** (Assigned by recorder) Map Reference 5; 1515 and 1555 South River Road

P1. Other Identifier:
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** Sacramento
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** West Sacramento **Date** 1992 (photorevised 1997) **T** 8N; **R** 4E **Sec:** Unsectioned Mount Diablo **B.M.**
c. Address: 1515 and 1555 South River Road City: West Sacramento Zip: 95691
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APNs 058-270-006-000 and 058-270-014-000.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
1515 and 1555 South River Road is a fuel distribution facility on the West Sacramento wharf. The parcel contains the Ramos Company's services offices, warehouses, storage structures, and a modern Shell service station.
The company headquarters office building is located at the eastern end of the parcel, adjacent to a small river dock, and its primary entryway faces the parking lot to the west. The office building is a mid-century design, and has a rectangular plan, concrete slab foundation, stucco and stacked brick siding, and a wooden-framed flat shed roof. The main entrance is recessed, with a single steel glazed door, two aluminum casement windows, and one glazed horizontal sash aluminum window. The western elevation has a single steel door.
The property's main warehouse is located south of the headquarters, at the eastern end of the parcel. The main warehouse is two stories, with a concrete slab foundation, corrugated steel siding, and a corrugated steel gabled roof with a shallow pitch. A cargo door and an adjacent single steel door pedestrian entry are located on the northern façade under the gable. A secondary entrance with a recessed cargo door is located at the southern end of the western façade. *See Continuation Sheet.*

***P3b. Resource Attributes:** (List attributes and codes) HP6: Commercial buildings 1-3 stories
***P4. Resources Present:** ☒ Building ☒Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Overview of parcel at South River Road. View southeast. February 2018.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1953; 19702; 1990s-2000s (aerial images).

***P7. Owner and Address:**
Kent and Kyle Ramos
P O Box 401
West Sacramento, CA 95691

***P8. Recorded by:** (Name, affiliation, address)
Jena Rogers, ICF
980 9th Street, Suite 1200
Sacramento, California 95814

***P9. Date Recorded:** February 12, 2018.

***P10. Survey Type:** (Describe)
Built environment survey

***P11. Report Citation:** *ICF. 2020. Historical Resources Evaluation Report for the Caltrans Broadway Bridge Project, West Sacramento and Sacramento. Sacramento, California.*

***Attachments:** NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record
☐ Other (list) _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Map Reference 5; 1515 and 1555 South River Road

B1. Historic Name: Unknown
B2. Common Name: Unknown
B3. Original Use: Oil industry
B4. Present Use: Oil industry

***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alteration, and date of alterations) One extant corrugated metal warehouse was built on the parcels circa 1953, and the main services offices building, an offices building with a corrugated roof, a portable offices building, a modern warehouse, and a wharf dock were added by 1972. The remaining buildings, including a Shell service station at South River Road, were built after 1975.

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:**
B9. Architect: Unknown b. Builder: Unknown

***B10. Significance:** None **Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Originating in the nineteenth century, California's oil production, storage and distribution became a historically significant industry. California's oil industry developed rapidly with its successful partnering of extraction sites with distribution and storage networks. The Sacramento River wharf was established as a central railroad and maritime storage and distribution area by 1900, and served as a hub for supplying areas north and east of the Capitol. The buildings at 1515 and 1555 South River Road are associated with oil industry developments in West Sacramento, and post-date the region's historically significant oil industry development.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
For reference materials, see the historical context in:
ICF. 2020. Historical Resources Evaluation Report for the Caltrans Broadway Bridge Project, West Sacramento and Sacramento. Sacramento, California.

B13. Remarks: None

***B14. Evaluator:**
Jena Rogers, ICF
980 9th Street, Suite 1200
Sacramento, California 95814

***Date of Evaluation:** December 2019

(This space reserved for official comments.)

***P3a. Description (Continued):**

A secondary office building is located west of the headquarters, and is a modular building with a rectangular plan, a concrete slab foundation, stucco-clad walls, and a shallow-pitched roof. A simple, wooden post colonnade extends under the eave the length of the building's southern elevation, and shelters four consecutive bays each consisting of single entryways with glazed steel doors flanked by glazed, aluminum horizontal-sash windows.

Four portable buildings are located north of the headquarters building. Three of the portable buildings are clustered, and are single-wide trailer styles with rectangular plans and temporary foundations. Within the cluster, southernmost and northernmost portables are similar, with wooden skirts concealing their footings, painted wooden slat cladding with painted wooden trim, and flat roofs. The centermost portable is set on a concrete brick foundation, and has corrugated metal siding and a convex, corrugated metal roof, and shares a deck covered deck with the northern portable. The fourth portable building, set to the north of the cluster, is a double-wide style with a rectangular plan, a wooden skirt concealing its footings, painted wooden slat cladding with painted wooden trim, and a shallow-pitched roof. Fenestration on all of the buildings is horizonal sash aluminum windows, and all of the entryways are single wooden pedestrian doors.

A warehouse is located west of the portables and north of the secondary offices, and has an L-shaped plan, a concrete slab foundation, corrugated metal siding and a moderately-pitched gabled roof clad in corrugated metal sheets. The warehouse is accessed by a cargo door under the eave at the western façade, and a single pedestrian doorway on the eastern façade.

Other structures on the parcel include storage containers distributed throughout the parcel, a small boat pier with aluminum rails located behind the headquarters building, and a modern Shell Company gas station complex located at the western end of the parcel at South River Road.

***B10. Significance (continued):**

California's Oil Industry at the Sacramento River

Petroleum resources were initially exploited in California as an alternative to coal fuels, and were first taken from seepages in Ventura County circa 1850 to 1860. In 1866, U. S. Senator Leland Stanford invested in constructing a tunnel at the Ventura source, followed by similar gravity-driven infrastructure at Sulphur Mountain and McKittrick. Stanford's operation succeeded in extracting petroleum tar and transporting the tar to San Francisco, California's metropolitan center at the time. The California Star Oil Company built the state's first refinery at the Ventura-Newhall source in 1876. Three years later, the Pacific Coast Oil Company acquired the California Star as well as emerging Santa Clara Valley oil companies, and laid the state's first pipeline at Newhall. However, during this period, petroleum was challenging to transport, process, and market.

California's petroleum industry emerged in the 1880s, led by large oil "strikes', or discoveries, in the arid agricultural lands of Kern County and the Los Angeles Basin. In 1884, C.A. Burrows engineered the first tidewater pipeline, extending 16 miles from the oil fields to the oceanfront shipping docks and demonstrating an efficient alternative to transport by oil teamsters' wagons. Petroleum refineries and distribution infrastructure were also integral to the industry's growth. At this time, California's urban centers were in San Jose, San Francisco and Sacramento, and petroleum fast became a public utilities fuel source in these cities. Oil companies made use of the state's growing railroad network as well as river, shipping canal, and ocean transport to reach its markets. Sacramento and Stockton were the primary hubs for storage and distribution from refineries in Benicia and Richmond. By the early twentieth century, oil companies were storing, processing and distributing fuels at the Sacramento River waterfront to supply the region's urban and agricultural economies.

Sacramento's first petroleum company was the Pacific Pneumatic Gas Company, which incorporated in 1872 and purchased lands on Front Street south of S Street to manufacture petroleum products. The Sacramento Gas Company and the Citizens' Gas Light and Heat Company were consolidated as the Capital Gas Company in 1875, and the new company established riverfront facilities south of T Street. In 1887, Capital Gas merged with Thomson-Houston Electric Light Company, and in turn was acquired by the Sacramento Electric Gas and Railway Company in 1890. In 1893, the City of Sacramento granted the Standard Oil Company the right to construct and use a warehouse and oil tanks for the storage of petroleum products within the city limits east of the Southern

Pacific Railyards. This may have been the permitting for the company's first Sacramento facility, described as a "plain one-and-a half story brick structure, about 20 x 60 feet in size located alongside the railroad" that contained a circular, 14-foot diameter tank.

By 1900, Standard had five core storage and distribution stations for its west coast markets at San Francisco, Stockton, Sacramento, Los Angeles and Portland, each with rail and water transport options. In 1902, the Associated Oil Company was also granted rights to build and operate on the wharf parcels directly south of the Sacramento Coal Company's waterfront plant. Circa 1903, "crude-oil water gas" manufacture from petroleum was introduced, and completely replaced more expensive, coal-based gas production. In 1906, Pacific Gas and Electric acquired Sacramento Electric and its gas works, and a ten-thousand-barrel storage tank was imported from San Francisco to store oil. In 1911, Standard Oil was granted rights to the parcel at the levee adjacent to X Street.

The automobile industry was in its infancy at the turn of the century, and intercity automobile travel was particularly viewed as unreliable. Between 1901 and 1904, oiled and graveled roadway pavements improved travel and transport by accommodating greater tonnage for wagon hauls and decreasing the frequencies of rutted and impassable road segments in rural and urban areas.

In 1911, the city passed Ordinance No. 953 to regulate the storage and use of petroleum products in commercial and residential neighborhoods. The petroleum market adapted by creating petroleum service stations for private motor vehicle use, and developing infrastructures to support public utilities rather than supplying individual businesses and residences with buried gas storage tanks. In 1907, a prototype private automobile gasoline hose valve for filling private automobile tanks had been introduced in Los Angeles, and was widely adopted over the next decade.

In 1919, California's west coast markets were centered at Seattle, the Sacramento-San Francisco region, and the emerging Los Angeles metropolis, and around this time Standard Oil consolidated smaller market storage tanks into its Sacramento terminals.

In 1927, California produced two billion barrels of oil, and had a storage terminal capacity of 205 million barrels. In 1928, the oil fields of California were the most productive in the world, contributing to 25% of the nation's production and 18% worldwide. At the same time, the state's storage infrastructure held petroleum products well below its capacity. The state's pre-War oil companies were the Associated Oil Company, the California Eastern Oil Company, the General Petroleum Corporation of California, the Pan American Petroleum Company, the Shell Company of California, the Standard Oil Company California, the Texas Oil Company, the Union Oil Company of California, and the Western Oil and Refining Company.

The Sacramento River's waterfront fuel tank farms were originally stocked by river and railroad on the eastern banks. Circa World War II, the petroleum industry spread to the western bank as West Sacramento industrialization of its waterfront. By the end of the war, tank trucks had replaced rail, and by the 1960s local and long-distance pipelines serviced the terminals.

Application of Criteria

1515 and 1555 South River Road is located in the area where West Sacramento's oil industries expanded during and following World War II. The buildings and structures at 1515 and 1555 South River Road thus are not associated with the period of significance for the region's historically significant oil industry development. Therefore, 1515 and 1555 South River Road lacks historical significance under National Register Criterion A and California Register Criterion 1.

1515 and 1555 South River Road is not associated with any individuals at a national, state, or local level of historical significance. Therefore, 1515 and 1555 South River Road lacks historical significance under National Register Criterion B and California Register Criterion 2.

1515 and 1555 South River Road has of-age buildings and structures that are of common construction and design, and do not reflect any particular commercial architectural style. Furthermore, the buildings are not associated with a master architect. Therefore, 1515 and 1555 South River Road lacks historical significance under National Register Criterion C and California Register Criterion 3.

Finally, the lack of associated historical significance described in the application of Criteria A/1, B/2, and C/3 supports a conclusion that this built environment resource is not likely to yield information important to history, and thus 1515 and 1555 South River Road is not eligible for National Register Criterion D and California Resister Criterion 4.

Conclusion

Due to lack of historical significance, 1515 and 1555 South River Road is not eligible for the National Register or the California Register under any associative criteria. In accordance with Section 15064.5(a) (2) of the CEQA guidelines, the buildings and structures are not an historical resource for the purposes of CEQA.

Photograph 2. L-shaped warehouse building on parcel; view northwest.

Photograph 3. Office building on parcel; view northwest.

Photograph 4. Portable offices on parcel; view west.

Photograph 5. Main warehouse building on parcel; view south.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #** (Assigned by recorder) Map Reference 6; 1520 South River Road

P1. Other Identifier:
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** Sacramento
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** West Sacramento **Date** 1992 (photorevised 1997) **T** 8N; **R** 4E **Sec:** Unsectioned Mount Diablo **B.M.**
c. Address: 1520 South River Road City: West Sacramento Zip: 95691
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APN 058-280-003-000.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
1520 South River Road is a commercial parcel located near the West Sacramento wharf. The parcel contains a commercial building, a long shed along the southern end of the parcel, and a portable offices building and warehouse at the northern end of the parcel. The main commercial building faces South River Road, and is a rectangular plan extending west across the parcel. The main building has a concrete slab foundation, corrugated metal siding, and a shallow-pitched corrugated metal roof. The front (eastern) façade has a pedestrian entryway located under a simple wooden porch roof supported by rounded wooden posts, five aluminum horizontal-sash windows, and one wooden horizontal-sash attic window. The building has two large shed additions with corrugated metal siding and roofs at its western end, and a corrugated metal shed is also attached to its northern elevation. The long, narrow shed at the southern end of the parcel is a parking structure set on asphalt pavement, with wooden interior framing and corrugated metal cladding, and a flat, corrugated metal roof. A modular commercial building and warehouse structure are located at the northern end of the parcel. The modular building has a single-wide, rectangular plan, a concrete slab foundation, and a shallow-pitched roof. A covered deck extends under the eave the length of the building's southern elevation, and shelters two entryways with glazed steel doors and one aluminum horizontal-sash window. The warehouse has concrete slab foundation, a gabled roof with a moderate pitch. Three cargo bays and two pedestrian doorways are located on its eastern façade.

***P3b. Resource Attributes:** (List attributes and codes) HP6: Commercial buildings 1-3 stories
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Overview of parcel from South River Road. View west. February 2018.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1950; 1970s (aerial images).

***P7. Owner and Address:**
Kyle Ramos
P O Box 401
West Sacramento, CA 95691

***P8. Recorded by:** (Name, affiliation, address)
Jena Rogers, ICF
980 9th Street, Suite 1200
Sacramento, California 95814

***P9. Date Recorded:** February 12, 2018.
***P10. Survey Type:** (Describe)
Built environment survey

***P11. Report Citation:** *ICF. 2020. Historical Resources Evaluation Report for the Caltrans Broadway Bridge Project, West Sacramento and Sacramento. Sacramento, California.*

***Attachments:** NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record
☐ Other (list) _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Map Reference 6; 1520 South River Road

B1. Historic Name: Unknown
B2. Common Name: Unknown
B3. Original Use: Oil industry
B4. Present Use: Oil industry

***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alteration, and date of alterations) A small, rectangular plan, gabled building was constructed at the northern end of the parcel by 1952. By the early 1970s, the main rectangular-plan, corrugated and gabled roof warehouse building and the long, corrugated metal shed at the southern end of the parcel were built. Multiple extensions to the warehouse were made through the late twentieth century.
***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:**
B9. Architect: Unknown b. Builder: Unknown

***B10. Significance:** None **Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Originating in the nineteenth century, California's oil production, storage and distribution became a historically significant industry. California's oil industry developed rapidly with its successful partnering of extraction sites with distribution and storage networks. The Sacramento River wharf was established as a central railroad and maritime storage and distribution area by 1900, and served as a hub for supplying areas north and east of the Capitol. The buildings and structures at 1520 South River Road are associated with oil industry developments in West Sacramento, and post-date the region's historically significant oil industry development.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
For reference materials, see the historical context in:
ICF. 2020. Historical Resources Evaluation Report for the Caltrans Broadway Bridge Project, West Sacramento and Sacramento. Sacramento, California.

B13. Remarks: None

***B14. Evaluator:**
Jena Rogers, ICF
980 9th Street, Suite 1200
Sacramento, California 95814

***Date of Evaluation:** December 2019

(This space reserved for official comments.)

***B10. Significance (continued):**

California's Oil Industry at the Sacramento River

Petroleum resources were initially exploited in California as an alternative to coal fuels, and were first taken from seepages in Ventura County circa 1850 to 1860. In 1866, U. S. Senator Leland Stanford invested in constructing a tunnel at the Ventura source, followed by similar gravity-driven infrastructure at Sulphur Mountain and McKittrick. Stanford's operation succeeded in extracting petroleum tar and transporting the tar to San Francisco, California's metropolitan center at the time. The California Star Oil Company built the state's first refinery at the Ventura-Newhall source in 1876. Three years later, the Pacific Coast Oil Company acquired the California Star as well as emerging Santa Clara Valley oil companies, and laid the state's first pipeline at Newhall. However, during this period, petroleum was challenging to transport, process, and market.

California's petroleum industry emerged in the 1880s, led by large oil "strikes', or discoveries, in the arid agricultural lands of Kern County and the Los Angeles Basin. In 1884, C.A. Burrows engineered the first tidewater pipeline, extending 16 miles from the oil fields to the oceanfront shipping docks and demonstrating an efficient alternative to transport by oil teamsters' wagons. Petroleum refineries and distribution infrastructure were also integral to the industry's growth. At this time, California's urban centers were in San Jose, San Francisco and Sacramento, and petroleum fast became a public utilities fuel source in these cities. Oil companies made use of the state's growing railroad network as well as river, shipping canal, and ocean transport to reach its markets. Sacramento and Stockton were the primary hubs for storage and distribution from refineries in Benicia and Richmond. By the early twentieth century, oil companies were storing, processing and distributing fuels at the Sacramento River waterfront to supply the region's urban and agricultural economies.

Sacramento's first petroleum company was the Pacific Pneumatic Gas Company, which incorporated in 1872 and purchased lands on Front Street south of S Street to manufacture petroleum products. The Sacramento Gas Company and the Citizens' Gas Light and Heat Company were consolidated as the Capital Gas Company in 1875, and the new company established riverfront facilities south of T Street. In 1887, Capital Gas merged with Thomson-Houston Electric Light Company, and in turn was acquired by the Sacramento Electric Gas and Railway Company in 1890. In 1893, the City of Sacramento granted the Standard Oil Company the right to construct and use a warehouse and oil tanks for the storage of petroleum products within the city limits east of the Southern Pacific Railyards. This may have been the permitting for the company's first Sacramento facility, described as a "plain one-and-a half story brick structure, about 20 x 60 feet in size located alongside the railroad" that contained a circular, 14-foot diameter tank.

By 1900, Standard had five core storage and distribution stations for its west coast markets at San Francisco, Stockton, Sacramento, Los Angeles and Portland, each with rail and water transport options. In 1902, the Associated Oil Company was also granted rights to build and operate on the wharf parcels directly south of the Sacramento Coal Company's waterfront plant. Circa 1903, "crude-oil water gas" manufacture from petroleum was introduced, and completely replaced more expensive, coal-based gas production. In 1906, Pacific Gas and Electric acquired Sacramento Electric and its gas works, and a ten-thousand-barrel storage tank was imported from San Francisco to store oil. In 1911, Standard Oil was granted rights to the parcel at the levee adjacent to X Street.

The automobile industry was in its infancy at the turn of the century, and intercity automobile travel was particularly viewed as unreliable. Between 1901 and 1904, oiled and graveled roadway pavements improved travel and transport by accommodating greater tonnage for wagon hauls and decreasing the frequencies of rutted and impassable road segments in rural and urban areas.

In 1911, the city passed Ordinance No. 953 to regulate the storage and use of petroleum products in commercial and residential neighborhoods. The petroleum market adapted by creating petroleum service stations for private motor vehicle use, and developing infrastructures to support public utilities rather than supplying individual businesses and residences with buried gas storage tanks. In 1907, a prototype private automobile gasoline hose valve for filling private automobile tanks had been introduced in Los Angeles, and was widely adopted over the next decade.

In 1919, California's west coast markets were centered at Seattle, the Sacramento-San Francisco region, and the emerging Los Angeles metropolis, and around this time Standard Oil consolidated smaller market storage tanks into its Sacramento terminals.

In 1927, California produced two billion barrels of oil, and had a storage terminal capacity of 205 million barrels. In 1928, the oil fields of California were the most productive in the world, contributing to 25% of the nation's production and 18% worldwide. At the same time, the state's storage infrastructure held petroleum products well below its capacity. The state's pre-War oil companies were the Associated Oil Company, the California Eastern Oil Company, the General Petroleum Corporation of California, the Pan American Petroleum Company, the Shell Company of California, the Standard Oil Company California, the Texas Oil Company, the Union Oil Company of California, and the Western Oil and Refining Company.

The Sacramento River's waterfront fuel tank farms were originally stocked by river and railroad on the eastern banks. Circa World War II, the petroleum industry spread to the western bank as West Sacramento industrialized its waterfront. By the end of the war, tank trucks had replaced rail, and by the 1960s local and long-distance pipelines serviced the terminals.

Application of Criteria

1520 South River Road is located in the area where West Sacramento's oil industries expanded during and following World War II. The buildings and structures at 1520 South River Road thus are not associated with the period of significance for the region's historically significant oil industry development. Therefore, 1520 South River Road lacks historical significance under National Register Criterion A and California Register Criterion 1.

1520 South River Road is not associated with any individuals at a national, state, or local level of historical significance. Therefore, 1520 South River Road lacks historical significance under National Register Criterion B and California Register Criterion 2.

1520 South River Road has of-age buildings and structures that are of common construction and design, and do not reflect any particular commercial architectural style. Furthermore, the buildings are not associated with a master architect. Therefore, 1520 South River Road lacks historical significance under National Register Criterion C and California Register Criterion 3.

Finally, the lack of associated historical significance described in the application of Criteria A/1, B/2, and C/3 supports a conclusion that this built environment resource is not likely to yield information important to history, and thus 1520 South River Road is not eligible for National Register Criterion D and California Resister Criterion 4.

Conclusion

Due to lack of historical significance, 1520 South River Road is not eligible for the National Register or the California Register under any associative criteria. In accordance with Section 15064.5(a) (2) of the CEQA guidelines, 1520 South River Road is not an historical resource for the purposes of CEQA.

Photograph 2. View of the parcel from the public right-of-way, showing the shed. Image taken February 2018; view southwest.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #** (Assigned by recorder) Map Reference 7; 1700 South River Road

P1. Other Identifier:
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** Sacramento
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** West Sacramento **Date** 1992 (photorevised 1997) **T** 8N; **R** 4E **Sec:** Unsectioned Mount Diablo **B.M.**
c. Address: 1700 South River Road City: West Sacramento Zip: 95691
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APN 058-270-001-000.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
1700 South River Road is a fuel distribution facility on the West Sacramento wharf. The paved parcel contains a single-story commercial building, two warehouses, a shed, and five fuel tanks of various sizes. The commercial building is located at the northern end of the parcel near the rail grade that travels the west side of the parcel and has a rectangular plan with a concrete slab foundation, stucco-clad exterior walls, a gabled, tile-clad roof, and a single pedestrian entryway on its western facade. A pair of warehouses are located at the southeastern end of the parcel, close to South River Road. The northernmost of the pair has a rectangular plan with a concrete slab foundation, painted wooden and corrugated metal siding, and a moderately pitched roof with corrugated metal cladding and painted wooden trim. Two pedestrian entryways, three horizontal sash aluminum windows, and one vertical sash aluminum window is located on the eastern façade facing South River Road. A pedestrian entry door, an attached corrugated metal shed with a cargo bay and pedestrian entryway, and a single cargo bay are located on the northern façade. The second, adjacent warehouse is of similar plan and massing, with corrugated metal siding and roofing. Two tall cargo bay doors are located on its eastern façade. Five fuel storage tanks are located near the center of the parcel, and exhibit welded seams that lack rivets, characteristic of post-World War II design.

***P3b. Resource Attributes:** (List attributes and codes) HP6: Commercial buildings 1-3 stories; HP11: Engineering structures (fuel tanks)
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) View of the parcel from South River Road showing the pair of warehouses at the southern end of the parcel. View northwest. February 2018.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1950s; late 20th century (aerial images).

***P7. Owner and Address:**
Conduit Infrastructure Holding LLC
66 Wellington St West Suite 3100
Toronto ON M5K 1E9

***P8. Recorded by:** (Name, affiliation, address)
Jena Rogers, ICF
980 9th Street, Suite 1200
Sacramento, California 95814
***P9. Date Recorded:** February 12, 2018.
***P10. Survey Type:** (Describe)
Built environment survey

***P11. Report Citation:** *ICF. 2020. Historical Resources Evaluation Report for the Caltrans Broadway Bridge Project, West Sacramento and Sacramento. Sacramento, California.*

***Attachments:** NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Map Reference 7; 1700 South River Road

B1. Historic Name: Unknown
B2. Common Name: Unknown
B3. Original Use: Oil industry
B4. Present Use: Oil industry
***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alteration, and date of alterations) The building, tanks and shed were built in 1952-1953. The warehouses appeared on the parcel in the late twentieth century, and are not of-age.
***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:**

B9. Architect: Unknown b. Builder: Unknown

***B10. Significance:** None **Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
Originating in the nineteenth century, California's oil production, storage and distribution became a historically significant industry. California's oil industry developed rapidly with its successful partnering of extraction sites with distribution and storage networks. The Sacramento River wharf was established as a central railroad and maritime storage and distribution area by 1900, and served as a hub for supplying areas north and east of the Capitol. The buildings and structures at 1700 South River Road are associated with general oil industry developments in West Sacramento, and post-date the region's historically significant oil industry development.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
For reference materials, see the historical context in:
ICF. 2020. Historical Resources Evaluation Report for the Caltrans Broadway Bridge Project, West Sacramento and Sacramento. Sacramento, California.

B13. Remarks: None

***B14. Evaluator:**
Jena Rogers, ICF
980 9th Street, Suite 1200
Sacramento, California 95814

***Date of Evaluation:** December 2019

(This space reserved for official comments.)

***B10. Significance (continued):**

California's Oil Industry at the Sacramento River

Petroleum resources were initially exploited in California as an alternative to coal fuels, and were first taken from seepages in Ventura County circa 1850 to 1860. In 1866, U. S. Senator Leland Stanford invested in constructing a tunnel at the Ventura source, followed by similar gravity-driven infrastructure at Sulphur Mountain and McKittrick. Stanford's operation succeeded in extracting petroleum tar and transporting the tar to San Francisco, California's metropolitan center at the time. The California Star Oil Company built the state's first refinery at the Ventura-Newhall source in 1876. Three years later, the Pacific Coast Oil Company acquired the California Star as well as emerging Santa Clara Valley oil companies, and laid the state's first pipeline at Newhall. However, during this period, petroleum was challenging to transport, process, and market.

California's petroleum industry emerged in the 1880s, led by large oil "strikes', or discoveries, in the arid agricultural lands of Kern County and the Los Angeles Basin. In 1884, C.A. Burrows engineered the first tidewater pipeline, extending 16 miles from the oil fields to the oceanfront shipping docks and demonstrating an efficient alternative to transport by oil teamsters' wagons. Petroleum refineries and distribution infrastructure were also integral to the industry's growth. At this time, California's urban centers were in San Jose, San Francisco and Sacramento, and petroleum fast became a public utilities fuel source in these cities. Oil companies made use of the state's growing railroad network as well as river, shipping canal, and ocean transport to reach its markets. Sacramento and Stockton were the primary hubs for storage and distribution from refineries in Benicia and Richmond. By the early twentieth century, oil companies were storing, processing and distributing fuels at the Sacramento River waterfront to supply the region's urban and agricultural economies.

Sacramento's first petroleum company was the Pacific Pneumatic Gas Company, which incorporated in 1872 and purchased lands on Front Street south of S Street to manufacture petroleum products. The Sacramento Gas Company and the Citizens' Gas Light and Heat Company were consolidated as the Capital Gas Company in 1875, and the new company established riverfront facilities south of T Street. In 1887, Capital Gas merged with Thomson-Houston Electric Light Company, and in turn was acquired by the Sacramento Electric Gas and Railway Company in 1890. In 1893, the City of Sacramento granted the Standard Oil Company the right to construct and use a warehouse and oil tanks for the storage of petroleum products within the city limits east of the Southern Pacific Railyards. This may have been the permitting for the company's first Sacramento facility, described as a "plain one-and-a half story brick structure, about 20 x 60 feet in size located alongside the railroad" that contained a circular, 14-foot diameter tank.

By 1900, Standard had five core storage and distribution stations for its west coast markets at San Francisco, Stockton, Sacramento, Los Angeles and Portland, each with rail and water transport options. In 1902, the Associated Oil Company was also granted rights to build and operate on the wharf parcels directly south of the Sacramento Coal Company's waterfront plant. Circa 1903, "crude-oil water gas" manufacture from petroleum was introduced, and completely replaced more expensive, coal-based gas production. In 1906, Pacific Gas and Electric acquired Sacramento Electric and its gas works, and a ten-thousand-barrel storage tank was imported from San Francisco to store oil. In 1911, Standard Oil was granted rights to the parcel at the levee adjacent to X Street.

The automobile industry was in its infancy at the turn of the century, and intercity automobile travel was particularly viewed as unreliable. Between 1901 and 1904, oiled and graveled roadway pavements improved travel and transport by accommodating greater tonnage for wagon hauls and decreasing the frequencies of rutted and impassable road segments in rural and urban areas.

In 1911, the city passed Ordinance No. 953 to regulate the storage and use of petroleum products in commercial and residential neighborhoods. The petroleum market adapted by creating petroleum service stations for private motor vehicle use, and developing infrastructures to support public utilities rather than supplying individual businesses and residences with buried gas storage tanks. In 1907, a prototype private automobile gasoline hose valve for filling private automobile tanks had been introduced in Los Angeles, and was widely adopted over the next decade.

In 1919, California's west coast markets were centered at Seattle, the Sacramento-San Francisco region, and the emerging Los Angeles metropolis, and around this time Standard Oil consolidated smaller market storage tanks into its Sacramento terminals.

In 1927, California produced two billion barrels of oil, and had a storage terminal capacity of 205 million barrels. In 1928, the oil fields of California were the most productive in the world, contributing to 25% of the nation's production and 18% worldwide. At

the same time, the state's storage infrastructure held petroleum products well below its capacity. The state's pre-War oil companies were the Associated Oil Company, the California Eastern Oil Company, the General Petroleum Corporation of California, the Pan American Petroleum Company, the Shell Company of California, the Standard Oil Company California, the Texas Oil Company, the Union Oil Company of California, and the Western Oil and Refining Company.

The Sacramento River's waterfront fuel tank farms were originally stocked by river and railroad on the eastern banks. Circa World War II, the petroleum industry spread to the western bank as West Sacramento industrialized its waterfront. By the end of the war, tank trucks had replaced rail, and by the 1960s local and long-distance pipelines serviced the terminals.

Application of Criteria

1700 South River Road is located in the area where West Sacramento's oil industries expanded during and following World War II. The buildings and structures at 1700 South River Road thus are not associated with the period of significance for the region's historically significant oil industry development. Therefore, 1700 South River Road lacks historical significance under National Register Criterion A and California Register Criterion 1.

1700 South River Road is not associated with any individuals at a national, state, or local level of historical significance. Therefore, 1700 South River Road lacks historical significance under National Register Criterion B and California Register Criterion 2.

1700 South River Road has of-age building and structures that are of common construction and design, and are not significant examples of commercial architectural or engineering styles. Furthermore, neither the building or structures are associated with a master architect or engineer. Therefore, 1700 South River Road lacks historical significance under National Register Criterion C and California Register Criterion 3.

Finally, the lack of associated historical significance described in the application of Criteria A/1, B/2, and C/3 supports a conclusion that this built environment resource is not likely to yield information important to history, and thus 1700 South River Road is not eligible for National Register Criterion D and California Resister Criterion 4.

Conclusion

Due to lack of historical significance, 1700 South River Road is not eligible for the National Register or the California Register under any associative criteria. In accordance with Section 15064.5(a) (2) of the CEQA guidelines, 1700 South River Road is not an historical resource for the purposes of CEQA.

Photograph 2. View of the parcel from the public right of way, showing fuel storage tanks and a driveway that accesses the parcel. Image taken February 2018; view northwest.

Photograph 3. View of the parcel from the public right of way, showing tanks and the tile-roofed building. Image taken February 2018; view west.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #** (Assigned by recorder) Map Reference 8; 1701 South River Road

P1. Other Identifier:
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** Sacramento
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** West Sacramento **Date** 1992 (photorevised 1997) **T** 8N; **R** 4E **Sec:** Unsectioned Mount Diablo **B.M.**
c. Address: 1701 South River Road City: West Sacramento Zip: 95691
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APN 058-270-012-000.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
1701 South River Road is a fuel distribution facility on the West Sacramento wharf. The paved parcel contains ten large fuel storage tanks with welded seems that lack rivets, characteristic of post-World War II fuel tank design. One warehouse structure is located on the parcel, and has a square plan, a concrete slab foundation, painted corrugated metal siding, and a flat shed roof. The roof extends over a concrete walkway that protrudes from the foundation and shelters a small cargo bay door located on the structure's western façade, and a bank of aluminum horizontal-sash windows are located on the southern façade. An un-walled, steel shed structure is also adjacent to South River Road, and covers equipment for the parcel's operations.

***P3b. Resource Attributes:** (List attributes and codes) HP6: Commercial buildings 1-3 stories; HP11: Engineering structures (fuel tanks)
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Overview of the parcel from South River Road. View northeast. February 2018.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1950s; 1960s; 1970s (aerial images).

***P7. Owner and Address:**
Conduit Infrastructure Holding LLC
66 Wellington St West
Suite 3100
Toronto ON M5K 1E9

***P8. Recorded by:** (Name, affiliation, address)
Jena Rogers, ICF
980 9th Street, Suite 1200
Sacramento, California 95814

***P9. Date Recorded:** February 12, 2018.
***P10. Survey Type:** (Describe)
Built environment survey

***P11. Report Citation:** *ICF. 2020. Historical Resources Evaluation Report for the Caltrans Broadway Bridge Project, West Sacramento and Sacramento. Sacramento, California.*

***Attachments:** NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Map Reference 8; 1701 South River Road

B1. Historic Name: Unknown
B2. Common Name: Unknown
B3. Original Use: Oil industry
B4. Present Use: Oil industry

***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alteration, and date of alterations) Eight of the tanks were built on the parcel in 1953, and two more tanks appeared in the 1960s. The building and structure at South River Road appeared on the parcel by 1972.

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:**

B9. Architect: Unknown b. Builder: Unknown
***B10. Significance:** None **Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Originating in the nineteenth century, California's oil production, storage and distribution became a historically significant industry. California's oil industry developed rapidly with its successful partnering of extraction sites with distribution and storage networks. The Sacramento River wharf was established as a central railroad and maritime storage and distribution area by 1900, and served as a hub for supplying areas north and east of the Capitol. The buildings and structures at 1701 South River Road are associated with general oil industry developments in West Sacramento, and post-date the region's historically significant oil industry development.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
For reference materials, see the historical context in:
ICF. 2020. Historical Resources Evaluation Report for the Caltrans Broadway Bridge Project, West Sacramento and Sacramento. Sacramento, California.

B13. Remarks: None

***B14. Evaluator:**
Jena Rogers, ICF
980 9th Street, Suite 1200
Sacramento, California 95814

***Date of Evaluation:** December 2019

(This space reserved for official comments.)

***B10. Significance (continued):**

California's Oil Industry at the Sacramento River

Petroleum resources were initially exploited in California as an alternative to coal fuels, and were first taken from seepages in Ventura County circa 1850 to 1860. In 1866, U. S. Senator Leland Stanford invested in constructing a tunnel at the Ventura source, followed by similar gravity-driven infrastructure at Sulphur Mountain and McKittrick. Stanford's operation succeeded in extracting petroleum tar and transporting the tar to San Francisco, California's metropolitan center at the time. The California Star Oil Company built the state's first refinery at the Ventura-Newhall source in 1876. Three years later, the Pacific Coast Oil Company acquired the California Star as well as emerging Santa Clara Valley oil companies, and laid the state's first pipeline at Newhall. However, during this period, petroleum was challenging to transport, process, and market.

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By 1900, Standard had five core storage and distribution stations for its west coast markets at San Francisco, Stockton, Sacramento, Los Angeles and Portland, each with rail and water transport options. In 1902, the Associated Oil Company was also granted rights to build and operate on the wharf parcels directly south of the Sacramento Coal Company's waterfront plant. Circa 1903, "crude-oil water gas" manufacture from petroleum was introduced, and completely replaced more expensive, coal-based gas production. In 1906, Pacific Gas and Electric acquired Sacramento Electric and its gas works, and a ten-thousand-barrel storage tank was imported from San Francisco to store oil. In 1911, Standard Oil was granted rights to the parcel at the levee adjacent to X Street.

The automobile industry was in its infancy at the turn of the century, and intercity automobile travel was particularly viewed as unreliable. Between 1901 and 1904, oiled and graveled roadway pavements improved travel and transport by accommodating greater tonnage for wagon hauls and decreasing the frequencies of rutted and impassable road segments in rural and urban areas.

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In 1919, California's west coast markets were centered at Seattle, the Sacramento-San Francisco region, and the emerging Los Angeles metropolis, and around this time Standard Oil consolidated smaller market storage tanks into its Sacramento terminals.

In 1927, California produced two billion barrels of oil, and had a storage terminal capacity of 205 million barrels. In 1928, the oil fields of California were the most productive in the world, contributing to 25% of the nation's production and 18% worldwide. At

the same time, the state's storage infrastructure held petroleum products well below its capacity. The state's pre-War oil companies were the Associated Oil Company, the California Eastern Oil Company, the General Petroleum Corporation of California, the Pan American Petroleum Company, the Shell Company of California, the Standard Oil Company California, the Texas Oil Company, the Union Oil Company of California, and the Western Oil and Refining Company.

The Sacramento River's waterfront fuel tank farms were originally stocked by river and railroad on the eastern banks. Circa World War II, the petroleum industry spread to the western bank as West Sacramento industrialized its waterfront. By the end of the war, tank trucks had replaced rail, and by the 1960s local and long-distance pipelines serviced the terminals.

Application of Criteria

1701 South River Road is located in the area where West Sacramento's oil industries expanded during and following World War II. The buildings and structures at 1701 South River Road thus are not associated with the period of significance for the region's historically significant oil industry development. Therefore, 1701 South River Road lacks historical significance under National Register Criterion A and California Register Criterion 1.

1701 South River Road is not associated with any individuals at a national, state, or local level of historical significance. Therefore, 1701 South River Road lacks historical significance under National Register Criterion B and California Register Criterion 2.

1701 South River Road has an of-age buildings and structures that are of common construction and design that do not reflect any particular commercial architectural or engineering style. Furthermore, neither the building or structures are associated with a master architect or engineer. Therefore, 1701 South River Road lacks historical significance under National Register Criterion C and California Register Criterion 3.

Finally, the lack of associated historical significance described in the application of Criteria A/1, B/2, and C/3 supports a conclusion that this built environment resource is not likely to yield information important to history, and thus 1701 South River Road is not eligible for National Register Criterion D and California Register Criterion 4.

Conclusion

Due to lack of historical significance, 1701 South River Road is not eligible for the National Register or the California Register under any associative criteria. In accordance with Section 15064.5(a) (2) of the CEQA guidelines, 1701 South River Road is not an historical resource for the purposes of CEQA.

***Resource Name or #** (Assigned by recorder) Map Reference 9, West Sacramento Wastewater Treatment Plant

***Recorded by** Jena Rogers *Date December 2019 ☐ Continuation ☒ Update

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** Sacramento
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** West Sacramento **Date** 1992 (photorevised 1997) **T** 8N; **R** 4E **Sec:** Unsectioned Mount Diablo **B.M.**

c. Address: 1991 South River Road City: West Sacramento Zip: 95691

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APNs 058-260-016-000; 058-260-017-000; 058-260-019-000.

***P3a: Description:**

The West Sacramento Wastewater Treatment Plant (P 57-000564) was recorded and evaluated for California Register eligibility by EDAW in 2007. ICF architectural historian Jena Rogers surveyed the parcel in 2018 from the public right-of-way as part of built environment assessments for a bridge construction project and found the built environment resource was as described in the 2007 evaluation.

Property Sketch Map: The water treatment facility parcels, bound on the west by South River Road and on the east by the Sacramento River.

***B6. Construction History:** (Construction date, alteration, and date of alterations)
The West Sacramento Wastewater Treatment Plant was built circa 1955. As described by EDAW (2007), the Lab Building was added to in 1979, and modified again at a later date with a significant expansion of the original building. The Machine Shop, which was once the Chlorine Building, has had new windows added. The Old Maintenance Shop Buildings were combined to form one long building, and the internal space was reconfigured. The Old Superintendent's Office (currently the Public Works Building) was added to and expanded over the years, resulting in a significantly larger building. The Digester has had roofing modifications, and the addition of a metal awning on the southern elevation.

***B10. Significance:**
See Department of Recreation 523-series forms for P 57-000564 (EDAW 2007) for the West Sacramento Wastewater Treatment Plant's historical context. (*Continued*)

Aerial images of the parcels in 1957, 1963 and 1973, showing initial construction and subsequent development of the treatment facility property. The facility originated at the southern end of the property in 1955, and by 1963, South River Road had been realigned along the western side of the property, and additional buildings and structures had been added. The original facilities are extant as minor, altered buildings and structures.

*Recorded by Jena Rogers *Date December 2019

*B12. References: *ICF. 2020. Historical Resources Evaluation Report for the Caltrans Broadway Bridge Project, West Sacramento and Sacramento. Sacramento, California.*

*B14. Evaluator:
Jena Rogers, ICF
980 9th Street, Suite 1200
Sacramento, California 95814

*Date of Evaluation: December 2019

*B10. Significance: (*Continued*)

Application of Criteria: Association
The West Sacramento Wastewater Treatment Plant was constructed in 1955 to support public health mandates during the post-World War II growth and development of West Sacramento. Such efforts originated in the eastern United States in the nineteenth century, and mandates across the nation emerged in the early twentieth century. By World War II, wastewater treatment plants were ubiquitous features of thousand of communities nationwide. The West Sacramento Wastewater Treatment Plant was built circa 1955 during the historically significant era of the Federal Water Pollution Control Act which established funding for public health infrastructure. Therefore, West Sacramento Wastewater Treatment Plant may have historical significance under National Register Criterion A.

West Sacramento Wastewater Treatment Plant is not associated with any individuals at a national, state, or local level of historical significance. Therefore, West Sacramento Wastewater Treatment Plant lacks historical significance under National Register Criterion B.

West Sacramento Wastewater Treatment Plant facility does not reflect any specific architectural or engineering designs. Therefore, West Sacramento Wastewater Treatment Plant lacks historical significance under National Register Criterion C.

Finally, the lack of associated historical significance described in the application of Criteria A, B, and C supports a conclusion that this built environment resource is not likely to yield information important to history, and thus West Sacramento Wastewater Treatment Plant is not eligible for National Register Criterion D.

Application of Criteria: Integrity
Since its construction during a period of new public health infrastructure development in the mid-twentieth century, the West Sacramento Wastewater Treatment Plant parcel has been reconfigured, and its buildings and structures have been modified. The parcel appears today as a mix of mid- to late-twentieth century buildings and structures. The parcel retains its integrity of location and setting in West Sacramento but, as a result of all of the described changes, the parcel fails to retain the integrity of design, materials, workmanship, feeling and association that would be necessary for the parcel to convey any potential historical significance.

Conclusion
The West Sacramento Wastewater Treatment Plant is not eligible for the National Register due to lack of historical integrity that would allow the built resource to convey its historical significance associated with mid-twentieth century federal public health mandates. The West Sacramento Wastewater Treatment Plant was previously recommended ineligible for listing in the California Register (EDAW 2007). In accordance with Section 15064.5(a) (2) of the CEQA guidelines, the building is not an historical resource for the purposes of CEQA.

Photograph 1. Wastewater treatment plant services building; eastern elevation facing South River Road. Image taken February 2018; view west.

Photograph 2. Wastewater treatment plant processing tanks; eastern elevation facing South River Road. Image taken February 2018; view west.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-57-000564
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

*Resource Name or #: West Sacramento Wastewater Treatment Plant

P1. Other Identifier:

*P2. Location: ☐Not for Publication ☐Unrestricted *a. County: Yolo

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Date:
Sacramento West 1967 T 8 North ; R 4 East ; ¼ of ¼ of Sec 3 ; Mount Diablo B.M.

c. Address: South River Road City: West Sacramento Zip: 95691

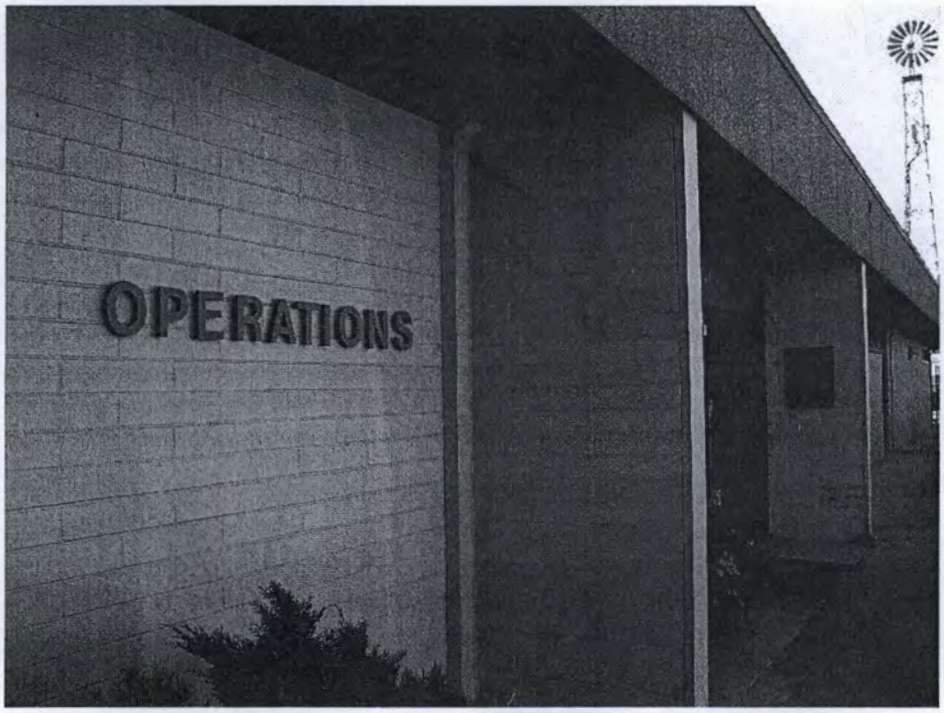
d. UTM: Zone ; mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

*P3a. Description: (Describe resource and major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The historic-era buildings on this facility, which were constructed in the 1950s, are all utilitarian in nature. The Secondary Digester is a concrete building with a circular primary edifice and attached square concrete block ell. The ell features a single-entry personnel door, a fixed window, and sludge feed tube. Metal stairs lead to the roof of this structure. A metal awning and posts are located on the southern elevation. The Lab / Operations Building is a regularly shaped concrete block building with a flat roof and moderate overhang. (See Continuation Sheet).

*P3b. Resource Attributes: (List attributes and codes)
HP8 – Wastewater Treatment Plant

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



P5b. Description of Photo:
(View, date, accession #)
Photo 2, Lkg NW

*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both
Ca. 1955

*P7. Owner and Address:
City of West Sacramento

*P8. Recorded by:
Tomes, A.
EDAW, Inc.
2022 J Street
Sacramento, CA 95814

*P9. Date Recorded:
September 28, 2007

*P10. Survey Type: (Describe)
Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter "none".)

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

NOV 20 2007

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # P-57-000564
HRI #
*NRHP Status Code

 *Resource Name or #: West Sacramento Wastewater Treatment Plant

B1. Historic Name: West Sacramento Wastewater Treatment Plant
B2. Common Name: West Sacramento Wastewater Treatment Plant
B3. Original Use: Wastewater Treatment Plant B4. Present Use: Wastewater Treatment Plant
*B5. **Architectural Style:**
Utilitarian
*B6. **Construction History:** (Construction date, alterations, and date of alterations)
Constructed ca. 1955
*B7. **Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
*B8. **Related Features:**

B9a. Architect: Dewante and Stowell B9b. Builder: Nielsen-Nickles
*B10. **Significance:** **Theme** Industrial Architecture **Area** West Sacramento
Period of Significance n/a **Property Type** Wastewater Treatment Plant **Applicable Criteria** n/a
(Discuss importance in terms of historical or architectural context as defined by theme, period and geographic scope. Also address integrity.)
In the early 1800s, human waste in the United States was generally disposed of through the use of pit privies or open drainage ditches. As population and industry in urban areas increased, so did public awareness of the connection between human disease and waste disposal. This awareness made it necessary for municipalities to improve waste disposal practices (Qasim 1985). (See Continuation Sheet).

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:
Qasim, S. 1985. Wastewater Treatment Plants: Planning, Design, and Operation. Holt, Rinehart, and Winston. New York.

B13. Remarks:

*B14. Evaluator:
Tomes, A.

*Date of Evaluation:
9/28/07

NOV

P3a (Description) continued:

Metal doors, louvered vents, and fixed windows are located on the eastern façade. A glass double door and similar windows are located on the western façade. This building, which has been expanded over the years, sits upon a concrete foundation.

Machine Shop

This square-shaped, concrete block building features a flat roof with moderate overhang. Metal double doors are located on the western façade. Two single-entry personnel doors are located on the southern façade. An aluminum sliding window is located on the northern elevation. This building sits upon a concrete foundation.

Old Maintenance Shop

This elongated, corrugated-metal covered building features a side-gable roof and hopper windows. Modifications undertaken in the past appears to have incorporated two buildings into this one long building. A shed-style awning, supported by small metal posts, is located on the southern elevation. Ventilation units are situated along the ridge of the roof.

Public Works Building (Old Superintendent's Office)

This is a large wood-frame building covered with corrugated metal. This building features a gable roof with closed eaves, and minimal eave overhang. The building also features aluminum-sliding windows, single-entry doors with glazing, and a metal cantilevered canopy on the western façade. Exterior metal stairs on the west elevation extend to the second floor. A brick accent planter is located along the front of the building.

B10 (Significance) continued:

Work on the first sanitary sewer in the United States was begun in Chicago in 1855. Since then, various types of wastewater treatment technologies have been used including: the trickling filter (1901), the Imhoff tank (1909), liquid chlorine for disinfection (1914), and activated sludge (1916). By 1948, wastewater treatment plants served some 45 million Americans.

In 1956, Congress enacted the *Federal Water Pollution Control Act (FWPCA)*, which established the construction grants program. In December of 1970, the Environmental Protection Agency was created to bring under one roof, all of the pollution-control programs related to air, water, and solid wastes. Under the 1972 *Amendments* to the *FWPCA*, thousands of municipal wastewater treatment facilities were constructed or expanded across the nation to control or prevent water pollution. Pursuant to the mandates of the *1987 Clean Water Act* amendments, the federal construction grants program was converted to State Revolving Funds, which provided loans to municipalities for the construction of wastewater treatment facilities. By 1992, there were a total of 15, 613 wastewater treatment facilities serving a total of 181 million people (Qasim 1985).

Funding for the West Sacramento WWTP was received in 1947, with actual construction beginning ca. 1955 (Pers. Comm., Nick Giaquinto, Superintendent). This was a time when several such facilities were being constructed all over the United States. This facility did not pioneer groundbreaking techniques in sewage treatment management. It is but one of several such wastewater treatment facilities built during the mid-twentieth century which employed proven techniques and previously established processes. This property does not appear to be significantly associated with a person(s) considered important in local history (CRHR Criterion 2).

Most wastewater treatment plants were planned using the *Ten-States Standards,* a manual of recommended design standards for such facilities. The historic-era buildings on this property represent standard industrial buildings built with utility in mind. They do not reflect unique design principals, nor do they represent the work of a master (CRHR Criterion 3). Moreover, most of the buildings have been altered over time, which has resulted in a loss of historic integrity. Many of the alterations were conducted during the 1979 expansion of the facility, undertaken by Dewante & Stowell Consulting Engineers. While rare or unusual properties are sometimes allowed a greater number of alterations (National Register Bulletin 15), the West Sacramento WWTP does not fall into this category of properties.

Most of the buildings have undergone various modifications over the years including:

- The Lab Building was added to in 1979, and again at a later date, which resulted in a significant expansion of the original building. The original building functioned as a break-room.
- The Machine Shop, which was once the Chlorine Building, has had new windows added.
- The Old Maintenance Shop Buildings were combined to form one long building. The internal space was reconfigured at this time.
- The Old Superintendent's Office (current Public Works Building) has been added to and expanded over the years resulting in a significantly larger building.
- The Digester has had minor roofing modifications, and the addition of a metal awning on the southern elevation (Pers. Comm., Nick Giaquinto, Superintendent; West Sacramento WWTP Expansion Plan Drawings 1979).

Although buildings and structures can sometimes provide important information on historic construction techniques and technologies, these types of industrial buildings are well documented in both written and visual materials. These buildings and structures do not appear likely to provide important primary information (CRHR Criterion 4). The historic-era buildings on this property do not appear eligible for listing on the CRHR.

State of California C The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

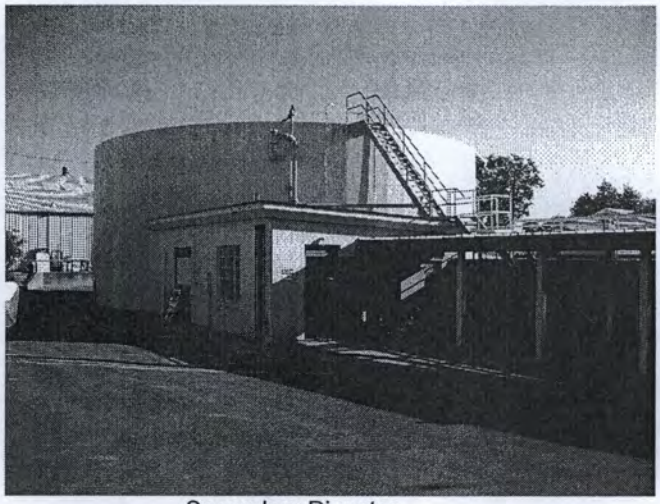
Primary # P-57-000564
HRI #
Trinomial

***Resource Name or #** West Sacramento Wastewater Treatment Plant

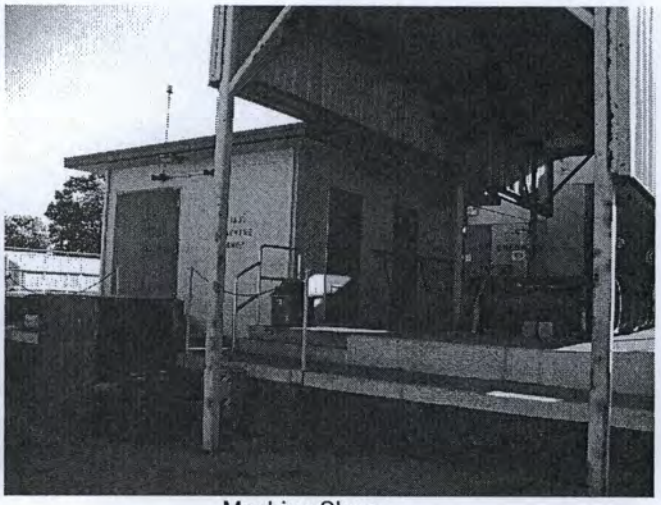
***Recorded by:** Tomes, A.

***Date:** ☒ Continuation ☐ Update

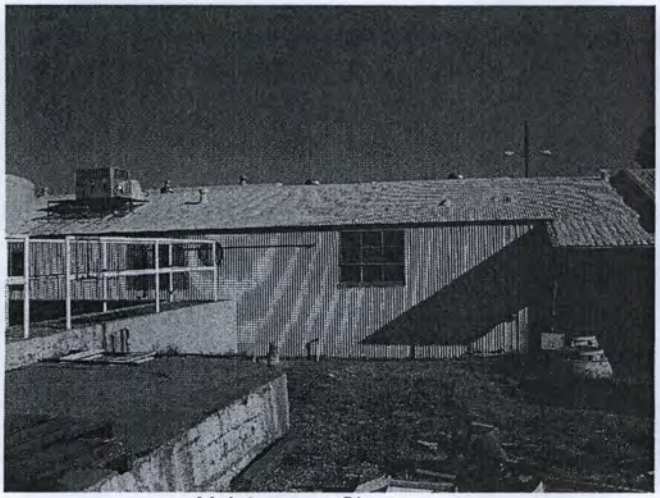
Affiliation: EDAW, 2022 J Street, Sacramento, CA



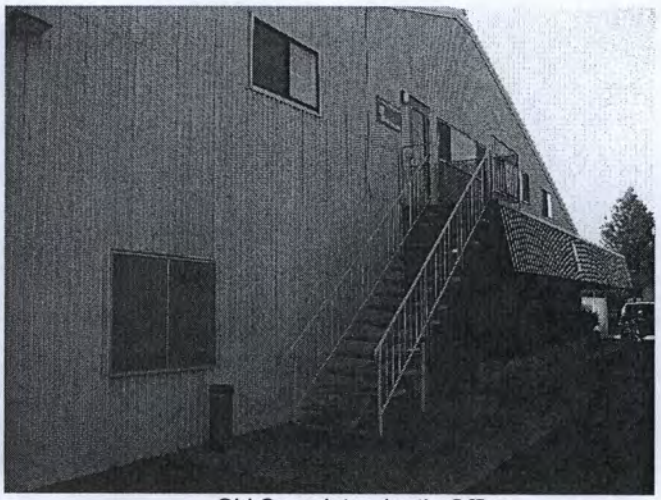
Secondary Digester



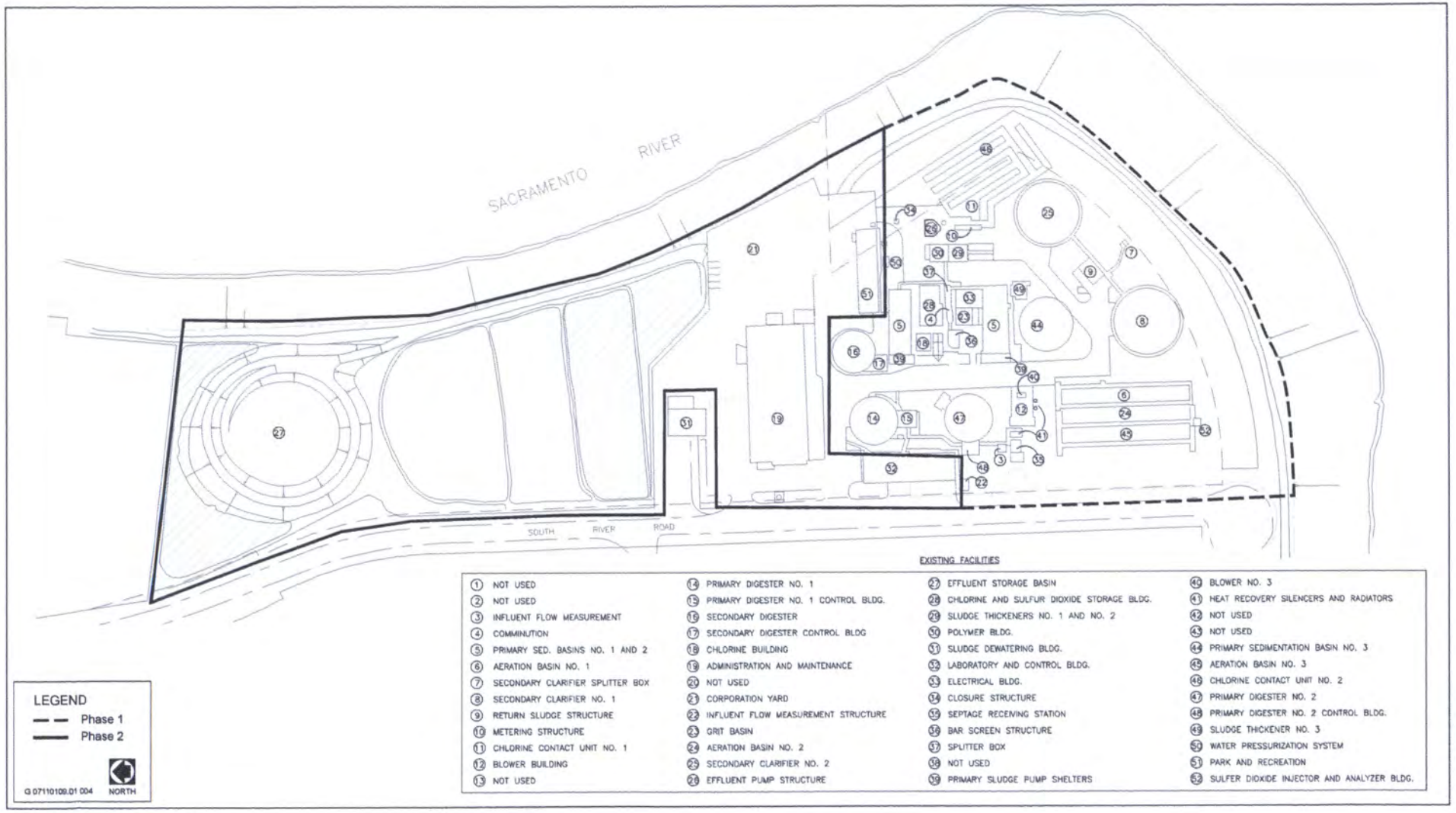
Machine Shop



Maintenance Shop



Old Superintendent's Office



EXISTING FACILITIES

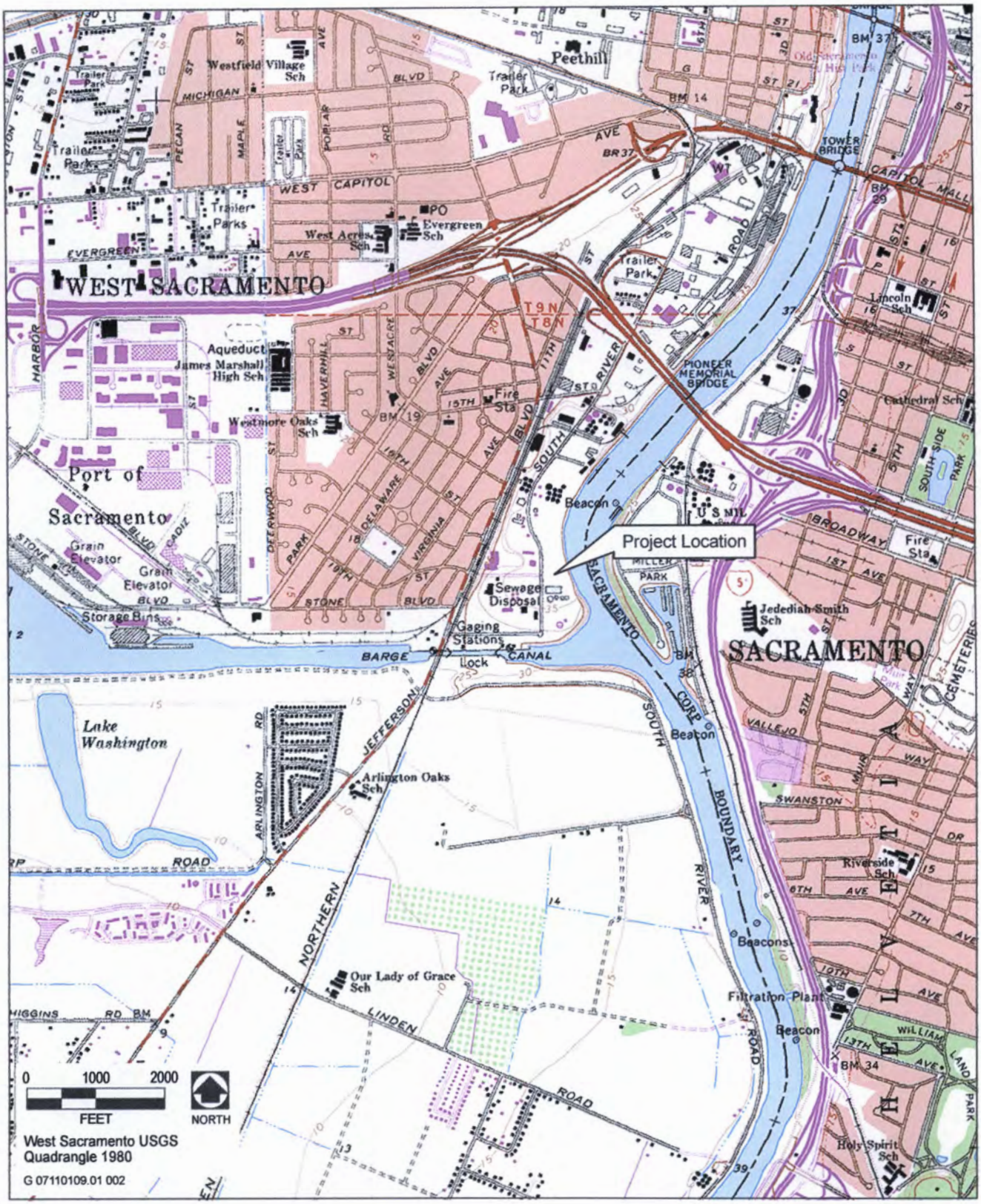
(1) NOT USED	(14) PRIMARY DIGESTER NO. 1	(27) EFFLUENT STORAGE BASIN	(40) BLOWER NO. 3
(2) NOT USED	(15) PRIMARY DIGESTER NO. 1 CONTROL BLDG.	(28) CHLORINE AND SULFUR DIOXIDE STORAGE BLDG.	(41) HEAT RECOVERY SILENCERS AND RADIATORS
(3) INFLUENT FLOW MEASUREMENT	(16) SECONDARY DIGESTER	(29) SLUDGE THICKENERS NO. 1 AND NO. 2	(42) NOT USED
(4) COMMINUTION	(17) SECONDARY DIGESTER CONTROL BLDG	(30) POLYMER BLDG.	(43) NOT USED
(5) PRIMARY SED. BASINS NO. 1 AND 2	(18) CHLORINE BUILDING	(31) SLUDGE DEWATERING BLDG.	(44) PRIMARY SEDIMENTATION BASIN NO. 3
(6) AERATION BASIN NO. 1	(19) ADMINISTRATION AND MAINTENANCE	(32) LABORATORY AND CONTROL BLDG.	(45) AERATION BASIN NO. 3
(7) SECONDARY CLARIFIER SPLITTER BOX	(20) NOT USED	(33) ELECTRICAL BLDG.	(46) CHLORINE CONTACT UNIT NO. 2
(8) SECONDARY CLARIFIER NO. 1	(21) CORPORATION YARD	(34) CLOSURE STRUCTURE	(47) PRIMARY DIGESTER NO. 2
(9) RETURN SLUDGE STRUCTURE	(22) INFLUENT FLOW MEASUREMENT STRUCTURE	(35) SEPTAGE RECEIVING STATION	(48) PRIMARY DIGESTER NO. 2 CONTROL BLDG.
(10) METERING STRUCTURE	(23) GRIT BASIN	(36) BAR SCREEN STRUCTURE	(49) SLUDGE THICKENER NO. 3
(11) CHLORINE CONTACT UNIT NO. 1	(24) AERATION BASIN NO. 2	(37) SPLITTER BOX	(50) WATER PRESSURIZATION SYSTEM
(12) BLOWER BUILDING	(25) SECONDARY CLARIFIER NO. 2	(38) NOT USED	(51) PARK AND RECREATION
(13) NOT USED	(26) EFFLUENT PUMP STRUCTURE	(39) PRIMARY SLUDGE PUMP SHELTERS	(52) SULFER DIOXIDE INJECTOR AND ANALYZER BLDG.

Source: Data Provided by Psomas in 2007

EXHIBIT: 2-3 Site Plan

P-57-000564

P-57-000564



Source: _____

EXHIBIT: ?-? Vicinity Location Map

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #** (Assigned by recorder) Map Reference 13; 76 Broadway

P1. Other Identifier: Standard Oil Company; Union 76; Phillips 66
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** Sacramento
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Sacramento **Date** 1997 (photorevised 1998) **T** 8N; **R** 4E **Sec:** Unsectioned Mount Diablo **B.M.**
c. Address: 76 Broadway City: Sacramento Zip: 95641
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APN: 009-0012-064-0000.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The Philips 66 parcel is a fuel-industry business characterized by petrol storage tanks, and objects and structures supporting the manufacture, storage and distribution of petroleum fuel products by truck and pipeline. The parcel also contains a services office, and a petrol service station. The remains of a Sacramento Southern Railway rail spur and shed are extant at the western side of the parcel. The parcel is bordered by APN 009-0030-021-0000 to the south, Broadway to the north, a railroad grade to the west, and the southernmost extent of Front Street to the east. During field survey, ICF was granted access to the parcel's buildings and structures. *See Continuation Sheet.*

***P3b. Resource Attributes:** (List attributes and codes) HP6: Commercial building 1-3 stories; HP11: Engineering structures (fuel tanks)
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) 76 Broadway petroleum storage tanks. View northwest. February 2018.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1955 (ParcelQuest 2018)

***P7. Owner and Address:**
Phillips 66 Company
PO Box 5600
Bartlesville, OK 74005

***P8. Recorded by:** (Name, affiliation, address)
Jena Rogers, ICF
980 9th Street, Suite 1200
Sacramento, California 95814

***P9. Date Recorded:** February 12, 2018.

***P10. Survey Type:** (Describe)
Built environment survey

***P11. Report Citation:** *ICF. 2020. Historical Resources Evaluation Report for the Caltrans Broadway Bridge Project, West Sacramento and Sacramento. Sacramento, California.*

***Attachments:** NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Map Reference 13; 76 Broadway

B1. Historic Name: Standard Oil; Union 76
B2. Common Name: Phillips 66
B3. Original Use: Petroleum industry storage and distribution
B4. Present Use: Petroleum industry manufacture, storage and distribution
***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alteration, and date of alterations) The property was originally part of a larger Union 76 Company holding that included the waterfront with docks and facilities to access the river for commercial shipping; the riverfront parcel is currently vacant. Two tanks on the 76 Broadway parcel date to 1950, and exhibit the riveted exterior wall seam that was employed at that time. The post-1950 tanks lack such rivets. The current service building was constructed in 1955 (ParcelQuest 2018) to provide offices for managers and staff, and to provide client and customer interfacing. Most of the storage tanks on the parcel post-date the office construction. According to the Phillips 66 services office technical manager Tim Donaldson, the parcel deed was transferred from Union 76 Company successor Conoco 76 to Phillips 66 in 2012.

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
Of note regarding tank properties, fuels storage tanks can and do get relocated within parcels as well as to other parcels both locally and regionally.
***B8. Related Features:**

B9. Architect: Unknown b. Builder: Unknown
***B10. Significance:** Early petroleum industry **Theme** Petroleum distribution **Area** California
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
Originating in the nineteenth century, California's oil production, storage and distribution became a historically significant industry. California's oil industry developed rapidly with its successful partnering of extraction sites with distribution and storage networks.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
For reference materials, see the historical context in:
ICF. 2020. Historical Resources Evaluation Report for the Caltrans Broadway Bridge Project, West Sacramento and Sacramento. Sacramento, California.

B13. Remarks: None

***B14. Evaluator:**
Jena Rogers, ICF
980 9th Street, Suite 1200
Sacramento, California 95814

***Date of Evaluation:** December 2019

(This space reserved for official comments.)

***P3a. Description (continued):**

The services building has a rectangular plan, concrete slab foundation, stucco cladding and a flat roof. On the northern elevation, a recessed, primary entrance has a glazed steel door with sidelights and a transom window; a secondary entrance with a bank of one single and four paired casement windows, to the west of the entrance; and a pair of casement windows, to the east of the entrance. The eastern elevation has two pairs of recessed fixed windows, and one small aluminum horizonal-sash window. The southern elevation has steel casement windows, two pedestrian entryways, and four small cargo doorways under the bracketed eave of the flat roof. A warehouse building is located at the southern end of the parcel, and has a corrugated metal carport structure attached to its western elevation. The warehouse building has a concrete slab foundation, stucco-clad exterior walls, and a flat roof; two cargo doorways and a single casement window on its southeastern elevation; and four 4/4 double hung windows, and a glazed double-door pedestrian entryway on the northern elevation.

***B10. Significance (continued):**

The Sacramento River wharf was established as a central railroad and maritime storage and distribution area by 1900, and served as a hub for supplying areas north and east of the Capitol. The Union Oil Company was the first to build oil tanks at Broadway's wharf. The current Phillips 66 storage and distribution site at 76 Broadway is located on one of these parcels, and is a resource that underwent substantial modifications to its early-twentieth century built environment in the mid- to late-twentieth century.

California's Oil Industry in Sacramento

Petroleum resources were initially exploited in California as an alternative to coal fuels, and were first taken from seepages in Ventura County circa 1850 to 1860. In 1866, U. S. Senator Leland Stanford invested in constructing a tunnel at the Ventura source, followed by similar gravity-driven infrastructure at Sulphur Mountain and McKittrick. Stanford's operation succeeded in extracting petroleum tar and transporting the tar to San Francisco, California's metropolitan center at the time. The California Star Oil Company built the state's first refinery at the Ventura-Newhall source in 1876. Three years later, the Pacific Coast Oil Company acquired the California Star as well as emerging Santa Clara Valley oil companies, and laid the state's first pipeline at Newhall. However, during this period, petroleum was challenging to transport, process, and market.

California's petroleum industry emerged in the 1880s, led by large oil "strikes', or discoveries, in the arid agricultural lands of Kern County and the Los Angeles Basin. In 1884, C.A. Burrows engineered the first tidewater pipeline, extending 16 miles from the oil fields to the oceanfront shipping docks and demonstrating an efficient alternative to transport by oil teamsters' wagons. Petroleum refineries and distribution infrastructure were also integral to the industry's growth. At this time, California's urban centers were in San Jose, San Francisco and Sacramento, and petroleum fast became a public utilities fuel source in these cities. Oil companies made use of the state's growing railroad network as well as river, shipping canal, and ocean transport to reach its markets. Sacramento and Stockton were the primary hubs for storage and distribution from refineries in Benicia and Richmond. By the early twentieth century, oil companies were storing, processing and distributing fuels at the Sacramento River waterfront to supply the region's urban and agricultural economies.

Sacramento's first petroleum company was the Pacific Pneumatic Gas Company, which incorporated in 1872 and purchased lands on Front Street south of S Street to manufacture petroleum products. The Sacramento Gas Company and the Citizens' Gas Light and Heat Company were consolidated as the Capital Gas Company in 1875, and the new company established riverfront facilities south of T Street. In 1887, Capital Gas merged with Thomson-Houston Electric Light Company, and in turn was acquired by the Sacramento Electric Gas and Railway Company in 1890. In 1893, the City of Sacramento granted the Standard Oil Company the right to construct and use a warehouse and oil tanks for the storage of petroleum products within the city limits east of the Southern Pacific Railyards. This may have been the permitting for the company's first Sacramento facility, described as a "plain one-and-a half story brick structure, about 20 x 60 feet in size located alongside the railroad" that contained a circular, 14-foot diameter tank.

By 1900, Standard had five core storage and distribution stations for its west coast markets at San Francisco, Stockton, Sacramento, Los Angeles and Portland, each with rail and water transport options. In 1902, the Associated Oil Company was also granted rights to build and operate on the wharf parcels directly south of the Sacramento Coal Company's waterfront plant. Circa 1903, "crude-oil water gas" manufacture from petroleum was introduced, and completely replaced more expensive, coal-based gas production.

In 1906, Pacific Gas and Electric acquired Sacramento Electric and its gas works, and a ten-thousand-barrel storage tank was imported from San Francisco to store oil. In 1911, Standard Oil was granted rights to the parcel at the levee adjacent to X Street.

The automobile industry was in its infancy at the turn of the century, and intercity automobile travel was particularly viewed as unreliable. Between 1901 and 1904, oiled and graveled roadway pavements improved travel and transport by accommodating greater tonnage for wagon hauls and decreasing the frequencies of rutted and impassable road segments in rural and urban areas.

In 1911, the city passed Ordinance No. 953 to regulate the storage and use of petroleum products in commercial and residential neighborhoods. The petroleum market adapted by creating petroleum service stations for private motor vehicle use, and developing infrastructures to support public utilities rather than supplying individual businesses and residences with buried gas storage tanks. In 1907, a prototype private automobile gasoline hose valve for filling private automobile tanks had been introduced in Los Angeles, and was widely adopted over the next decade.

In 1919, California's west coast markets were centered at Seattle, the Sacramento-San Francisco region, and the emerging Los Angeles metropolis, and around this time Standard Oil consolidated smaller market storage tanks into its Sacramento terminals.

In 1927, California produced two billion barrels of oil, and had a storage terminal capacity of 205 million barrels. In 1928, the oil fields of California were the most productive in the world, contributing to 25% of the nation's production and 18% worldwide. At the same time, the state's storage infrastructure held petroleum products well below its capacity. The state's pre-War oil companies were the Associated Oil Company, the California Eastern Oil Company, the General Petroleum Corporation of California, the Pan American Petroleum Company, the Shell Company of California, the Standard Oil Company California, the Texas Oil Company, the Union Oil Company of California, and the Western Oil and Refining Company.

The Sacramento River's waterfront fuel tank farms were originally stocked by river and railroad. Circa World War II, tank trucks had replaced rail, and by the 1960s local and long-distance pipelines serviced the terminals. Sacramento and West Sacramento continued to see general development in its oil industry parcels after World War II and through the early twenty-first century. Broadway's west end, between the river and 6th street, remains zoned for industrial and heavy commercial uses.

Aerial Photograph. 1953 aerial view of parcel 76 Broadway, prior to construction of current office buildings and Interstate 5 east of the parcel. Note rail shed at west end of parcel.

Application of Criteria

The Phillips 66 Company parcel at 76 Broadway is located in the area where Sacramento's early oil industry developed in the late nineteenth and early twentieth centuries. However, the buildings, structures, and operations on the 76 Broadway parcel mainly date to the mid- and late-twentieth century, and thus are not associated with the period of significance for Sacramento's early oil storage and distribution that established Sacramento River waterfront as an important industry hub. Therefore, 76 Broadway lacks historical significance under National Register Criterion A and California Register Criterion 1.

76 Broadway is not associated with any individuals at a national, state, or local level of historical significance. Therefore, 76 Broadway lacks historical significance under National Register Criterion B and California Register Criterion 2.

76 Broadway has buildings and structures that are generally of ubiquitous construction and design in oil storage and distribution industry, and do not reflect any particular industrial architectural or engineering style. The main services building reflects a mid-century style, but is not a strong or outstanding representation of the style. Furthermore, the buildings and structures are not associated with a master architect or engineer. Therefore, 76 Broadway lacks historical significance under National Register Criterion C and California Register Criterion 3.

Finally, the lack of associated historical significance described in the application of Criteria A/1, B/2, and C/3 supports a conclusion that this built environment resource is not likely to yield information important to history, and thus 76 Broadway is not eligible for National Register Criterion D and California Register Criterion 4.

Conclusion

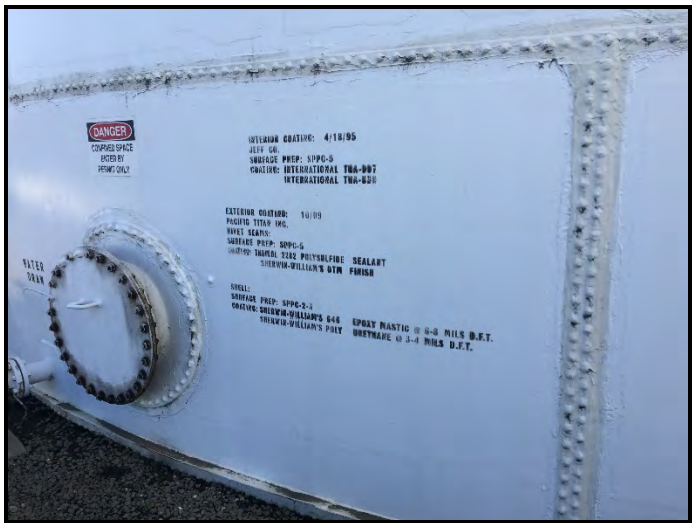
Due to lack of historical significance, 76 Broadway is not eligible for the National Register or the California Register under any associative criteria. In accordance with Section 15064.5(a) (2) of the CEQA guidelines, 76 Broadway is not an historical resource for the purposes of CEQA.

Photograph 2. Overview of tanks and driveway at 76 Broadway. Image taken February 2018; view northwest.

Photograph 3. Phillips 66 offices building dating to 1955; northern elevation showing single-story building with flat roof and multi-pane fenestration. Image February 2020; view southwest.

Photograph 4. Phillips 66 offices building dating to 1955; southern elevation showing single-story building with flat roof and multi-pane fenestration. Image taken February 2018; view northeast.

Photograph 5. Phillips 66 parcel showing main truck fueling structure. Front Street and the raised Interstate 5 freeway are at the left of the image. The warehouse at the back of the image sits at the southern boundary of the parcel. Image taken February 2018; view southwest.



Photographs 6 and 7. Close-up images of riveted tank seams, characteristic of tanks built in 1950 and earlier. Images taken February 2018.

Appendix D

NRHP/CRHR Eligibility Documents

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov

February 7, 2017

VIA EMAIL

In reply refer to: FHWA_2016_1229_002

Laura Loeffler, Chief
Environmental Management, M1 Branch
Caltrans District 3
703 B Street
Marysville, CA 95901

Subject: Determinations of Eligibility for the Proposed I Street Bridge Replacement Project, Sacramento and West Sacramento, CA

Dear Ms. Loeffler:

Thank you for consulting with me about the subject undertaking in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA).

The cities of Sacramento and West Sacramento, in cooperation with Caltrans, propose to construct a new crossing for vehicular and pedestrian traffic over the Sacramento River that will replace the upper deck of the I Street Bridge, which would no long carry such traffic. A full project description and the depiction of the area of potential effect (APE) can be found in Attachment A of the HPSR.

Consultation and identification efforts identified the I Street Bridge, a property listed in the National Register of Historic Places (NRHP), within the APE.

Caltrans also determined that the Sacramento River East Levee Segment (P-34-000490), along the east bank of the Sacramento River, is individually eligible under Criterion A as a physical representation of the precedent set for flood control management in California between 1850 and 1911, more specifically flood control management policy and development in the Sacramento Valley. Levees, canals and drainages built within this timeframe are associated with early advances in water management in California that resulted in making settlement and expansion of infrastructure in the region possible. It set the standard for post-1911 efforts to achieve a more unified and standardized approach to levee construction in the Sacramento Valley. As part of the first Reclamation District, RD 1, it is a strong example of the pre-1911 era of flood control measures overseen by local interests.

Caltrans has also determined that the following properties are not eligible for the NRHP:

- 201 3rd Street, West Sacramento, CA
- 213 3rd Street, West Sacramento, CA
- 212 2nd Street, West Sacramento, CA
- 214 2nd Street, West Sacramento, CA
- 216 2nd Street, West Sacramento, CA
- Washington Water Company Tower at 231 2nd Street, West Sacramento, CA
- Reclamation District 811/900 Levee Segment

Based on my review of the submitted documentation I concur with the above determinations.

Finally, pursuant to Stipulation VII.C.3. of the PA, Caltrans is considering CA-SAC-658H to be eligible for the NRHP for the purposes of the project. The site is located adjacent to, but outside of, the Area of Direct Impact for the project. Caltrans proposes to protect the site by establishing an Environmentally Sensitive Area and using exclusionary fencing to avoid impacts.

Due to portions of the project area not being accessible prior to construction, Caltrans is proposing to prepare a programmatic agreement (PPA) specific to this undertaking to ensure that identification and evaluation of archaeological properties within the APE, and any resolution of adverse effects on those properties, is completed. The PPA will have as an attachment an Archaeological Resources Management Plan which will include a detailed protocol for identification, evaluation, and treatment of any adversely affected historic properties, protocols for archaeological monitoring, and evaluation and treatment of any unanticipated discoveries that may be encountered during implementation.

I look forward to working with Caltrans on the preparation of this agreement document.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 with e-mail at natalie.lindquist@parks.ca.gov or Alicia Perez at (916) 445-7020 with e-mail at alicia.perez@parks.ca.gov .

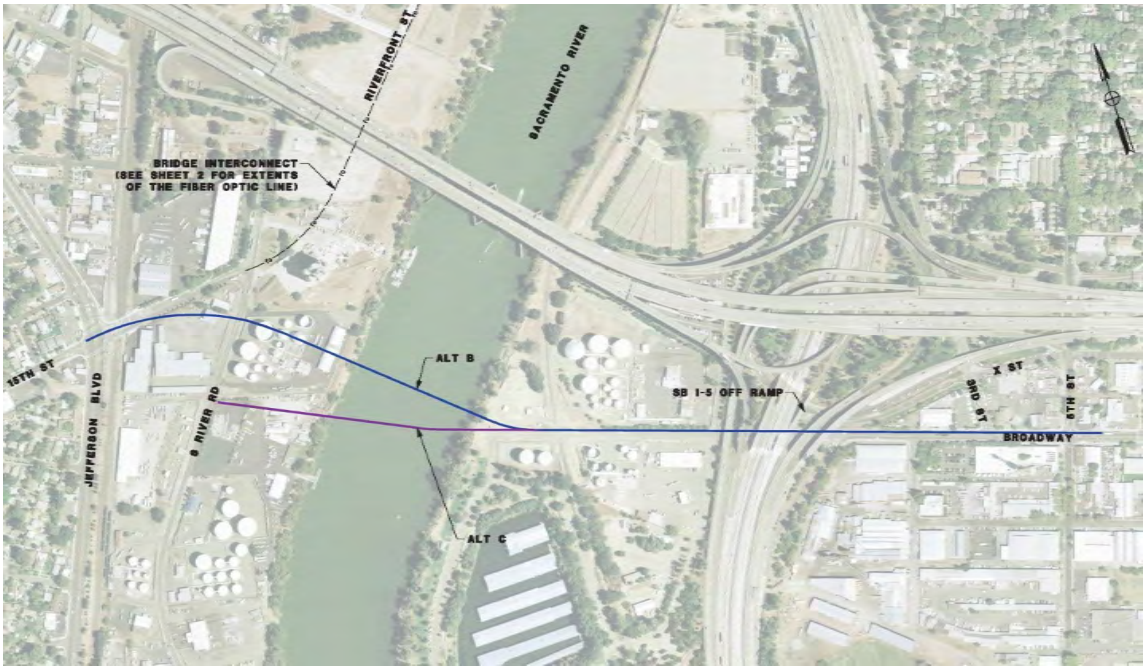
Sincerely,

Julianne Polanco
State Historic Preservation Officer

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
							HIST.SURV.	5690-0010-0020	04/12/90	6X	
074563		14211 RIVER RD	NEW BANK OF ALEX BROWN	WALNUT GROVE	P	1962	HIST.SURV.	5690-0010-0021	04/12/90	6X	
074565		14215 RIVER RD	FRED WICKER/ARTHUR BROWN HOUSE	WALNUT GROVE	P	1880	HIST.SURV.	5690-0010-0022	04/12/90	1D	ABC
074567		14219 RIVER RD	WICKER/BROWN BUTCHER SHOP	WALNUT GROVE	P	1880	HIST.SURV.	5690-0010-0023	04/12/90	1D	ABC
074569		0 SHOP ST	RESIDENCE	WALNUT GROVE	P	0	HIST.SURV.	5690-0010-0024	04/12/90	6X	
158232		13950 SR 160	BROWN, JOHN STANFORD, TILE-ROOFED	WALNUT GROVE	P	1980	HIST.RES.	NPS-04000733-0003	07/28/04	6X	
158229		13950 SR 160	BROWN, JOHN STANFORD, SWIMMING POO	WALNUT GROVE	P	1925	HIST.RES.	NPS-04000733-0001	07/28/04	1D	BC
145758		13950 SR 160	BROWN, JOHN STANFORD, HOUSE	WALNUT GROVE	P	1925	HIST.RES.	NPS-04000733-9999	07/28/04	1S	BC
							NAT.REG.	34-0089	04/28/04	3S	BC
158230		13950 SR 160	BROWN, JOHN STANFORD, SCREENED LAN	WALNUT GROVE	P	1950	HIST.RES.	NPS-04000733-0002	07/28/04	1D	BC
046728	34-002395	TYLER ST	ORIENTAL SCHOOL, ORIENTAL SCHOOL S	WALNUT GROVE	U	1911	HIST.SURV.	5690-0004-0000		7R	
077017		14137 TYLER ST	RESIDENCE	WALNUT GROVE	P	1925	HIST.SURV.	5690-0009-0026	03/22/90	1D	AC
077019		14143 TYLER ST	RESIDENCE	WALNUT GROVE	P	0	HIST.SURV.	5690-0009-0027	03/22/90	6X	
077023		14161 TYLER ST	EAST INDIAN STORE/FILIPINO CHURCH	WALNUT GROVE	P	1937	HIST.SURV.	5690-0009-0029	03/22/90	1D	AC
077021		14161 TYLER ST	RESIDENCE	WALNUT GROVE	P	1937	HIST.SURV.	5690-0009-0028	03/22/90	1D	AC
046722		WINNIE ST	WALNUT GROVE JAPANESE METHODIST CH	WALNUT GROVE	P	1914	HIST.SURV.	5690-0008-0002	03/22/90	1D	C
							HIST.SURV.	5690-0003-0001		7R	
114110		WINNIE ST	RESIDENTIAL COMPLEX	WALNUT GROVE	P	1945	HIST.RES.	DOE-34-98-0004-0000	01/28/98	6Y	
							PROJ.REVW.	HUD971126D	01/28/98	6Y	
114109		WINNIE ST	TRANSFORMER HOUSE	WALNUT GROVE	M	1927	HIST.RES.	DOE-34-98-0003-0000	01/28/98	6Y	
							PROJ.REVW.	HUD971126D	01/28/98	6Y	
048368		0 WINNIE ST	JAPANESE LANGUAGE SCHOOL/DURBIN HO	WALNUT GROVE	P	1910	HIST.RES.	DOE-34-98-0001-0000	01/28/98	7K	AC
							PROJ.REVW.	HUD971126D	01/28/98	7K	AC
							HIST.SURV.	5690-0008-0003	03/22/90	1D	AC
076952		14070 WINNIE ST	MIZUTANI RESIDENCE	WALNUT GROVE	P	0	HIST.SURV.	5690-0008-0032	03/22/90	1D	AC
114105		14075 WINNIE ST	SHED/GARAGE ASSOC. WITH DURBIN HOM	WALNUT GROVE	P	1910	HIST.RES.	DOE-34-98-0002-0000	01/28/98	6Y	
							PROJ.REVW.	HUD971126D	01/28/98	6Y	
048700		14080 WINNIE ST	ODA RESIDENCE	WALNUT GROVE	P	0	HIST.SURV.	5690-0008-0031	03/22/90	1D	AC
070180			WALNUT GROVE BRANCH LINE OF SOUTHE	(VIC) WALNUT GROV	U	1882	PROJ.REVW.	BUR030904A	10/23/06	2S2	AC
							HIST.RES.	DOE-34-98-0008-0000	01/28/98	7K	A
							PROJ.REVW.	HUD971126D	01/28/98	7K	A
							NAT.REG.	34-0024	03/25/92	7W	
							HIST.SURV.	5690-0008-0000	03/25/92	7K	
							PROJ.REVW.	COE901029A	04/24/91	2S2	A
175899			DELTA CROSS CHANNEL	(VIC) WALNUT GROV	F	1950	NAT.REG.	34-0104	04/19/09	7J	
046729	34-002403	RIVER RD	FILIPINO SECTION	(VIC) WALNUT GROV	D	1915	HIST.SURV.	5690-0005-0000		7R	
184252		13049 APPLE RD		WILTON	P	1959	PROJ.REVW.	HUD110808C	08/08/11	6Y	
182330		9386 RANCHERIA DR		WILTON	P	1935	PROJ.REVW.	HUD110502A	05/02/11	6Y	
115305		12395 RISING RD	MARTINDALE, ELISHA, PIONEER HOMEST	WILTON	P	1880	NAT.REG.	34-0055			

3080 records listed.

Attachment B
Archaeological Survey Report



Archaeological Survey Report

Broadway Bridge Project

City of West Sacramento and City of Sacramento, California

Federal Project No.: TGR2DGL 5447(043)

April 2021

Caltrans

CALIFORNIA DEPARTMENT OF TRANSPORTATION

ARCHAEOLOGICAL SURVEY REPORT FOR THE BROADWAY BRIDGE PROJECT, CITY OF WEST SACRAMENTO AND CITY OF SACRAMENTO, CALIFORNIA

Caltrans District 3, Yolo and Sacramento Counties, Federal-Aid# TGR2DGL 5447(043)

PREPARED BY:

Date: 4/13/2021

Stephen Pappas, Archaeologist, MS, RPA
Co-PI–Prehistoric Archaeology
ICF, Sacramento, CA

REVIEWED FOR APPROVAL BY:

Date: 04/28/2021

Connor Buitenhuys PQS: PI Prehistoric and Historical Archaeology
Cultural Resources Branch, Caltrans District 3

APPROVED BY:

Laura Loeffler

Date: 04/28/21

Laura Loeffler
Branch Chief
North Region Environmental Planning M-1
Caltrans District 3

USGS 7.5' Topo(s):	Sacramento West, California
Acreage:	70.5 acres
Resources:	P-34-0619; BRO-001, BRO-002

April 2021

State and federal laws provide for protecting the confidentiality of this information. The contents of this study will not be included in public versions of this document.

ICF. 2021. *Archaeological Survey Report for the Broadway Bridge Project, City of West Sacramento and City of Sacramento, California.* April. (ICF 00205.17.) Sacramento, California.