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INTRODUCTION

PROJECT OBJECTIVES
The City of Sacramento received a Certified Local Government (CLG) grant from the State Office of Historic Preservation to survey and evaluate the raised streets and hollow sidewalks in downtown Sacramento. Several products were created to evaluate the eligibility of a potential historic district, including: this survey report; a historic context statement; an architectural survey with California Department of Parks and Recreation (DPR) 523 A form documentation; a spreadsheet listing character-defining features; GIS maps; and a District Record (DPR 523 D form). The Capital City Preservation Trust, a local not-for-profit organization, provided matching grant funding for the project.

While the raised streets and hollow sidewalks have generated a lot of interest in the City of Sacramento, the resources have not been comprehensively studied and evaluated as a potential historic district. This project evaluates the significance of the raised streets and hollow sidewalks within a broader historic context, identifies character-defining features of the resources and evaluates the integrity of the features. The survey report concludes with recommendations for next steps.

PROJECT AREA
The raised streets are the framework for the Raised Streets and Hollow Sidewalks Historic District. The District boundary represents the area in which the raised streets are visible and the hollow sidewalk segments remain. The District is bounded by Front Street on the west, I Street on the north, 13th Street on the east, and L Street on the south.
The boundary of the Raised Streets and Hollow Sidewalks Survey was based upon the map entitled, *Hollow Sidewalk Evaluation Study*, which was produced by structural engineer David Okaskai as part of the 1982 structural engineering report prepared by Barrish, Aldrich and Schroeter in which remaining raised streets and hollow sidewalks were studied. Researchers have created maps to depict which streets were raised between 1863 and 1876, but the boundaries are conflicting; the maps appear in the appendix of this report for reference. According to the 1982 Barrish, Aldrich and Schroeter report, 151 hollow sidewalk segments remained in Sacramento in 1982. Page & Turnbull’s architectural survey of the Raised Streets and Hollow Sidewalks was based on the boundary of that report. Verifying the extent of the raised area downtown was not included in the scope of this project. While it is likely that the raised downtown extends beyond the boundaries of the project area, additional research is necessary to determine the outermost boundaries of the raised area.

**PROJECT TEAM**

The Raised Streets and Hollow Sidewalks project was lead by Page & Turnbull. Ruth Todd, AICP, LEED, AP served as Principal-in-Charge, and Meg Glynn served as Project Manager. Gretchen Hilyard acted as database and GIS coordinator and Rebecca Fogel acted as mapping and graphics specialist. Kortny McCarter, a volunteer from California State University, Sacramento, assisted with the survey.

Paula Boghosian, from Historic Environment Consultants, prepared the historic context statement with assistance from associate, Don Cox.

**ACKNOWLEDGEMENTS**

Page & Turnbull would like to acknowledge the following individuals for their management and assistance with the Raised Streets and Hollow Sidewalks project:

- Roberta Deering, City of Sacramento, Preservation Director
- Kathleen Forrest, City of Sacramento, Project Manager
- Josh Cannon, City of Sacramento, GIS Specialist, Development Services Department
- Marie Nelson, Office of Historic Preservation
- Fred Turner, Capital City Preservation Trust
RESEARCH DESIGN

METHODOLOGY
The goal of the project was to document the raised streets and hollow sidewalks and to evaluate the eligibility of a potential historic district. To make this evaluation, the following products were prepared:

- Historic Context Statement
- Primary Record Forms (DPR 523 A Forms)
- Excel Spreadsheet listing Character-Defining Features
- Geographical Information Systems Maps (GIS Maps)
- District Record Form (DPR 523 D Form)
- Survey Report

Historic Context Statement
Paula Boghosian of Historic Environmental Consultants prepared the Historic Context Statement. The purpose of the statement was to identify the broad themes and patterns associated with the raised streets and hollow sidewalks. It primarily addresses why and how Sacramento’s downtown was raised and is based on records obtained from the Sacramento Archives and Museum Collection (SAAMC) and the Sacramento Room at the Sacramento Public Library. The historic context statement is included in this survey report.

Architectural Survey
Page & Turnbull led an architectural survey of the raised streets and hollow sidewalks within the identified project area. Although the resources surveyed were located below grade, the resources were comprised of buildings and street retaining walls, therefore they were addressed as architectural and engineering features rather than archaeological. The entire project area represents an area that has the potential to yield archeological information, but no disturbances or excavations were made during this survey. Page & Turnbull allocated a portion of the project fee to retain a qualified archaeologist in the event that archeological resources were encountered during the survey.

ACCESS TO RESOURCES
The Raised Streets and Hollow Sidewalks project area represents an urban cultural landscape because the City of Sacramento re-shaped the land to make the downtown habitable and more attractive to businesses. The raised streets and hollow sidewalks represent a cultural landscape; the raised streets are visible at grade and the hollow sidewalks are subterranean features. While it was possible to walk the expanse of the raised streets and note the character-defining features of the sidewalk surfaces and streetscape, not all of the remaining hollow sidewalk spaces were accessible.

The City of Sacramento was responsible for obtaining access to the hollow sidewalk segments for survey purposes. Letters with information regarding the raised streets and hollow sidewalks survey project were distributed to property owners within the project area in February of 2009. The City then contacted property owners via telephone to request access to the hollow sidewalk spaces accessible through their buildings. The City contacted and made appointments with forty (40) property owners. Through door-knocking, Page & Turnbull was able to access another nineteen (19) hollow sidewalk segments.

The hollow sidewalk spaces are accessible through the basements of adjacent buildings or through manholes in the sidewalks above. For the purpose of this reconnaissance architectural survey, the hollow sidewalks were only accessed through the basements of buildings in the project area; City of
San Francisco planning staff provided photographs for the two hollow sidewalk segments located at Rosa Lima Park at the intersection of 7th and K streets, which were taken from Manhole 8. The City also provided photographs for the property at 700 K Street, which was not accessible for survey. Information for the two segments at 700 K Street was included in the database based on the photographs. Additionally, information for two hollow sidewalk segments at 1030 J Street and one segment at 1020 J Street were included in the database based on photographs taken by Historic Environmental Consultants for the *Cathedral Square, Cultural Resources Supplementary Report, ADEIR*. DPR 523 A Forms were prepared only for those resources accessed and surveyed by Page & Turnbull.

**Survey Strategy**

Based on previous newspaper articles and studies, preliminary character-defining features were identified for survey of the raised streets and hollow sidewalks project area. These features were organized in a table or checklist format. The table included columns for up to two hollow sidewalk segments so that the features of each space could be separately noted. For example, in the case where a corner property had two hollow sidewalk segments, both survey columns were completed. The table streamlined the survey process and is recommended for use by future surveyors.

At the street level, character-defining features included alleys which dipped from their intersection with streets to the original grade level; granite curbs; starred manhole covers; and sidewalk prism lights. Below grade, all six surfaces of the hollow sidewalk segments were surveyed: the street retaining walls; the structural system below the building (building wall); the ceiling; the flooring; and the end walls partitioning each end of the space. Character-defining features below grade included brick, barrel vault ceilings; brick, buttressed street retaining walls; and brick walls/piers below buildings. Penetrations in the ceiling such as sidewalk prism lights, elevator doors, and manholes were also noted.

The survey form identified the potential character-defining features by abbreviation. The abbreviations used follow:

<table>
<thead>
<tr>
<th>Abbreviations</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRK_PIERS</td>
<td>Building wall is supported by brick piers</td>
</tr>
<tr>
<td>BRK_WALL</td>
<td>Building wall is supported by brick wall</td>
</tr>
<tr>
<td>WALL_DOOR</td>
<td>Building wall contains door openings</td>
</tr>
<tr>
<td>WALL_WIN</td>
<td>Building wall contains window openings</td>
</tr>
<tr>
<td>CEIL_BRK_VAL</td>
<td>Sidewalk segment features a brick, vaulted ceiling</td>
</tr>
<tr>
<td>CEIL_CONC</td>
<td>Sidewalk segment features a concrete ceiling</td>
</tr>
<tr>
<td>RET_BUTTRSS</td>
<td>Street retaining wall is buttressed</td>
</tr>
<tr>
<td>FL_CONCRT</td>
<td>Concrete floor</td>
</tr>
<tr>
<td>FL_DIRT</td>
<td>Dirt floor</td>
</tr>
<tr>
<td>FL_OTHR</td>
<td>Other flooring present</td>
</tr>
<tr>
<td>SEG_END_WALL</td>
<td>Hollow sidewalk segment has end walls</td>
</tr>
<tr>
<td>SEG_END_OTHR</td>
<td>Hollow sidewalk segment is otherwise blocked at its ends</td>
</tr>
<tr>
<td>SEG_DIV</td>
<td>Hollow sidewalk segment is divided or partitioned</td>
</tr>
<tr>
<td>SDWLK_LGHTS</td>
<td>Sidewalk surface features prism sidewalk lights</td>
</tr>
<tr>
<td>SDWLK_ELEV</td>
<td>Sidewalk surface features an elevator door</td>
</tr>
<tr>
<td>SDWLK_GR_CURB</td>
<td>Sidewalk surface features granite curbs</td>
</tr>
<tr>
<td>STAR_MH</td>
<td>Sidewalk surface features a starred manhole cover</td>
</tr>
<tr>
<td>ALY_DIP</td>
<td>Alley dips to original grade level alongside building</td>
</tr>
</tbody>
</table>
The abbreviated features noted on the survey forms were transferred directly into the Raised Streets and Hollow Sidewalks Excel Spreadsheet. The information in the spreadsheet was sorted to determine the number of properties in which each type of character-defining feature remains.

**EXCEL SPREADSHEET AND GIS MAPPING**

The City of Sacramento requested that the data collected in the Raised Streets and Hollow Sidewalks project be integrated into the City’s existing GIS program. Josh Cannon, from the Department of Development Services, created a layer in GIS to represent the hollow sidewalk segments in downtown Sacramento. Because corner parcels featured two hollow sidewalks segments, the sidewalks were linked to the database through FID numbers, unique file identification numbers assigned to the parcels, rather than associated parcel numbers (APNs). The character-defining features noted on the survey forms were then input into the Excel spreadsheet. The data from the spreadsheet was linked to GIS to create the maps. Additional columns were added to the database to indicate whether the data resulted from Page & Turnbull’s survey, City photographs, or previous studies. The database displays whether a hollow sidewalk segment is hollow or filled; whether it has been surveyed and by whom; whether a DPR 523 A Form was prepared; what character-defining features were present; and what level of integrity remains. The Excel spreadsheet may easily be integrated into the City’s GIS program to inform Planning, Public Works, and other departments. A CD containing the Excel spreadsheet is enclosed with this report.

**DISTRICT FORM**

Formed by the City of Sacramento in response to chronic flooding, the raised streets and hollow sidewalks represent a cultural landscape: the land was intentionally shaped by raising the streets and constructing the hollow sidewalks to make it habitable. The Raised Streets and Hollow Sidewalks Historic District was, therefore, approached as a cultural landscape. The identified character-defining features describe the built landscape. According to the National Park Service, a cultural landscape is defined as, “a geographic area, associated with a historic event, activity, or person or exhibiting other cultural aesthetic values.” The National Park Service further defines a historic district as an area that “possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.” According to National Park Service definitions, the property’s combined character as a cultural landscape and historic district should not be separated when considering the property’s historical significance and potential for listing in the National Register of Historic Places.

Based on information in the Historic Context Statement and the identified broad themes and patterns, The Raised Streets and Hollow Sidewalks Historic District appears to be eligible for listing as a local historic district under Criterion C for architectural and engineering significance. The raised streets project reflects the political culture of the mid-19th century and also demonstrates why Sacramento was selected as the State Capital and the terminus of the transcontinental railroad: the city was particularly attractive to investors because it was willing to accommodate them. Rather than lose its bid as the State Capital or risk losing the railroad, Sacramento aggressively pursued the raised streets project to lessen flooding in the downtown and to improve the city’s drainage and infrastructure system. Additional research is recommended to determine the historic boundaries of the raised streets and hollow sidewalks. Architectural survey of the remaining hollow sidewalk segments that were not accessed during this survey is also advised.

Evaluation of the Raised Streets and Hollow Sidewalks for archeological discoveries was not part of the scope; therefore, National Register Criterion D or the potential to yield archeological data was not analyzed as part of District evaluation conducted by Page & Turnbull. The Raised Streets and Hollow Sidewalks Historic District is located in one of the oldest portions of Sacramento, however,
and the entire project area qualifies as an area with the potential to yield archeological data. A report prepared by Tremaine & Associates, Inc. for the Sacramento Regional Transit District includes some archeological records for resources located within a portion of the Raised Streets and Hollow Sidewalks Historic District. Tremaine determined that the Raised Streets and Hollow Sidewalks Historic District was significant under Criterion D because it has potential to yield information “important to Sacramento’s prehistory and goldrush era camp life.”
HISTORIC CONTEXT STATEMENT

THE ESTABLISHMENT OF SACRAMENTO

John Sutter established the town of New Helvetia, the first permanent Euro-American settlement in the Sacramento Valley near the banks of the American River in 1839. Sutter constructed Sutter’s Fort between 1842 and 1844 on a high point above the confluence of the American and Sacramento rivers. Sutter owned more than 150,000 acres in the Central Valley. He ran a menagerie of enterprises, employing blacksmiths, carpenters, tanners, gunsmiths, vaqueros, farmers, gardeners, weavers, hunters, sawyers, sheep-herders, trappers, and later flour millwrights and a distiller. Sutter began establishing the city of Sutterville on a bluff adjacent the Sacramento River but John Marshall’s discovery of gold at Sutter’s sawmill in Coloma in 1848, disrupted his plans. An international Gold Rush ensued and overnight, the embarcadero at the confluence of the Sacramento and American rivers transformed into a major port where speculators disembarked on their way to mines north of the area. The port became known as Sacramento and despite seasonal flooding, the town’s proximity to the river caused it to quickly surpass Sutter’s Fort and Sutter’s planned community at Sutterville in population.

Sacramento grew dramatically and some buildings were erected in the course of a single week. Merchants changed their locations monthly to best position themselves to sell their merchandise to the arriving speculators. Business sold a variety of goods including tools, hardware, machinery, raw materials, clothing, and food. Stables, feed stores, leather stores, and blacksmiths were also located on major thoroughfares, like J Street, which led east in the direction of the gold mines. Whole wagon trains bound for the gold fields to the north were outfitted from stores along J Street.

At John Sutter Jr.’s request, Captain William H. Warner and his assistant, Lt. William Tecumseh Sherman, surveyed the City of Sacramento and laid a street grid in 1848. Streets running north-south were labeled with numbers, while those running east-west were labeled with letters. An alley running east-west bisected each city block, which contained a total of eight 80’ by 160’ lots. The exception to this pattern was a strip of larger blocks between 12th and 13th Streets, which held ten 80’ by 160’ lots. The terrain increased in elevation as it moved west, away from the river, but the land was somewhat bowl-shaped, with the area between I and L streets lower than that to the north and south. With a street grid platted and development of the town in full swing, the California State Legislature officially recognized Sacramento’s City Charter in 1850.

J Street served as a major thoroughfare leading from the Sacramento River to 12th Street, where routes branched north and east to the gold mines beyond the city. From the intersection of 12th and J streets, wagons either continued east to Hangtown (Placerville) and Coloma, or turned north toward Auburn and Marysville. Because J and K streets were the most heavily trafficked, businesses were first constructed on the city blocks lining these streets. Samuel Hensley and Pierson B. Reading constructed the first frame building in Sacramento at the intersection of Front and I streets. Shortly thereafter, merchant Samuel Brannan erected a frame store at Front and J streets. By 1850, the port of Sacramento was receiving two passenger ships a day. In 1852, Sacramento had a population of approximately 12,000. In response to devastating fires in 1849 and 1852, the City passed an ordinance in 1855 which mandated the construction of brick buildings in the business district. By 1856, the city had approximately 500 brick and 2,000 frame buildings. Sanborn maps from 1895 show that buildings in the business district generally ranged from one to three stories in height.
Incentive to Raise the Streets: The State Capitol and the Railroad
Sacramento’s early economy was fueled by capital investment and the city’s initial industry relied upon commerce. To ensure the security of their investments, businessmen encouraged the establishment of local government. Congress approved the Treaty of Guadalupe Hidalgo in 1848, which ended the Mexican-American war and made California a territory of the United States. Subsequently, in 1850, California was admitted as a free state to the Union. The Gold Rush had necessitated a stable government in Sacramento before that time, however, and in 1849, merchants created a simple government for Sacramento County which consisted of a sheriff and an alcalde (mayor). In August of that year, a territory-wide election was held to determine the members of Sacramento’s first city council and elect the city’s first mayor, Hardin Bigelow.

Sacramento served as the temporary State Capital in 1852, but it was in 1854 that the Senator Amos Parnall Catlin introduced a bill to permanently locate the State Capital in Sacramento. At the time, Sacramento had a new courthouse and offered the block bounded by I and J streets and 9th and 10th streets for the construction of a new state capitol building. Sacramento was attractive to legislators because of its lodging and transportation amenities—the city featured fifty-five hotels, plank roads, fourteen stages, and twenty-eight river steamers in 1854. Although the cities of San Francisco, Oakland, and San Jose competed to serve as the capital, and the floods of 1861-1862 delayed construction in Sacramento, work on the capitol building designed by Miner Frederick Butler began.
in June of 1863. The capitol would stand on state land bounded by L and N streets and 10th and 12th streets.

Shortly after the City of Sacramento became the state capital, the Sacramento Valley Railroad, one of the first railroads west of the Mississippi, opened in February 1856. The rail line ran twenty-two miles from the Sacramento Valley Railroad depot in Sacramento to Folsom, operating freight and passenger trains. The trains were instrumental in the transport of people and goods from Sacramento to Folsom, where stages and wagons provided transportation to the mines further north. In 1861, Sacramento merchants and entrepreneurs Leland Standford, Charles Crocker, Collis Huntington, and Mark Hopkins incorporated the Central Pacific Railroad. The first transcontinental railroad, the Central Pacific broke ground in Sacramento on January 8th, 1893.

The History of Flooding in Sacramento
Established at the confluence of the American and Sacramento rivers, the City of Sacramento was close to transportation and commerce on the river, but was also subject to natural and man-made flooding. The Sacramento Valley flooded each winter and spring due to the combination of rain and melted snow pack from the Cascade Mountain Range and Sierra Nevadas. Hydraulic mining along the river north of Sacramento eroded hillsides and deposited debris in the river which disrupted its natural flow and contributed to the frequency and severity of its flooding.

Shortly after Sacramento became a City, efforts were taken to protect it from flooding. Under Mayor Hardin Bigelow, the City of Sacramento and citizens jointly constructed Sacramento’s first levee. The levee paralleled Front Street and the Sacramento River on the west and paralleled the American River on the north from Sacramento to Brighton. When this levee failed in the flood of March 1852, larger levees were constructed, including one south of the city on R Street.
At this time, the U.S. Army Corps of Engineers began to study the flooding of the Sacramento and American rivers. The 1824 *Gibbons v. Ogden* U.S. Supreme Court case ruled that because the federal government had the power to regulate commerce, it also had a responsibility to maintain the navigability of the country’s waterways to ensure that they remained unobstructed for the operation of domestic and foreign commerce. The U.S. Army Corps of Engineers’ navigational studies and monitoring of the Sacramento River in 1855 fulfilled this federal obligation.

Despite these initial efforts at flood control, when the rivers rose in 1861-1862, the city flooded again. This time, the city was under water for three months because the levees prevented it from draining.

RAISING SACRAMENTO’S STREETS

In 1853, the Mayor and Common Council first discussed the possibility of leveling and raising the city streets by approximately four feet in areas of lower elevation to prevent flooding. Although there were mixed reactions to the plan, the process began that year. J, K, and L streets were raised. J, K, and L streets were raised from Front Street on the west to 9th Street on the east. I Street was similarly graded from Front Street on the west to 6th Street on the east. Redwood crosswalks were constructed between Front and 8th streets. It was an expensive process, but the City wished to maintain its status as the state capital and continue attracting development.

The winter of 1861-1862 brought the most destructive floods ever experienced in the City of Sacramento and spurred the federal, state, county and city governments to develop flood control measures in the Sacramento Valley. The U.S. Army Corps of Engineers undertook a project between 1864 and 1868 to redirect the American River and dredge it of mining debris. By straightening a curve in the American River and joining the American and Sacramento rivers approximately one mile above their original juncture, the Corps increased the flow of the river and decreased its likelihood of flooding. Dirt from the re-routing of the American River was used as fill for the City’s raised streets. Although unsuccessful, the California State Legislature attempted to coordinate levee building at the state and local levels at this time.

Maps depicting the American River channel in its original location (left) and after it was re-routed in 1868 by the U.S. Army Corps of Engineers (right).

The County, which served as the governing body for both the City and County between 1858 and 1862 wanted to raise the levees around the city in response to the continued flooding, but the city wanted to raise the grade of the streets downtown. In 1863, The Board of Supervisors passed the Hite Ordinance, [#151], named after the Supervisor that introduced it, which superseded previous ordinances and established a standard to elevate streets by eight to fourteen feet. Shortly thereafter, the County and City governments split into separate governing entities.

Between 1864 and 1868, the City of Sacramento raised the streets of its downtown by as much as fourteen feet to prevent flood waters from entering the low-lying downtown. Property owners were required to raise or add a story to their buildings in order meet the new level of the streets. In addition, property owners were responsible for building sidewalks that would bridge the gap between their buildings and the raised streets. Raising the streets increased downtown property values by fifty
to sixty percent, because the public gained confidence in the security and prosperity of the downtown.

The Process of Raising the Streets
The City Board of Trustees developed the following process for the street improvements and used it with later high grading activities:

1) The Board of Trustees gave ten days public notice prior to raising the grade of a street.
2) A majority of property owners on the block had to approve the Board’s petition to raise the street.
3) A majority of property owners could also initiate a petition to raise the street on their block.
4) The City Surveyor estimated the amount of material needed to grade each block.
5) The Street Commissioner advertised for bids to fill the street. The lowest bid was usually chosen and the contractor was paid from a ‘street fund’ created from the assessment of each owner’s street frontage.
6) If a majority of owners of a block opposed raising the street, it would not be raised.
7) If the owner did not pay his assessment in time, a lien would be placed on the property.

In 1864, the Board of Trustees authorized proposals to fill Front Street south of I Street to high grade. Since this work occurred adjacent to the railroad tracks, the Central Pacific may have encouraged property owners along Front Street to request high grading since it widened the track area and provide extra room for railroad operations. It was the re-grading of Front Street that served as a catalyst for downtown owners to elevate the rest of the city to the high grade level specified in the City’s ordinance. The City’s new elevation was to be level with the top of a hill where City Plaza (Cesar Chavez Park) was located.

To contain the dirt fill, each property owner constructed a retaining wall along the edge of the street in front of his property. To strengthen the retaining wall and keep it from collapsing toward the building, brick bulwarks or buttresses, thicker at the bottom and tapering toward the top, were installed against the wall at intervals ranging from four to six feet. Many of the brick walls themselves also angled slightly toward the street to add additional strength.

Although most builders of the bulwarks and street retaining walls were private contractors who responded to requests for bids published by the City, local prisoners were an additional source of labor. The Street Commissioner was the designated Superintendent of the chain gangs and had the authority to order sentenced prisoners to work on streets, alleys, and other places as directed. The number of contractors who submitted bids to construct the street retaining walls increased from two in 1864 to ten in 1865, and there was strong demand for more bricklayers and laborers.

As the streets were raised, sewers and water lines were also installed. Lines, made of brick or wood, were three to five feet in diameter and were egg-shaped. Some corner properties contained brick, cylindrical cistern-like structures underground that may have served as water reservoirs in case of fire.

Chronology of the Raised Streets
Property owners raised the streets on their blocks and constructed sidewalks as they were financially able; therefore, sidewalk segments on a single block may be at the original grade or elevated. Stairs, ladders and ramps were constructed between raised sidewalks and those which remained at the original grade, creating a particularly hazardous streetscape, as one visitor describes in the Overland Monthly:
“This work has entailed an immense outlay on the city… Various isolated buildings near these streets have lifted themselves up, and have a piece of pavement several feet higher than other people’s. Everybody here in Sacramento builds his pavement on a different level from that of his neighbor, if possible, and does not always drive down his nails well.”

The following is a chronological list of dates when various sections of streets were raised:

1864
The first high grade work was completed. Front Street was elevated from K to I streets; J Street was raised between Front and 2nd streets; and I Street was raised from Front to 5th streets.

1865
Work was completed on: L Street between Front and 2nd streets; K Street between Front and 3rd streets; and 2nd Street from I to L streets.

1866
The following sections of street were raised: 3rd Street between K and J streets; 4th Street between I and K streets; J Street between 3rd and 4th streets; and K Street between 3rd and 4th streets.

1867
Sections of street raised included: 3rd Street between I and J streets; 5th Street between I and J streets; 6th Street between I and J streets; and J Street between 4th and 6th streets.

1868
The following streets were raised: 4th Street between K and L streets; 5th Street between K and L streets; 6th Street between J and K streets; 7th Street between J and K streets; K Street between 4th and 10th streets; and J Street between 6th and 10th streets.

1869
Work was completed on the following street sections: I Street between 5th and 10th streets; 8th between I and K streets; and 9th and 10th streets between I and J streets.

The remaining area of low elevation was raised between 1871 and 1876. A map in the Appendices depicts when the streets were raised.

Paving
After the street fill settled, which often took a year, paving was applied. Wood planks, brick and concrete block did not prove durable as a street surface, so between 1863 and 1870 the City experimented with different paving materials. The blocks between 2nd and 4th streets on J Street were paved with brick surfaced with asphaltum, but the paving material was not durable. Around 1860, J Street was paved with Russ pavement, a type of concrete block surfacing and the road in front of the Central Pacific freight depot was macadamized, or covered with crushed granite, in early 1865. It was in 1865 that the City specified the use of Nicolson pavement for the streets.

Nicolson pavement was first installed on Front and 2nd Streets late in 1865. The paving was comprised of alternate 4”x4” and 4”x8” blocks of wood which were adhered to a base of thin wood planking with tar. Sand and then gravel were poured over the surface and tamped until level. Tar was then poured over the street surface. Nicholson pavement was used widely and in 1869 a similar pavement type called Stowe Foundation was also used. While Nicolson surfaces were at first preferred, 10 years later they were replaced by cobblestones which proved to be more durable.
The need to access the sub-grade water and sewer lines affected how the streets were surfaced. Although cobblestones were dirty, noisy, and hard on the hoofs of horses, they were laid on thoroughfares such as K Street because they were inexpensive and it was easier to remove them in order to make repairs to the sewer and water lines. K Street was comprised of a foot of sand topped with six to nine inch vertically laid cobblestones. Rammed and watered, it was topped with a thin layer of gravel. By the mid-1870s, it had become standard for the cobblestone streets to be surfaced with local pit-run sand and gravel.

Raising the Buildings

Property owners were responsible for raising their buildings to meet the new street level, which could either be done by adding a story to the top of the building or raising the building to the new level. Property owners who added stories to an existing structure created a basement level which often retained the doors, windows, and firedoors of the building’s original first story. The majority of merchants, however, raised their buildings with jacks and put new foundations and storerooms underneath them to maintain the main floor of the building at street level. Most elevated buildings were brick. It required hundreds of screw jacks to raise the larger buildings downtown; each jack had to be turned a little at a time to keep the building level and balanced as it was elevated. It took 250 jack screws and dozens of men to raise the St. George Hotel which stood at the intersection of Fourth and J streets and was 160’ long by 76’ wide and weighed approximately 1,900 tons. Some building owners raised their buildings with jacks and filled the space left below with earth.
FLOOD CONTROL AFTER THE RAISED STREETS PROJECT

By the time that the City had completed its project of raising the streets downtown, Governor William Irwin had created the Office of the State Engineer to investigate irrigation, drainage, and navigation of the state’s rivers. In 1880, State Engineer William Hammond Hall created the first integrated, comprehensive flood control plan for the Sacramento Valley which consisted of a system of levees, weirs, and bypass channels to protect urban centers. The flood control plan was largely prompted by a flood of the Sacramento Valley in 1878, but did not gain federal financial authorization until 1917 when Congress authorized the Sacramento Flood Control System.

In the mid-twentieth century, federal flood control efforts were renewed when Congress passed the Flood Control Act of 1944 and construction of the Folsom Dam was authorized. The U.S. Army Corps of Engineers completed the dam in 1956. Despite the presence of the dam, record floods occurred in 1956, 1964, and 1986, so the performance rating of the Folsom dam was downgraded from a 500-year storm to a 60-year storm. The City of Sacramento, the County of Sacramento, the County of Sutter, the American River Flood Control District and Reclamation District 1000 formed the Sacramento Area Flood Control Agency (SAFCA) in 1989 to provide the Sacramento region with increased flood protection along the American and Sacramento rivers. In the early 1990s, the U.S. Army Corps of Engineers constructed Sacramento area levee improvements along the Sacramento River from Verona to Freeport. SAFCA is instrumental in the certification of environmental documentation, the construction of levee improvements to protect North Sacramento and Natomas, and improvements to the levee along the American River. In 2008, construction began on the Folsom Dam Joint Federal Project, which would allow the dam to meet the 200-year flood performance rating.
CHARACTER-DEFINING FEATURES

Raised Streets/Alley Dips
The nature of Sacramento’s raised streets is apparent from the alleys downtown, which were not raised, but remained at the original grade level. In Old Sacramento, the raised streets are visible from the Firehouse Alley, which runs north-south through the city blocks, and downtown, the J/K Alley, which runs east-west through the city blocks, most clearly dips from the raised street level to the original grade. To a lesser extent, the I/J and K/L alleys also dip from the level of the elevated streets to Sacramento’s original grade. The dip from the raised street level to the original grade along alleys facilitated the delivery of goods and accommodated small stables and sheds. The raised streets and the new sewer system improved drainage greatly. The alleys still flooded at times, but were of secondary importance; by and large, activity could continue on the raised streets in the city.

Hollow Sidewalks
The hollow sidewalks were formed by six structural elements: the street retaining wall, the building wall, two end walls (which divide and partition the hollow sidewalk spaces), the ceiling, and the floor. Because of the utilitarian manner in which the sidewalks were constructed, the hollow sidewalk segments contain few unique or distinguishing characteristics; however, seven character-defining features were identified. Features include: the street retaining walls; brick piers or a brick wall below the building; thresholds, granite stairs, or other details; brick barrel vaulted ceilings; end walls; water tanks; and, on the surface level, sidewalk lights, elevator doors, starred manhole covers, and/or granite curbs.
The street retaining walls are character-defining features because they reveal that the hollow sidewalks resulted from the raising of the streets—which was accomplished by pouring fill between street retaining walls. The brick buttressed walls were typically thicker at the bottom and narrower at the top and buttresses supported the wall every four to six feet. To further strengthen the walls, some brick walls between the buttresses were angled slightly toward the street.
The brick system supporting the building also contributes to the character of a hollow sidewalk segment. Buildings that were raised are often supported by brick piers, while buildings to which a story was added feature the former first story facade of the building at basement level. Brick piers range from simple, rectangular or square shaped, utilitarian supports to narrow, wall-like supports with corbelled bases. Some brick piers feature corbelled brackets which may have supported iron I-beams or wood beams running below the sidewalk above. Buildings supported by the original building wall typically feature door and/or window openings, including openings that may have been bricked-in when additional stories were added. These window and door openings sometimes include wood or granite thresholds and/or metal covers that may have been installed to safeguard against fire.

Two types of structural systems were used to span between the street retaining wall and the building and support the sidewalk surface above. One was a wood post and beam framework system, while the other incorporated brick barrel vaults. The post and beam system was supported by the street retaining wall and by framework in or paralleling the building wall. Beams supporting the sidewalk were then covered with wood planks and surfaced with brick or cement to create a sidewalk above. The brick barrel vault system was comprised of shallow, arched brick barrel vaults that spanned between iron I-beams, which were spaced four to six feet apart and were supported by the street retaining wall and brick building wall or wood posts along the building wall. Wood planks or cement above the vaults formed the sidewalk surface. Tie rods were located at the base of each arch to hold the sides together with tension. Newer or reconstructed hollow sidewalk systems are comprised of reinforced concrete flat slabs which rest on concrete or encased steel beams which span from the street retaining wall to the building or to free-standing columns.

When the new sidewalks were completed, the hollow sidewalk spaces below were continuous; however, over time, the spaces were partitioned into smaller segments by walls that property owners constructed at the lot lines to secure the spaces from occupation or theft.
In some of the hollow sidewalk segments, notably those located at the corners of blocks, cylindrical, brick cisterns were present and likely held water to fight fires.
Finally, at the street level, many of the sidewalk surfaces were pierced by sidewalk lights, metal elevator doors, and manhole covers, or featured granite curbs at their edges. Sidewalk lights were comprised of glass block prisms, which, although opaque in appearance on the surface, angled light into the hollow sidewalk space below. The prism lights in Sacramento’s hollow sidewalks were manufactured in Chicago, Illinois. Metal elevator doors, installed flush with the sidewalk surface and operating like trapdoors, allowed access to the hollow sidewalk space from the street so that goods could be easily transferred to the building’s basement. It is not known when the manhole covers were installed in the sidewalks, but they appear to be made of steel and bear a distinctive starred detailing. They were likely installed as an early measure to access the water and sewer systems. Larger, modern manhole covers have since been installed as well. Lastly, some sidewalk segments feature granite curbing. Granite curbs most frequently appear at the juncture of alleys and streets. It is likely that the granite curbs were installed when the streets were raised and that the granite was transported from Folsom via the Sacramento Valley Railroad, because granite from Folsom was utilized in the construction of the State Capitol building in Sacramento.
CONDITION OF THE RAISED STREETS AND HOLLOW SIDEWALKS

The history of the hollow sidewalks was largely forgotten until 1959, when Marjorie Francisco wrote a research paper at California State College in Sacramento entitled “Raising of the Streets in the Sacramento Business District.” A second and better known research paper, entitled “Early Attempts to Save the Site of Sacramento by Raising its Business District,” was written by Barbara Lagomarsino in 1969 as her Masters thesis at the California State College in Sacramento. Francisco’s and Lagomarsino’s papers cited many of the same newspapers and City records.

In 1979, when Barbara Lagomarsino was Chair of the Sacramento Preservation Board, she conducted a short tour of sections of the underground sidewalks for members of the Board. In 1980, during the preparation of the City Survey of Non-Residential Buildings, additional underground areas were explored, and again during the demolition of buildings for new development on the current ‘Library Block, 8th - 9th, I – J Streets’.

In the 1970s, many of the raised streets and hollow sidewalks were demolished. Interstate 5 was constructed between 2nd and 3rd streets, bisecting Sacramento’s downtown and obliterating the existing street grid, including the associated sidewalk segments. In 1971, the Hahn Company developed a shopping mall along the K-Street corridor. Purchased by Westfield in 1998, the Westfield Downtown Plaza is roughly bound by 3rd Street on the west, J Street on the north, 7th Street on the east, and L Street on the south. Here the hollow sidewalks were also demolished for the construction of the mall.

Structural Analysis

In the 1980s, a number of hollow sidewalk segments remained; however, several were visibly stressed and some were experiencing minor structural failures. Sacramento structural engineers Barrish, Aldrich and Schroeter were hired to investigate the hollow sidewalks, determine their condition and develop repair schemes responsive to the various uses of the space. Their 1982 report entitled, Downtown Sacramento, “Hollow Sidewalks,” included descriptions of structural systems present in the hollow sidewalks and their condition. The report gives a brief history of the raised streets and hollow sidewalks, identifies the structural systems present in the hollow sidewalks, and describes their condition. Barrish, Aldrich and Schroeter note that while individual owners used various contractors to construct the hollow sidewalks, construction materials and methods were very similar.

“The street retaining walls] occur directly under the street side curb and typically consist of horizontal brick arches, two wythes (8”) thick, spanning between buttresses. The buttress spacing varies between four and eight feet. … In some areas the arches are replaced by flat wall sections, also 8” thick brick and supported by buttresses. Floor slabs were not typically provided in the original construction but have been added in many areas. In quite a few areas, mass concrete has more recently been placed against the inside of the retaining walls to a depth of two or three feet.”

The beams supporting the sidewalks were supported by the street retaining walls and buildings walls in a few different ways. The building wall or columns were sometimes corbelled to produce a bracket or ledge on which the beams rested. Alternatively, building columns might be constructed in a T-shape which supported both the building and the sidewalk. And finally, a system comprised of cast iron brackets that projected from the brick building columns and supported a railroad tie was also used to span from the street retaining wall to the building. The cast iron brackets were especially susceptible to damage when the brick columns deteriorated.
The Barrish, Aldrich and Schroeter report describes the deteriorated state of the hollow sidewalks in 1982:

“Types and causes of brick, wrought iron and concrete deterioration are provided. The soft-fired “salmon” brick has eroded in some cases to half its original dimensions and much lime mortar has degenerated to a fluffy powder that lies in drifts along the bottom of walls beneath the joints. Some wrought iron beams have delaminated and corroded. Partial failure of the retaining walls/buttresses is visible in some areas with unevenness at the curb line and depressions in the street adjacent to the curb.”

In response to this and other structural analyses, the City required property owners to strengthen the most severely deteriorated hollow sidewalk structural systems. Repairs often necessitated the replacement of the original structural system. Many original brick barrel vaults were removed or covered at this time and sidewalk elevators and sidewalk lights were filled.

OTHER “RAISED” CITIES

Although unusual, Sacramento is not the first or only city to raise its streets in response to chronic flooding. In addition to those cities highlighted below, streets were raised on a smaller scale in: East St. Louis, Illinois; Ellinwood, Kansas; Leavenworth, Kansas; and Eureka Springs, Arizona.

Chicago, Illinois (1856)

In mid-19th-Century Chicago, drainage was so poor that the streets remained muddy and transportation across the city was dangerous and time consuming. In 1852, a drainage commission was formed to improve the City’s infrastructure. An engineer from Boston, Ellis S. Chesbrough solicited to head Chicago’s new Board of Sewerage Commissioners and design an underground sewer system. Between 1855 and 1856, the city council adopted resolutions to raise the grade of the city streets by four to fourteen feet to ensure proper drainage. Over the next twenty years, the streets were re-graded with mud and sand from the Chicago River bed and buildings were raised with jacks to meet the new street level. The City of Chicago was in charge of raising the streets and constructing hollow sidewalks to meet the new grade level; however, as in the City of Sacramento, individual property owners were responsible for raising their buildings to meet the streets and sidewalks. Not all buildings were raised—some remain below grade level—but larger buildings, particularly ones of brick construction, were raised with jacks. George M. Pullman, who later produced the Pullman sleeping car, initially made his fame raising buildings in Chicago. In 2001, nearly 2,000 hollow sidewalk segments remained in Chicago; however, the City has an Emergency Vaulted Sidewalk program to fill severely deteriorated hollow sidewalk segments.

Seattle, Washington (1890)

Located in western Washington on hilly land between Puget Sound and Lake Washington, the Seattle area was established in the 1850s. Although located on a natural harbor, which would become a principal port, the City was prone to seasonal flooding from melting snow pack in the Cascade Mountains. Shoreline development was also threatened by tidal flows which could cause Lake Washington to overflow. To combat flooding, the Duwamish River was straightened and channelized and tributaries were diverted. The U.S. Army Corps of Engineers constructed the Hiram Chittenden Locks in 1917 to facilitate boat navigation and to control the water levels of Lake Union and Lake Washington, the water level of which was subsequently lowered ten to twenty feet. Additionally, the Seattle General Construction Company filled the tidal lands with 24 million cubic yards of silt from the surrounding hills.
A movement began in 1876 to raise the streets of Seattle to protect it from flooding, but it did not occur on a large scale until the Seattle Fire of 1889. On June 6, 1889, fire destroyed 64 acres of Seattle’s central business district. As devastating as the fire was, it presented residents with the opportunity to undertake extensive infrastructure improvements including widened and re-graded streets, reconstructed wharves, and municipal water works. The City also mandated new construction to be of brick or steel. It was at this time that the streets in Seattle were raised by ten to thirty-two feet. The Seattle General Construction Company constructed street retaining walls of quarry stone or logs on either side of the roads and filled them with silt from the surrounding hills.

After the Seattle Fire of 1889, the city laid down reconstruction rules for the area but did not specify that new construction be built at the new grade level. Aggressive owners began to build at the original grade and within two weeks after the fire 138 buildings were under construction or completed, but sat partially below the new street level. Wooden sidewalks spanned from the raised streets to the second or even third floors of the buildings. Within two years of the fire, 3,500 buildings had been constructed in Seattle, many designed by architects. By 1897, this Pioneer Square area of the city had become a hub of great hotels, restaurants, and stores – the business, and commercial center of the Pacific Northwest.

**Atlanta, Georgia (1920)**

Atlanta’s raised streets were developed not in response to flooding, but to foster the City’s relationship with the railroad. In 1836, the state of Georgia chartered a railroad to transport its agricultural goods to markets and ports. The railroad ran 138 miles from Georgia to Chattanooga, Tennessee, and a settlement grew up around the southern terminus, which became the City of Atlanta. Georgia seceded from the Union in 1861 and the city became the supply depot for the Confederacy during the Civil War. The railroad center of the South, Atlanta was the prime target for General William T. Sherman’s Union troops. A month after Sherman’s siege began, Atlanta surrendered to Union troops. After the war, the city recovered and grew dramatically, many buildings were built and the railroad expanded its service along the eastern coast. An electric streetcar service was introduced in Atlanta in 1889. By 1900, Atlanta’s Union Station Depot served 100 trains a day and provided service to New York. By 1910, several iron bridges crossed the rail tracks at the depot. Local architect Haralson Bleckley proposed the construction of new raised concrete public plazas in lieu of the iron bridges above the railroad tracks. In the 1920s, his vision was realized when the streets were raised above the tracks to alleviate traffic problems. Buildings adjacent to the raised streets moved their operations to the second floor leaving the old fronts below for storage and other services.

In 1943, a park was built over the railroad gulch, and was replaced with a larger one in the 1960s called Peachtree Fountains Plaza. In 1968, the five block downtown area, containing original storefronts, with marble and granite archways, cast iron pilasters, decorative brickwork, and a variety of ornamental wood building forms was declared a historic site. In 1980, the area was closed due to the construction of a rapid transit line and other factors, but it was placed on the National Register by city leaders and later reopened.
SIGNIFICANCE

The raised streets and hollow sidewalks in Sacramento represent the City’s response to the chronic flooding of the downtown. This effort is particularly significant in the context of the flood control measures that the federal and state governments took simultaneously. The U.S. Army Corps of Engineers re-directed the American River and removed mining debris to increase its flow and both the state and county governments pursued the construction of levy systems, but the city government pursued the raised streets project downtown. The project reflects the political culture of the mid-19th century and also demonstrates why Sacramento was selected as the State Capital and the terminus of the transcontinental railroad: the city was particularly attractive to investors because it was willing to accommodate them. Rather than lose its bid as the State Capital or risk losing the railroad, Sacramento aggressively pursued the raised streets project to lessen flooding in the downtown and to improve the city’s drainage and infrastructure system.

The raised streets and hollow sidewalks project area represents an urban cultural landscape. The City of Sacramento raised the elevation of the downtown to make the City habitable and attractive to entrepreneurs. The raised streets serve as the framework of the cultural landscape and the resulting hollow sidewalk spaces support that framework. Through the raised streets and hollow sidewalk project, the natural landscape of downtown Sacramento was permanently altered. This engineering project conveys how early Sacramento developed.

Sacramento is not the first or only city to raise its streets. Chicago, which began to raise its streets in 1856, may have been the first to improve its infrastructure on the same scale. The raised streets program in Chicago is most similar to Sacramento’s project: streets were raised with dirt from the river, buildings were jacked up to meet the new elevation, and hollow sidewalks were constructed. The effort to raise the streets and sidewalks in Seattle, Washington, like that in Sacramento, was spurred by chronic flooding. The Seattle Fire of 1879 served as the catalyst for the project. Unlike the infrastructure projects in Chicago and Sacramento, buildings located below the grade of the raised streets resulted when overzealous builders constructed structures immediately after the fire, before the raised street project was completed. Like Sacramento, the federal and state governments simultaneously pursued flood control efforts in Seattle, including damming of the Duwamish River and filling parts of the bay. The resulting streetscape in Chicago, Sacramento, and Seattle is very similar.

The integrity of the raised streets and hollow sidewalks has been compromised by development. The Barrish, Aldrich and Schroeter structural survey in 1982 revealed that raised streets with hollow sidewalks remained in an area bound by Front Street on the west, I Street on the north, 13th Street on the east, and L Street on the south. Interstate 5 bisects the project area and the raised streets and hollow sidewalks were demolished when the Downtown Mall was constructed in 1971. The site of the Downtown Mall is roughly bounded by 3rd Street on the west, J Street on the north, 7th Street on the east, and L Street on the south. The raised streets remain visible from the alleys, which dip to the original grade level west of I-5 in Old Sacramento and east of I-5, downtown; however, the integrity of many of the remaining hollow sidewalks has been compromised.
# ARCHITECTURAL SURVEY (A FORMS)

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

Other Listings
NRHP Status Code 6Z

Review Code Reviewed Date

Page 1 of 2 *Resource name(s) or number (assigned by recorder) 910 2nd Street, Hollow Sidewalk

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: Sacramento West Date: 1998

c. Address: 910 2nd Street, Sacramento City: Sacramento Zip: 95814

d. UTM: Zone:   mE/   mN (G.P.S.)

e. Other Locational Data: Assessor’s Parcel Number (Map, Block, Lot): 0060012021000

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 910 2nd Street is located on the west side of 2nd Street, between J and I streets, and contains one hollow sidewalk segment. The 910 2nd Street hollow sidewalk segment currently houses restrooms, a storage area, and an office. The hollow sidewalk segment parallels 2nd Street and features brick building walls that support the 910 2nd Street building on the west and drywall finished street retaining walls on the east. The brick building walls feature door openings reinforced by steel straps under the lintels. The hollow sidewalk segment is enclosed on its north and south ends by drywall finished walls. The hollow sidewalk segment features linoleum tile flooring and a ceiling finished with concrete plaster.

*P3b. Resource Attributes: (list attributes and codes) HP39. Other

*P4. Resources Present: Building Structure Object Site District Element of District Other

P5b. Photo: (view and date) Looking east at the hollow sidewalk segment

04/2009

*P6. Date Constructed/Age and Sources: Historic

1865

HEC, 2009.

*P7. Owner and Address:

William H Markley
Revocable Trust et al
2807 Sheridan Way
Sacramento, CA 95821

*P8. Recorded by:

Page & Turnbull, Inc. (MEG)
2401 C Street, Ste. B
Sacramento, CA 95816

*P9. Date Recorded:

05/27/2009

P10. Survey Type:

Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter “none”) Raised Streets and Hollow Sidewalks Survey Report

*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)

DPR 523A (1/95)

*Required information
Looking west at the brick building walls supporting the 910 2\textsuperscript{nd} Street building (Page & Turnbull, 04/2009)

Hollow sidewalk segment, looking northeast (Page & Turnbull, 04/2009)
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

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

Page 1 of 2

*Resource name(s) or number (assigned by recorder): 1000 2nd Street, Hollow Sidewalk

**P2**. Location:
- Not for Publication
- Unrestricted

**P3a**. Description:
The building at 1000 2nd Street is located on the southwest corner of the intersection of 2nd and J streets and contains two segments of hollow sidewalks. The 1000 2nd Street hollow sidewalk segments are not currently utilized. The northern hollow sidewalk segment parallels J Street and features brick walls that support the 1000 2nd Street building on the south and buttressed brick street retaining walls on the north. This hollow sidewalk segment is enclosed by a brick wall at its west end. The eastern hollow sidewalk segment parallels 2nd Street. Brick and poured concrete walls support the 1000 2nd Street building on the west side of the sidewalk and a buttressed brick street retaining wall with a corbelled base supports the sidewalk on the east. The west wall that supports the building features an arched doorway and rectangular door and window openings. The south end of the segment terminates in a brick wall. Both hollow sidewalk segments feature dirt flooring and a concrete slab ceiling.

**P3b**. Resource Attributes:
- (list attributes and codes)

**P4**. Resources Present:
- Building
- Structure
- Object
- Site
- District
- Element of District
- Other

**P5b**. Photo:
- Eastern hollow sidewalk segment, looking north
- 02/2009

**P6**. Date Constructed/Age and Sources:
- Historic
- 1865
- HEC, 2009.

**P7**. Owner and Address:
- State of California
- P.O. Box 63931
- San Francisco, CA

**P8**. Recorded by:
- Page & Turnbull, Inc. (MEG)
- 2401 C Street, Ste. B
- Sacramento, CA 95816

**P9**. Date Recorded:
- 05/27/2009

**P10**. Survey Type:
- Reconnaissance

**P11**. Report Citation:
- Raised Streets and Hollow Sidewalks Survey Report

**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)

DPR 523A (1/95)

*Required information
West side of brick building wall supporting 1002 2nd Street (Page & Turnbull, 03/2009)

Northeast corner where two hollow sidewalk segments meet (Page & Turnbull, 03/2009)
P1. Other Identifier:

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

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 1009 2nd Street is located on the west side of 2nd Street and contains one hollow sidewalk segment. The 1009 2nd Street hollow sidewalk segment parallels 2nd Street and is not currently utilized. Concrete piers and a brick wall support the 1009 2nd Street building on the east, with a brick, buttressed street retaining wall on the east. There are door openings in the eastern brick wall, including an arched opening that has been infilled with concrete block. The hollow sidewalk segment contains a bathroom at its south end and the segment terminates in concrete block end walls on the north and south. The hollow sidewalk segment features concrete flooring and a concrete slab ceiling.

*P3b. Resource Attributes: (list attributes and codes) HP39. Other

*P4. Resources Present: ☐ Building ☑ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

*P5b. Photo: (view and date)

Hollow sidewalk segment, looking northwest

04/2009

*P6. Date Constructed/Age and Sources: ☑ Historic

1865

HEC, 2009.

*P7. Owner and Address:

Nissim Lanyadoo
P.O. Box 470277
San Francisco, CA

*P8. Recorded by:

Page & Turnbull, Inc. (MEG)
2401 C Street, Ste. B
Sacramento, CA 95816

*P9. Date Recorded:

05/25/2009

*P10. Survey Type:

Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter "none") Raised Streets and Hollow Sidewalks Survey Report

*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)

DPR 523A (1/95) *Required information
**Resource Name or #** (Assigned by recorder) | **Date** | **Recorded by** | **Continuation** | **Update**
--- | --- | --- | --- | ---
1009 2nd Street, Hollow Sidewalk | 05/25/2009 | Page & Turnbull | ✔ | ☐

Concrete block end wall (at left) and brick building wall (at right), looking northeast (Page & Turnbull, 04/2009)

From inside the basement of 1009 2nd Street, looking at the hollow sidewalk segment, looking northwest (Page & Turnbull, 04/2009)
**P2. Location:** □ Not for Publication ✔Unrestricted  
*P2a. County: Sacramento  
and (P2b and P2c or P2d. Attach a Location Map as necessary.)  
*P2b. USGS 7.5’ Quad: Sacramento West  
*P2c. Address: 1021 2nd Street, Sacramento  
*P2d. City: Sacramento  
*P2e. Zip: 95814  
*P2f. Date: 1998  
*P2g. UTM: Zone: ____________  
*P2h. mE/ ____________  
*P2i. mN (G.P.S.) ____________  
*P2j. Other Locational Data: Assessor’s Parcel Number (Map, Block, Lot): 00600730470000

**P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
The building at 1021 2nd Street is located on the east side of 2nd Street, between J and K streets, and features one hollow sidewalk segment. The 1021 2nd Street hollow sidewalk segment parallels 2nd Street and currently houses a maintenance office and storage area. A concrete block wall supports the 1021 K Street building on the west, with a poured concrete street retaining wall on the east. A steel frame partition wall clad in drywall divides the segment into two rooms. The hollow sidewalk segment terminates in concrete block end walls on the north and south. The hollow sidewalk segment features concrete flooring and a concrete slab ceiling. Poured concrete columns, located at regular intervals down the length of the space, support the ceiling.

**P3b. Resource Attributes:** (list attributes and codes) HP39. Other

**P4. Resources Present:** □ Building ✔Structure □ Object □ Site □ District □ Element of District □ Other

**P5b. Photo:** (view and date)  
Hollow sidewalk segment, looking east  
02/2009

**P6. Date Constructed/Age and Sources:** ✔Historic  
1865  
HEC, 2009.

**P7. Owner and Address:**  
David R Meeker &  
Entezari A Hossein  
815 27th Street  
Sacramento, CA 95816

**P8. Recorded by:**  
Page & Turnbull, Inc. (MEG)  
2401 C Street, Ste. B  
Sacramento, CA 95816

**P9. Date Recorded:**  
05/25/2009

**P10. Survey Type:**  
Reconnaissance

**P11. Report Citation:** (Cite survey report and other sources, or enter “none”)  
Raised Streets and Hollow Sidewalks Survey Report

**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)

DPR 523A (1/95)

*Required information
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<td>*Date</td>
<td>05/25/2009</td>
</tr>
<tr>
<td></td>
<td>☑ Continuation ☐ Update</td>
</tr>
</tbody>
</table>

Poured concrete street retaining wall, looking west (Page & Turnbull, 02/2009)

Looking north at the concrete block end wall (Page & Turnbull, 02/2009)
The building at 1023 2nd Street is located on the east side of 2nd Street, between K and J streets, and contains one hollow sidewalk segment. The 1023 2nd Street hollow sidewalk segment parallels 2nd Street and currently functions as a storage area. Concrete columns support the 1023 K Street building on the east, and a brick buttressed street retaining wall supports the sidewalk on the west. The north and south end walls of the hollow sidewalk segment were not visible. The hollow sidewalk segment features a concrete floor and a concrete slab ceiling.
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<th>Resource Name or # (Assigned by recorder)</th>
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</thead>
<tbody>
<tr>
<td>Recorded by:</td>
<td>Page &amp; Turnbull</td>
</tr>
<tr>
<td>Date</td>
<td>05/25/2009</td>
</tr>
</tbody>
</table>

- Poured concrete floor and concrete column (Page & Turnbull, 04/2009)
- Wood plank sidewalk surface above hollow sidewalk segment, looking east (Page & Turnbull, 04/2009)
**State of California — The Resources Agency**

**DEPARTMENT OF PARKS AND RECREATION**

**PRIMARY RECORD**

- **NRHP Status Code**: 5D3
- **Other Listings**

**Review Code**

**Reviewer**

**Date**

---

**P1.** Other Identifier:

- **Resource name(s) or number** (assigned by recorder): 1028 2nd Street, Hollow Sidewalk

**P2.** Location:

- **County**: Sacramento
- **USGS 7.5' Quad**: Sacramento West
- **Address**: 1028 2nd Street, Sacramento
- **City**: Sacramento
- **Zip**: 95814

**P3a.** Description:

The building at 1028 2nd Street is located on the northwest corner of the intersection of K and 2nd streets and features two hollow sidewalk segments that wrap the corner in an L-shaped plan. The 1028 2nd Street hollow sidewalk currently houses a tattoo shop. The eastern hollow sidewalk segment parallels 2nd Street and the southern segment parallels K Street. The segments feature brick building walls that support the 1028 2nd Street building on the west and north. The brick building walls contain door and window openings surmounted by brick lintels. On the east and south, the sidewalk is supported by butressed brick street retaining walls. The hollow sidewalk segment terminates at its north and west ends in drywall finished walls. Both hollow sidewalk segments feature tiled floors and concrete plaster finished ceilings.

**P3b.** Resource Attributes:

- **HP39. Other**

**P4.** Resources Present:

- **Building**
- **Structure**
- **Object**
- **Site**
- **District**
- **Element of District**
- **Other**

**P5b.** Photo:

Looking east at the western hollow sidewalk segment

04/2009

**P6.** Date Constructed/Age and Sources:

- **Historic**: 1865
- **HEC, 2009.**

**P7.** Owner and Address:

- Youssry Y Kelada
- P.O. Box 2877
- Granite Bay, CA

**P8.** Recorded by:

- Page & Turnbull, Inc. (MEG)
- 2401 C Street, Ste. B
- Sacramento, CA 95816

**P9.** Date Recorded:

05/25/2009

**P10.** Survey Type:

Reconnaissance

**P11.** Report Citation:

- Raised Streets and Hollow Sidewalks Survey Report
- DPR 523A (1/95)

**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)

**Required information**
Western hollow sidewalk segment, looking north (Page & Turnbull, 04/2009)

Southern hollow sidewalk segment, looking east (Page & Turnbull, 04/2009)
*Resource name(s) or number (assigned by recorder): 1007 6th Street, Hollow Sidewalk

P1. Other Identifier:

*a. County: Sacramento

*b. USGS 7.5' Quad: Sacramento East

c. Address: 1007 6th Street, Sacramento

d. UTM: Zone: __________________________ mE/ mN (G.P.S.)

e. Other Locational Data: Assessor’s Parcel Number (Map, Block, Lot): 00600910010000

The building at 1007 6th Street is located on the southeast corner of the intersection of 6th and J streets and contains two segments of hollow sidewalks. The 1007 6th Street hollow sidewalk segments are not currently utilized. The northern hollow sidewalk segment parallels J Street and features concrete piers and walls clad in drywall that support the 1007 6th Street building on the south, and brick, butressed street retaining walls on the north. This hollow sidewalk segment is broken into two spaces divided by a concrete block partition wall. The eastern end of the segment is enclosed by a brick end wall. The western hollow sidewalk segment parallels 6th Street. Concrete piers and drywall clad walls support the 1007 6th Street building on the east side of the sidewalk and a brick, butressed street retaining wall supports the sidewalk on the west. The south end of the western segment terminates in a brick and hollow clay tile end wall. Both hollow sidewalk segments feature concrete flooring and a concrete slab ceiling.

*P3b. Resource Attributes: (list attributes and codes)

HP39. Other

*P4. Resources Present: [ ] Building  [x] Structure  [ ] Object  [ ] Site  [ ] District  [ ] Element of District  [ ] Other

*P5b. Photo: (view and date)

Western segment, concrete building wall, looking south

03/2009

*P6. Date Constructed/Age and Sources:

1868

HEC, 2009.

*P7. Owner and Address:

Church Scientology Sacramento
825 15th Street
Sacramento, CA 95814

*P8. Recorded by:

Page & Turnbull, Inc. (MEG)
2401 C Street, Ste. B
Sacramento, CA 95816

*P9. Date Recorded:

05/20/2009

*P10. Survey Type:

Reconnaissance

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

Raised Streets and Hollow Sidewalks Survey Report
Western segment, south brick end wall, looking southeast (Page & Turnbull, 03/2009)

Exterior sidewalk surface above western segment, looking south from J Street (Page & Turnbull, 03/2009)
**State of California — The Resources Agency**  
**DEPARTMENT OF PARKS AND RECREATION**  
**PRIMARY RECORD**  

<table>
<thead>
<tr>
<th>Other Listings</th>
<th>Review Code</th>
<th>Reviewer</th>
<th>Date</th>
</tr>
</thead>
</table>

Page 1 of 2  

**Resource name(s) or number**(assigned by recorder): 1015 7th Street, Hollow Sidewalk

**P1.** Other Identifier:

- **P2.** Location: [ ] Not for Publication  [X] Unrestricted  
  - **a.** County: Sacramento
  - **b.** USGS 7.5' Quad: Sacramento East  
    - **c.** Address: 1015 7th Street, Sacramento  
      - **d.** City: Sacramento  
      - **e.** Zip: 95814
  - **f.** Date: 1998
  - **g.** UTM: Zone:  
    - **mE/ mN (G.P.S.)**
  - **h.** Other Locational Data: Assessor’s Parcel Number (Map, Block, Lot): 0060094001000

**P3a.** Description:  
(Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 1015 7th Street is located on the northeast corner of the intersection of 7th and Merchant Streets and features two segments of hollow sidewalks. The southern hollow sidewalk segment, which parallels Merchant Street, is not utilized, and the western hollow sidewalk segment, which parallels 7th Street, currently houses a conference room and office space. The southern hollow sidewalk segment features concrete piers that support the 1015 7th Street building on the south and poured concrete street retaining walls on the north. This hollow sidewalk segment is enclosed at its west end by a poured concrete end wall; the east end wall was not visible. The western hollow sidewalk segment is supported by the 1015 7th Street building walls on the east and street retaining walls finished with drywall on the west. The segment terminates at the south in a drywall clad wall and in the north in a wall finished with wood paneling. The southern hollow sidewalk segment features concrete flooring and a concrete slab ceiling. The western segment is carpeted and features a drop ceiling. At street level, a granite curb at the corner of 9th and J Streets is located above the hollow sidewalk segment.

**P3b.** Resource Attributes:  
(list attributes and codes)  

**P4.** Resources Present:  
☐ Building  ☑ Structure  ☐ Object  ☐ Site  ☐ District  ☐ Element of District  ☐ Other

**P5b.** Photo:  
(iew and date)  
Southern segment, brick piers, looking south and up  
05/2009

**P6.** Date Constructed/Age and Sources:  
Historic  
1868  
HEC, 2009.

**P7.** Owner and Address:  
Merchants National Bank  
P.O. Box 747  
Sacramento, CA 95815

**P8.** Recorded by:  
Page & Turnbull, Inc. (MEG)  
2401 C Street, Ste. B  
Sacramento, CA 95816

**P9.** Date Recorded:  
05/21/2009

**P10.** Survey Type:  
Reconnaissance

**P11.** Report Citation:  
(Cite survey report and other sources, or enter “none”)  
Raised Streets and Hollow Sidewalks Survey Report

**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)

DPR 523A (1/95)  
*Required information
Western segment, containing conference room, looking southwest (Page & Turnbull, 05/2009)

Granite curb, intersection of 7th and Merchant Streets (Page & Turnbull, 05/2009)
The building at 1125 9th Street is located on the southeast corner of the intersection of 9th and J streets and features two segments of hollow sidewalks. The 1125 9th Street hollow sidewalk segments are not currently utilized. The southern hollow sidewalk segment parallels L Street and the western segment parallels 9th Street. Both hollow sidewalk segments feature concrete parged brick piers that support the 1125 9th Street building on the north and east, respectively, and poured concrete street retaining walls on the south and west, respectively. Wood frame partitions with door openings and wood panel doors fill the spaces between several of the concrete piers which support the 1125 9th Street building in both the southern and western segments. Both hollow sidewalk lights provide light to the hollow sidewalk spaces from the exterior.

**P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 1125 9th Street is located on the southeast corner of the intersection of 9th and J streets and features two segments of hollow sidewalks. The 1125 9th Street hollow sidewalk segments are not currently utilized. The southern hollow sidewalk segment parallels L Street and the western segment parallels 9th Street. Both hollow sidewalk segments feature concrete parged brick piers that support the 1125 9th Street building on the north and east, respectively, and poured concrete street retaining walls on the south and west, respectively. Wood frame partitions with door openings and wood panel doors fill the spaces between several of the concrete piers which support the 1125 9th Street building in both the southern and western segments. Both hollow sidewalk lights provide light to the hollow sidewalk spaces from the exterior.

**P6. Date Constructed/Age and Sources:**

1871-1876

HEC, 2009.

**P7. Owner and Address:**

Rah Partnership, LP

1125 9th Street

Sacramento, CA 95814

**P8. Recorded by:**

Page & Turnbull, Inc. (MEG)

2401 C Street, Ste. B

Sacramento, CA 95816

**P9. Date Recorded:**

05/21/2009

**P10. Survey Type:**

Reconnaissance

**P11. Report Citation:** (Cite survey report and other sources, or enter “none”) Raised Streets and Hollow Sidewalks Survey Report

**Required information**
Southern segment, street retaining wall, looking south (Page & Turnbull, 03/2009)

Western segment, wood frame partition with wood panel door between concrete piers, looking east (Page & Turnbull, 03/2009)
The building at 1016-1020 10th Street is located on the west side of 10th Street, between K Street and the J/K Alley, and features one hollow sidewalk segment that parallels 10th Street. The hollow sidewalk segment is not currently utilized. It features a wood and steel support system supporting the 1016-1020 10th Street building on the west and a poured concrete street retaining wall on the east. The hollow sidewalk segment is enclosed at its north and south ends by poured concrete end walls, features concrete flooring, and a concrete ceiling. The J/K Alley at the northern edge of the property does not feature hollow sidewalks. The building’s northern wall is comprised of brick and poured concrete.
<table>
<thead>
<tr>
<th>Page 2 of 2</th>
<th>*Resource Name or # (Assigned by recorder)</th>
<th>1016-1020 10th Street, Hollow Sidewalk</th>
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<tbody>
<tr>
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<td>*Date 05/25/2009</td>
<td>☑ Continuation □ Update</td>
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*Required information

Detail of ceiling, showing infilled skylight (Page & Turnbull, 03/2009)

Looking east (Page & Turnbull, 03/2009)
The building at 924 12th Street is located on the northeast corner of the intersection of 11th and J streets and contains two segments of hollow sidewalks; only the southern hollow sidewalk segment was accessible for survey and currently functions as a storage area. The southern hollow sidewalk segment parallels J Street. It is supported by a poured concrete partition wall which bisects the segment and is supported by poured concrete street retaining walls on the south. The concrete wall is pierced by an opening with a flush, metal door. A poured concrete wall and a hollow clay tile wall support the hollow sidewalk segment on its west and east ends, respectively. The hollow sidewalk segment features a concrete floor and a concrete slab ceiling. An elevator accesses the hollow sidewalk space from street level.

*P3b. Resource Attributes: (list attributes and codes) HP39. Other

*P4. Resources Present: ☑Building  ☑Structure  ☑Object  ☑Site  ☑District  ☑Element of District  ☑Other

*P5b. Photo: (view and date)
Western portion of hollow sidewalk segment, looking north
05/2009

*P6. Date Constructed/Age and Sources: ☑Historic
c. 1870

*P7. Owner and Address:
Masonic Temple Association
1123 J Street
Sacramento, CA 95814

*P8. Recorded by:
Page & Turnbull, Inc. (MEG)
2401 C Street, Ste. B
Sacramento, CA 95816

*P9. Date Recorded:
05/21/2009

*P10. Survey Type:
Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter “none”) Raised Streets and Hollow Sidewalks Survey Report

*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)

DPR 523A (1/95)

*Required information
State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Resource Name or # (Assigned by recorder)  924 12th Street, Hollow Sidewalk

Recorded by: Page & Turnbull  Date 05/21/2009

Continuation

East end wall of hollow sidewalk segment (Page & Turnbull, 05/2009)

Elevator hatch to J Street, in eastern portion of hollow sidewalk segment (Page & Turnbull, 05/2009)
The building at 1005 12th Street is located on the southeast corner of 12th and J streets and features one hollow sidewalk segment on the north that parallels J Street. The 1005 12th Street hollow sidewalk segment currently holds electrical meters for the building. The hollow sidewalk segment features concrete piers that support the 1005 12th Street building on the south and butressed brick street retaining walls clad in stucco on the north. The hollow sidewalk segment is enclosed at its east and west ends by walls clad in drywall. The hollow sidewalk segment features concrete flooring and concrete slab ceiling. The hollow sidewalk segment is accessed by an elevator from the street level.

The building at 1005 12th Street is located on the southeast corner of 12th and J streets and features one hollow sidewalk segment on the north that parallels J Street. The 1005 12th Street hollow sidewalk segment currently holds electrical meters for the building. The hollow sidewalk segment features concrete piers that support the 1005 12th Street building on the south and butressed brick street retaining walls clad in stucco on the north. The hollow sidewalk segment is enclosed at its east and west ends by walls clad in drywall. The hollow sidewalk segment features concrete flooring and concrete slab ceiling. The hollow sidewalk segment is accessed by an elevator from the street level.
P1. Resource name(s) or number (assigned by recorder) 1013 Front Street, Hollow Sidewalk

P2. Location:  

Not for Publication  Unrestricted  

*County: Sacramento

*P2b. USGS 7.5' Quad: Sacramento West  

1998

*P2c. Address: 1013 Front Street, Sacramento  

City: Sacramento  

Zip: 95814

*d. UTM: Zone: mE/ mN (G.P.S.)

Other Locational Data: Assessor’s Parcel Number (Map, Block, Lot): 00600710350000

P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 1013 Front Street is located on the southeast corner of the intersection of Front and J streets and contains two segments of hollow sidewalks; only the western hollow sidewalk segment paralleling Front Street was accessible for survey. The 1013 Front Street hollow sidewalk segment currently functions as an office and wine storage area. Brick and concrete block walls support the 1013 Front Street building on the east, and brick butressed retaining walls and concrete block retaining walls support the sidewalk on the west. The segment terminates at its north and south ends in concrete block end walls. The hollow sidewalk segment features concrete flooring and a concrete slab ceiling.

P3b. Resource Attributes: (list attributes and codes) HP39. Other

P4. Resources Present: Building  Structure  Object  Site  District  Element of District  Other

P5. Photo: (view and date)

Hollow sidewalk segment, looking southwest  

04/2009

P6. Date Constructed/Age and Sources: Historic 1864  

HEC, 2009.

P7. Owner and Address:

P8. Recorded by:

Page & Turnbull, Inc. (MEG)  

2401 C Street, Ste. B  

Sacramento, CA 95816

P9. Date Recorded: 05/26/2009

P10. Survey Type: Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter “none”) Raised Streets and Hollow Sidewalks Survey Report

*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)

DPR 523A (1/95)  

*Required information
**Resource Name or #** (Assigned by recorder) | 1013 Front Street, Hollow Sidewalk
---|---
**Recorded by:** | Page & Turnbull
**Date** | 05/26/2009
**Continuation** | ☑

Hollow sidewalk segment, looking northwest (Page & Turnbull, 04/2009)

Hollow sidewalk segment, looking northeast at brick wall supporting 1013 Front Street building (Page & Turnbull, 04/2009)
Two hollow sidewalk segments border a sub-grade parking lot at 1121 Front Street on the northeast corner of the intersection of Front and L Streets. The 1121 Front Street hollow sidewalk segments have an L-shaped plan that wraps the street corner, with a leg that parallels Front Street on the west, and a leg that parallels L Street on the south. Poured concrete columns support the overhanging street level sidewalk on the east and north, with the east north sides of the hollow sidewalk space open to the exterior. A brick buttressed street retaining wall supports the west and south edges of the sidewalk. The hollow sidewalk segment terminates in brick walls on the north and east ends. The hollow sidewalk segments feature a dirt floor and a concrete slab ceiling.
<table>
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<td>Page &amp; Turnbull</td>
<td>Date</td>
<td>05/25/2009</td>
</tr>
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</table>

*Western hollow sidewalk segment, looking north (Page & Turnbull, 04/2009)*
114 J Street, Hollow Sidewalk

**P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 114 J Street is located on the south side of J Street, between Front and 2nd street, and contains one hollow sidewalk segment. The 114 J Street hollow sidewalk segment currently functions as a storage area. This hollow sidewalk segment parallels J Street and features brick walls that support the 114 J Street building on the north and butressed brick street retaining walls on the north. The brick walls supporting the building feature window and door openings surmounted by a lintel of bricks coursed in a soldier configuration. One of the two door openings is infilled with brick, and the remaining opening includes a granite threshold. The window openings feature corbeled brick lintels reinforced by metal straps and are covered by single metal panels. The hollow sidewalk segment is enclosed at its east and west ends by brick walls. The hollow sidewalk segment contains concrete flooring and a ceiling covered by cork.

**P3b. Resource Attributes:** (list attributes and codes) HP39. Other

**P4. Resources Present:** Building Structure Object Site District Element of District Other

**P5b. Photo:** (view and date) Hollow sidewalk segment, looking northwest 04/2009

**P6. Date Constructed/Age and Sources:** Historic 1864 HEC, 2009.

**P7. Owner and Address:**
Beale Family Living Trust
3000 Dorlaine Court
Sacramento, CA 95821

**P8. Recorded by:**
Page & Turnbull, Inc. (MEG)
2401 C Street, Ste. B
Sacramento, CA 95816

**P9. Date Recorded:** 05/27/2009

**P10. Survey Type:** Reconnaissance

**P11. Report Citation:** (Cite survey report and other sources, or enter “none”) Raised Streets and Hollow Sidewalks Survey Report

**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)

DPR 523A (1/95)

*Required information*
Brick walls supporting 114 J Street, looking south (Page & Turnbull, 04/2009)

Granite threshold at opening in building wall, looking northeast (Page & Turnbull, 04/2009)
**P1.** Other Identifier:

- P2. Location:  
  - Not for Publication
  - Unrestricted
  - a. County: Sacramento
  - (P2b and P2c or P2d. Attach a Location Map as necessary.)
  - b. USGS 7.5' Quad: Sacramento West
  - Date: 1998
  - c. Address: 117 J Street, Sacramento
  - City: Sacramento
  - Zip: 95814
  - d. UTM: Zone: mE/ mN (G.P.S.)
  - e. Other Locational Data: Assessor’s Parcel Number (Map, Block, Lot): 006001203100000

**P3a. Description:**(Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 117 J Street is located on the north side of J Street, between Front and 2nd streets, and contains one hollow sidewalk segment. The 117 J Street hollow sidewalk segment currently functions as a night club lounge. This hollow sidewalk segment parallels J Street and features brick piers that support the 117 J Street building on the north. On the south and west, buttressed brick street retaining walls parallel J Street and Firehouse Alley, respectively. The hollow sidewalk segment is enclosed at its east end by a wall clad with drywall. The hollow sidewalk segment features a concrete floor and a concrete slab ceiling that is supported at intervals by poured concrete columns.

**P3b. Resource Attributes:** (list attributes and codes)

- HP39. Other

**P4. Resources Present:**

- Building
- Structure
- Object
- Site
- District
- Element of District
- Other

**P5b. Photo:** (view and date)

- Hollow sidewalk segment, looking south
  - 04/2009

**P6. Date Constructed/Age and Sources:**

- Historic
- 1864
- HEC, 2009.

**P7. Owner and Address:**

- Old Town Bennett Investors et al
- 540 Fulton Avenue
- Sacramento, CA 95825

**P8. Recorded by:**

- Page & Turnbull, Inc. (MEG)
- 2401 C Street, Ste. B
- Sacramento, CA 95816

**P9. Date Recorded:**

- 05/27/2009

**P10. Survey Type:**

- Reconnaissance

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

- Raised Streets and Hollow Sidewalks Survey Report

**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)

DPR 523A (1/95)
117 J Street, Hollow Sidewalk

Looking southwest at street retaining walls along J Street & and Firehouse Alley (Page & Turnbull, 04/2009)

Hollow sidewalk segment, looking southeast, poured concrete column in foreground (Page & Turnbull, 04/2009)
The building at 122 J Street is located on the south side of J Street, between Front and 2nd streets, and contains one hollow sidewalk segment. The 122 J Street hollow sidewalk segment currently functions as a storage area. The hollow sidewalk segment parallels J Street and features brick piers with retrofitted concrete reinforcing beams that support the 122 J Street building on the south and butressed brick street retaining walls on the north. The hollow sidewalk segment is enclosed at its west end by a concrete block wall and at its east end by a brick wall. The hollow sidewalk segment features a concrete floor and a concrete slab ceiling that is supported at intervals by poured concrete columns.
Brick building walls supporting 122 J Street and poured concrete columns, looking south (Page & Turnbull, 04/2009)

Inside (south side) of building wall supporting 122 J Street, with concrete reinforcing beams, looking north (Page & Turnbull, 04/2009)
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

*Resource name(s) or number (assigned by recorder)

123 J Street, Hollow Sidewalk

P1. Other Identifier:

*P2. Location: [ ] Not for Publication [ ] Unrestricted

*P3a. Description:

The building at 123 J Street is located on the north side of J Street, between Front and 2nd streets, and contains one hollow sidewalk segment. The 123 J Street hollow sidewalk segment currently functions as a print shop. This hollow sidewalk segment parallels J Street and features brick walls that support the 123 J Street building on the north and buttressed brick street retaining walls on the south. The brick building walls supporting 123 J Street feature door openings. The hollow sidewalk segment is enclosed on its east end by a wall clad with drywall and on its west end by a brick wall. The hollow sidewalk segment contains carpeted flooring and a drywalled ceiling supported at intervals by square drywalled piers.

*P3b. Resource Attributes: (list attributes and codes)

HP39. Other

*P4. Resources Present:

[ ] Building [ ] Structure [ ] Object [ ] Site [ ] District [ ] Element of District [ ] Other

*P5. Photo:

Hollow sidewalk segment, looking south

04/2009

*P6. Date Constructed/Age and Sources:

Historic 1864

HEC, 2009.

*P7. Owner and Address:

Redevelopment Agency

City of Sacramento

630 I Street

Sacramento, CA 95814

*P8. Recorded by:

Page & Turnbull, Inc. (MEG)

2401 C Street, Ste. B

Sacramento, CA 95816

*P9. Date Recorded:

05/27/2009

*P10. Survey Type:

Reconnaissance

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

Raised Streets and Hollow Sidewalks Survey Report

*Required information
Looking north at the brick building wall supporting the 123 J Street building (Page & Turnbull, 04/2009)

Hollow sidewalk segment, looking northeast (Page & Turnbull, 04/2009)
The building at 128 J Street is located on the south side of J Street, between Front and 2nd streets, and contains one hollow sidewalk segment. The 128 J Street hollow sidewalk segment currently functions as a storage area. This hollow sidewalk segment parallels J Street and features concrete plastered walls that support the 128 J Street building on the north and butressed brick street retaining walls on the north. The building walls feature pilasters and engaged piers that appear to provide additional support to the 128 J Street building. The hollow sidewalk segment is enclosed at its east and west ends by brick walls. The hollow sidewalk segment features carpeted flooring and a concrete slab ceiling that is finished with concrete plaster and supported at intervals by poured concrete columns.

The building at 128 J Street is located on the south side of J Street, between Front and 2nd streets, and contains one hollow sidewalk segment. The 128 J Street hollow sidewalk segment currently functions as a storage area. This hollow sidewalk segment parallels J Street and features concrete plastered walls that support the 128 J Street building on the north and butressed brick street retaining walls on the north. The building walls feature pilasters and engaged piers that appear to provide additional support to the 128 J Street building. The hollow sidewalk segment is enclosed at its east and west ends by brick walls. The hollow sidewalk segment features carpeted flooring and a concrete slab ceiling that is finished with concrete plaster and supported at intervals by poured concrete columns.
Finished building wall with engaged piers supporting 128 J Street, looking southeast. Poured concrete columns in foreground. (Page & Turnbull, 04/2009)

North side of building wall supporting 128 J Street with pilasters, looking northeast from basement (Page & Turnbull, 04/2009)
**State of California — The Resources Agency**

**DEPARTMENT OF PARKS AND RECREATION**

**PRIMARY RECORD**

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| Page 1 of 2 | *Resource name(s) or number* (assigned by recorder) | 629 J Street, Hollow Sidewalk |

**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:* Sacramento East  
Date: 1998

c. Address: 629 J Street, Sacramento  
City: Sacramento  
Zip: 95814

d. UTM: Zone:  
   mE/  
mN (G.P.S.)

e. Other Locational Data: Assessor’s Parcel Number (Map, Block, Lot): 00600320120000

**P3. Description:**

(Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 629 J Street is located on the northwest corner of the intersection of 7th and J Streets and contains two segments of hollow sidewalks. The 629 J Street hollow sidewalk segments currently house an office, storage space, and mechanical equipment. The southern hollow sidewalk segment parallels J Street and features brick and hollow clay tile building walls that support the 629 J Street building on the north, and poured concrete street retaining walls on the south. This hollow sidewalk segment is enclosed at its west end by a concrete block wall and terminates on the east in a poured concrete retaining wall. The eastern hollow sidewalk segment parallels 7th Street. Brick and hollow clay tile building walls support the 629 J Street building on the west side of the sidewalk and a poured concrete street retaining wall supports the sidewalk on the east. The eastern hollow sidewalk segment is divided into several rooms by hollow clay tile partition walls. The south end of the segment terminates in a poured concrete retaining wall and the north end of the segment terminates in a hollow clay tile wall. Both hollow sidewalk segments feature concrete floors and concrete slab ceilings.

**P3b. Resource Attributes:** (list attributes and codes)  
HP39. Other

**P4. Resources Present:**  
☐ Building  ☒ Structure  ☐ Object  ☐ Site  ☐ District  ☐ Element of District  ☐ Other

**P5b. Photo:** (view and date)  
Southern segment, hollow clay tile and brick walls, looking north  
02/2009

**P6. Date Constructed/Age and Sources:**  
1868-1876  
HEC, 2009.

**P7. Owner and Address:**  
James W Cameron, Jr.  
629 J Street  
Sacramento, CA 95814

**P8. Recorded by:**  
Page & Turnbull, Inc. (MEG)  
2401 C Street, Ste. B  
Sacramento, CA 95816

**P9. Date Recorded:**  
05/20/2009

**P10. Survey Type:**  
Reconnaissance

**P11. Report Citation:** (Cite survey report and other sources, or enter “none”)  
Raised Streets and Hollow Sidewalks Survey Report

**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)

DPR 523A (1/95)  
*Required information
Street retaining wall of eastern segment, looking northeast (Page & Turnbull, 02/2009)

Eastern segment, hollow clay tile building wall, looking northwest (Page & Turnbull, 02/2009)
The building at 707 J Street is located on the north side of J Street, between 7th and 8th streets, and contains one hollow sidewalk segment. The 707 J Street hollow sidewalk segment currently functions as a storage area. The hollow sidewalk segment parallels J Street and features brick piers that support the 707 J Street building on the north and butressed brick street retaining walls on the south. The hollow sidewalk segment is enclosed at its east and west ends by sheets of corrugated metal. The hollow sidewalk segment features a concrete floor and a concrete slab ceiling. An elevator accesses the hollow sidewalk from the street level.

The building at 707 J Street is located on the north side of J Street, between 7th and 8th streets, and contains one hollow sidewalk segment. The 707 J Street hollow sidewalk segment currently functions as a storage area. The hollow sidewalk segment parallels J Street and features brick piers that support the 707 J Street building on the north and butressed brick street retaining walls on the south. The hollow sidewalk segment is enclosed at its east and west ends by sheets of corrugated metal. The hollow sidewalk segment features a concrete floor and a concrete slab ceiling. An elevator accesses the hollow sidewalk from the street level.
Brick street retaining walls and corrugated metal end partition (at right), looking southwest (Page & Turnbull, 03/2009)

Exterior of elevator hatch on J Street (Page & Turnbull, 03/2009)
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Other Listings
Review Code Reviewer Date

Page 1 of 2
*Resource name(s) or number (assigned by recorder)
712 J Street, Hollow Sidewalk

P1. Other Identifier: 715 Merchant Street, Hollow Sidewalk

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

*b. USGS 7.5’ Quad: Sacramento East
*c. Address: 715 Merchant Street, Sacramento
City: Sacramento Zip: 95814

*d. UTM: Zone: __________________________ mE/ __________________________ mN (G.P.S.)

*e. Other Locational Data: Assessor’s Parcel Number (Map, Block, Lot): 00600940040000

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Two buildings, one at 712 J Street and the other at 715 Merchant Street, stand on this parcel. The building at 715 Merchant Street is located on the north side of Merchant Street, between 7th and 8th streets, and contains one hollow sidewalk segment. The 715 Merchant Street hollow sidewalk segment is not currently utilized. The hollow sidewalk segment parallels Merchant Street and features a brick building wall with door openings that supports the 715 Merchant Street building on the north and a brick street retaining wall with corbelled piers on the south. The hollow sidewalk segment is enclosed at its east and west ends by brick walls. The hollow sidewalk segment features a concrete floor and a concrete slab ceiling reinforced with steel I-beams and supported by steel X-brace frames. An elevator accesses the hollow sidewalk from the street level.

*P3b. Resource Attributes: (list attributes and codes)

HP39. Other

*P4. Resources Present:

[ ] Building [X] Structure [ ] Object [ ] Site [ ] District [ ] Element of District [ ] Other

P5b. Photo: (view and date)

Brick street retaining wall with corbelled piers, looking southeast
05/2009

*P6. Date Constructed/Age and Sources:

1868

HEC, 2009.

*P7. Owner and Address:

Javed T/Anma Siddiqui, et al
1808 J Street
Sacramento, CA 95811

*P8. Recorded by:

Page & Turnbull, Inc. (MEG)
2401 C Street, Ste. B
Sacramento, CA 95816

*P9. Date Recorded:

05/19/2009

*P10. Survey Type:

Reconnaissance

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

Raised Streets and Hollow Sidewalks Survey Report

*Attachments: [ ] None [ ] Location Map [ ] Sketch Map [X] 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)

DPR 523A (1/95)

*Required information
Hollow sidewalk segment, looking southwest (Page & Turnbull, 05/2009)

Building wall supporting 715 Merchant Street, looking northeast (Page & Turnbull, 05/2009)
The building at 725 J Street is located on the north side of J Street, between 7th and 8th streets, and contains one hollow sidewalk segment. The 725 J Street hollow sidewalk segment currently functions as a storage area. The hollow sidewalk segment parallels J Street and features concrete piers on brick footings that support the 725 J Street building on the north and a butressed brick street retaining wall on the south. The hollow sidewalk segment is enclosed at its east and west ends by brick end walls clad with stucco. The hollow sidewalk segment features a concrete floor and a concrete slab ceiling. Granite stairs located at the center of the street retaining wall on the south side of the sidewalk once provided access from J Street.
*Recorded by: Page & Turnbull  *Date 05/19/2009  

Stucco-clad brick end wall, looking southeast (Page & Turnbull, 05/2009)

Granite stairs from hollow sidewalk to J Street, looking south (Page & Turnbull, 05/2009)
The building at 729-731 J Street is located on the northwest corner of the intersection of 8th and J streets and contains two hollow segments in an L-shaped plan that wraps the street corner. The southern leg of the segments parallels J Street, and the eastern leg parallels 8th Street. The hollow sidewalk segments are not currently utilized. The segments are supported by the brick building walls of the 729-731 J Street building on the north and west, and by brick, buttressed street retaining walls on the south and east. The brick building walls feature arched door openings and wood door frames. In the southern leg of the segments, the door openings are framed by corbelled brackets. A wood partition extends east from the building wall into the eastern leg of the segments and features a door labeled “C. Flaherty.” The segments terminate in brick walls at the west and south ends and feature unfinished, dirt floors and a concrete slab ceiling that is pierced by prism lights that provide light from the street level exterior.

*P3b. Resource Attributes: (list attributes and codes) HP39. Other

*P4. Resources Present: Building Structure Object Site District Element of District Other

P5b. Photo: (view and date)
Western segment, brick piers, looking north
02/2009

*P6. Date Constructed/Age and Sources: Historic
1868-1870
HEC, 2009.

*P7. Owner and Address:
Porter Family Trust
5250 Valhalla Drive
Carmichael, CA 95608

*P8. Recorded by:
Page & Turnbull, Inc. (MEG)
2401 C Street, Ste. B
Sacramento, CA 95816

*P9. Date Recorded:
05/19/2009

*P10. Survey Type:

*P11. Report Citation: (Cite survey report and other sources, or enter “none”) Raised Streets and Hollow Sidewalks Survey Report

*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)

DPR 523A (1/95)

*Required information
Wood frame partition in eastern leg of the segment, looking northwest (Page & Turnbull, 02/2009)

Detail of sidewalk prism lights (Page & Turnbull, 02/2009)
*P2. Location: [Unrestricted]

*P3a. Description: The building at 900 J Street is located on the southeast corner of the intersection of 9th and J Streets and contains two segments of hollow sidewalks. The 900 J Street hollow sidewalk segments currently function as a showroom for a snowboard shop. The northern hollow sidewalk segment parallels J Street and features brick piers that support the 900 J Street building on the south, and buttressed brick street retaining walls on the north. This hollow sidewalk segment is enclosed at its east and west ends by walls finished with drywall. The western hollow sidewalk segment parallels 9th Street. Brick piers with corbelled bases support the 900 J Street building on the east side of the sidewalk, and a buttressed brick street retaining wall supports the sidewalk on the west. The north and south ends of the segment terminate in walls finished with drywall. Both hollow sidewalk segments feature concrete floors and concrete slab ceilings. At street level, the hollow sidewalk includes a granite curb at the corner of 9th and J Streets.

*P4. Resources Present: [Structure]

*P6. Date Constructed/Age and Sources: 1868-1876

*P7. Owner and Address: Palladian Props, LLC
1425 River Park Drive, 404
Sacramento, CA 95815

*P8. Recorded by: Page & Turnbull, Inc. (MEG)
2401 C Street, Ste. B
Sacramento, CA 95816

*P9. Date Recorded: 05/11/2009

*P10. Survey Type: Reconnaissance

*P11. Report Citation: Raised Streets and Hollow Sidewalk Survey Report

*Attachments: Location Map, Sketch Map, Building, Structure, and Object Record, Archaeological Record, Location Map, Linear Feature Record, Milling Station Record, Rock Art Record, Artifact Record, Photograph Record, Other (list)

DPR 523A (1/95)
Street retaining wall in western segment, looking northwest (Page & Turnbull, 02/2009)

Granite curb, intersection of 9th and J Streets (Page & Turnbull, 05/2009)
908 J Street, Hollow Sidewalk

**P2. Location:**
- Not for Publication
- Unrestricted
- County: Sacramento
- 908 J Street, Sacramento
- City: Sacramento
- Zip: 95814
- UTM: Zone: mE/ mN (G.P.S.)
- Other Locational Data: Assessor’s Parcel Number: 00601010060000

**P3a. Description:**
The building at 908 J Street is located on the south side of J Street, between 9th and 10th streets, and contains one hollow sidewalk segment. The 908 J Street hollow sidewalk segment currently functions as a storage area. The hollow sidewalk segment parallels J Street and features concrete and brick piers that support the 908 J Street building on the south, and brick buttressed street retaining walls on the north. This hollow sidewalk segment is enclosed at its east and west ends by brick end walls. The hollow sidewalk segment features a concrete floor and a concrete slab ceiling supported by steel I-beams. The hollow sidewalk space includes a manhole with a starred cover in the sidewalk above.

**P3b. Resource Attributes:**
- HP39. Other

**P4. Resources Present:**
- Building
- Structure
- Object
- Site
- District
- Element of District
- Other

**P5b. Photo:**
Brick piers supporting building, looking south
03/2009

**P6. Date Constructed/Age and Sources:**
- 1868
- Historic
- HEC, 2009.

**P7. Owner and Address:**
- Peter/Sylvia Greenstein
- Family Living Trust
- 1136 Volz Drive
- Sacramento, CA 95822

**P8. Recorded by:**
- Page & Turnbull, Inc. (MEG)
- 2401 C Street, Ste. B
- Sacramento, CA 95816

**P9. Date Recorded:**
- 05/16/2009

**P10. Survey Type:**
- Reconnaissance

**P11. Report Citation:**
- Raised Streets and Hollow Sidewalks Survey Report

**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

DPR 523A (1/95)
Street retaining wall, looking northwest (Page & Turnbull, 03/2009)

Starred manhole cover in sidewalk above 908 J Street hollow sidewalk segment (Page & Turnbull, 03/2009)
State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
PRIMARY RECORD

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*Resource name(s) or number (assigned by recorder) 910 J Street, Hollow Sidewalk

P1. Other Identifier:

*P2. Location:  
- Sacramen|t County:  
- Date: 1998

*P3a. Description:  
The building at 910 J Street is located on the south side of J Street, between 9th and 10th streets, and contains one hollow sidewalk segment. The 910 J Street hollow sidewalk segment is not currently utilized. It parallels J Street and features a brick building wall that supports the 910 J Street building on the south, and butressed brick street retaining walls on the north. The building wall features three door openings surmounted by concrete lintels; only the easternmost door has not been infilled, however. The hollow sidewalk segment is enclosed at its east and west ends by brick walls, features a concrete floor, and is capped by a ceiling reinforced with steel I-beams supported by transverse beams and metal posts.

*P3b. Resource Attributes:  
HP39. Other

*P4. Resources Present:  
- Building  
- Structure  
- Object  
- Site  
- District  
- Element of District  
- Other

P5b. Photo:  
Brick building wall with door openings, looking south  
02/2009

*P6. Date Constructed/Age and Sources:  
- Historic  
- 1868  
- HEC, 2009.

*P7. Owner and Address:  
Kenny/Kathleen Wong  
Living Trust  
5421 Pleasant Drive,  
Sacramento, CA 95822

*P8. Recorded by:  
Page & Turnbull, Inc. (MEG)  
2401 C Street, Ste. B  
Sacramento, CA 95816

*P9. Date Recorded:  
05/16/2009

P10. Survey Type:  
Reconnaissance

*P11. Report Citation:  
Raised Streets and Hollow Sidewalks Survey Report

*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)

DPR 523A (1/95)  
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<td>Date</td>
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- Street retaining wall, looking northwest (Page & Turnbull, 02/2009)
- Brick end wall, looking west (Page & Turnbull, 02/2009)
**State of California — The Resources Agency**
**DEPARTMENT OF PARKS AND RECREATION**
**PRIMARY RECORD**

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**Primary #**

**Primary #**

**HRI #**

**Trinomial**

**NRHP Status Code** 5D3

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**P1. Other Identifier:**

*Resource name(s) or number (assigned by recorder)*

918 J Street, Hollow Sidewalk

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**P2. Location:**

- **Not for Publication**
- **Unrestricted**

**a. County:** Sacramento

**b. USGS 7.5’ Quad:** Sacramento East

**c. Address:** 918 J Street, Sacramento

**d. UTM: Zone:** mE/ mN (G.P.S.)

**e. Other Locational Data:** Assessor’s Parcel Number (Map, Block, Lot): 00601010100000

---

**P3a. Description:**

(Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 918 J Street is located on the south side of J Street, between 9th and 10th streets, and features one hollow sidewalk segment. The 918 J Street hollow sidewalk segment is not currently utilized. The hollow sidewalk segment parallels J Street and features a brick building wall that supports the 918 J Street building on the south, and a butressed brick street retaining wall on the north. The building wall contains a door opening with a wood frame and threshold, and two window openings which appear to have been created by infilling the lower half of former door openings with brick. The window openings include wood frames and sills. The hollow sidewalk segment is enclosed at its east and west ends by brick end walls, features a concrete floor, and is capped by a concrete slab ceiling that is supported by heavy timber posts and beams.

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**P3b. Resource Attributes:**

(list attributes and codes)

HP39. Other

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**P4. Resources Present:**

- **Building**
- **Structure**
- **Object**
- **Site**
- **District**
- **Element of District**
- **Other**

---

**P5b. Photo:**

(view and date)

Brick building wall with partially infilled opening, looking south

02/2009

---

**P6. Date Constructed/Age and Sources:**

- **Historic**

1868

HEC, 2009.

---

**P7. Owner and Address:**

City Centre Properties
Revocable Trust
P.O. Box 15453
Sacramento, CA

---

**P8. Recorded by:**

Page & Turnbull, Inc. (MEG)
2401 C Street, Ste. B
Sacramento, CA 95816

---

**P9. Date Recorded:**

05/16/2009

---

**P10. Survey Type:**

Reconnaissance

---

**P11. Report Citation:**

(Cite survey report and other sources, or enter “none”)

Raised Streets and Hollow Sidewalks Survey Report

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**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)**

DPR 523A (1/95)

*Required information*
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<td>Date 05/16/2009</td>
<td>Continuation</td>
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Street retaining wall and timber supports, looking northeast (Page & Turnbull, 05/2009)

Detail of window opening and timber supports, looking south (Page & Turnbull, 05/2009)
The building at 1000 J Street is located on the southeast corner of the intersection of 10th and J streets and contains two segments of hollow sidewalks. The northern sidewalk segment, parallelling J Street, currently functions as a storage space. This segment features a wall clad with drywall that support the 1000 J Street building on the south and a buttressed brick street retaining wall on the north. The northern hollow sidewalk segment is enclosed at its east end by a plywood partition. The western hollow sidewalk segment parallels 10th Street. A wall clad in drywall supports the 1000 J Street building on the east side of the sidewalk and a buttressed brick street retaining wall supports the sidewalk on the west. The south end of the segment terminates in a brick wall. A hole in this brick partition reveals that the hollow sidewalk along 10th Street continues to the J/K Alley. Both hollow sidewalk segments feature concrete flooring and a concrete slab ceiling. The hollow sidewalk is accessed by an elevator on 10th Street and includes a starred manhole cover near the intersection of 10th Street and the J/K Alley.
Western hollow sidewalk segment looking south through hole in end wall toward J/K Alley (Page & Turnbull, 05/2009)

Elevator, 10th Street (Page & Turnbull, 05/2009)
The building at 1012 J Street is located on the south side of J Street, between 10th and 11th streets, and features one hollow sidewalk segment that parallels J Street. The hollow sidewalk segment currently functions as a storage area. It features brick piers with corbelled bases and brackets that support the 1012 J Street building on the south, and buttressed brick street retaining walls clad in stucco on the north. The hollow sidewalk segment is enclosed at its east and west ends by stucco-clad brick end walls. The hollow sidewalk segment features concrete flooring and concrete slab ceiling. An elevator accesses the hollow sidewalk segment from street level.
Detail of a corbeled bracket on one of the brick piers that supports the building wall. (Page & Turnbull, 04/2009)

Elevator access to J Street (Page & Turnbull, 04/2009)
Page 1 of 2

*Resource name(s) or number (assigned by recorder) 1208 J Street, Hollow Sidewalk

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: Sacramento East Date: 1998
*c. Address: 1208 J Street, Sacramento City: Sacramento Zip: 95814
d. UTM: Zone: mE/ mN (G.P.S.)
e. Other Locational Data: Assessor’s Parcel Number (Map, Block, Lot): 0060110030000

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 1208 J Street is located on the south side of J Street, between 12th and 13th streets, and contains one hollow sidewalk segment. The 1208 J Street hollow sidewalk segment currently functions as a storage area. The hollow sidewalk segment parallels J Street and features concrete piers that support the 1208 J Street building on the south, and poured concrete street retaining walls on the north. The hollow sidewalk segment is enclosed at its east and west ends by concrete walls. The hollow sidewalk segment features a concrete floor and a concrete slab ceiling. An elevator originally provided access to the hollow sidewalk space from the street level, but has been removed.

*P3b. Resource Attributes: (list attributes and codes) HP39. Other

*P4. Resources Present: ☑ Building ☑ Structure ☑ Object ☑ Site ☑ District ☑ Element of District ☑ Other

P5b. Photo: (view and date)

Concrete piers supporting building, looking southeast
03/2009

*P6. Date Constructed/Age and Sources: ☑ Historic ca. 1870

*P7. Owner and Address:

George L/Bonnie L Procida
1208 J Street
Sacramento, CA 95814

*P8. Recorded by:

Page & Turnbull, Inc. (MEG)
2401 C Street, Ste. B
Sacramento, CA 95816

*P9. Date Recorded:

05/20/2009

*P10. Survey Type:

Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter “none”) Raised Streets and Hollow Sidewalks Survey Report

*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)

DPR 523A (1/95)

*Required information
Concrete street retaining wall, looking north (Page & Turnbull, 04/2009)

Exterior sidewalk surface above hollow sidewalk, looking east. Concrete patch indicating infilled elevator hatch visible at left. (Page & Turnbull, 04/2009)
**State of California — The Resources Agency**

**DEPARTMENT OF PARKS AND RECREATION**

**PRIMARY RECORD**

<table>
<thead>
<tr>
<th>Other Listings</th>
<th>Review Code</th>
<th>Reviewer</th>
<th>Date</th>
</tr>
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</table>

111-113 K Street, Hollow Sidewalk

**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:** Sacramento West
- **Date:** 1998

- **c. Address:** 111-113 K Street, Sacramento
- **City:** Sacramento
- **Zip:** 95814

- **d. UTM: Zone:** mE/ mN (G.P.S.)

- **e. Other Locational Data:** Assessor’s Parcel Number (Map, Block, Lot): 0060710560000

**P3a. Description:**

Two buildings, one at 111-113 and the other at 115-119 K Street, stand on this parcel. The building at 111-113 K Street is located on the north side of K Streets, between Front and 2nd streets, and contains one hollow sidewalk segment. The 111-113 K Street hollow sidewalk segment parallels K Street and currently functions as a storage area. Brick walls, containing small metal frame vents in arched window openings infilled with brick, support the 111-113 K Street building on the north. Brick buttressed street retaining walls support the sidewalk on the south. The hollow sidewalk segment terminates in brick walls at its east and west ends. The hollow sidewalk segment features concrete flooring and a concrete slab ceiling.

**P3b. Resource Attributes:** (list attributes and codes)

**P4. Resources Present:**

- Building
- Structure
- Object
- Site
- District
- Element of District
- Other

**P5b. Photo:** (view and date)

Hollow sidewalk, looking southwest

03/2009

**P6. Date Constructed/Age and Sources:**

- **Historic**
- 1865
- HEC, 2009.

**P7. Owner and Address:**

Corcos Family Trust

4780 Lakeside Way

Fair Oaks, CA 95628

**P8. Recorded by:**

Page & Turnbull, Inc. (MEG)

2401 C Street, Ste. B

Sacramento, CA 95816

**P9. Date Recorded:**

05/25/2009

**P10. Survey Type:**

Reconnaissance

**P11. Report Citation:** (Cite survey report and other sources, or enter “none”) Raised Streets and Hollow Sidewalks Survey Report

**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)

DPR 523A (1/95)

*Required information*
Brick building wall below 111-113 K Street, showing infilled window openings with metal vents, looking northeast (Page & Turnbull, 04/2009)

Inside the basement, rectangular window opening in the wall supporting 111-113 K Street, looking south (Page & Turnbull, 04/2009)
*Resource name(s) or number*(assigned by recorder) 115-119 K Street, Hollow Sidewalk

P1. **Other Identifier:**

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<td><strong>b. USGS 7.5' Quad:</strong></td>
<td>Sacramento West</td>
<td><strong>c. Address:</strong> 115-119 K Street, Sacramento</td>
<td>City: Sacramento Zip: 95814</td>
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<td><strong>d. UTM:</strong> Zone:</td>
<td>mE/ mN (G.P.S.)</td>
<td><strong>e. Other Locational Data:</strong> Assessor’s Parcel Number (Map, Block, Lot): 00600710560000</td>
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**P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Two buildings, one at 111-113 and the other at 115-119 K Street, stand on the parcel. The building at 115-119 K Street is located on the north side of K Street, between Front and 2nd streets, and features one hollow sidewalk segment. The 115-119 K Street hollow sidewalk segment currently functions as a storage area and workshop. This hollow sidewalk segment parallels K Street and features concrete frame brick walls that support the 115-119 K Street building on the north. On the south and east, buttressed brick street retaining walls parallel K Street and Firehouse Alley, respectively. The brick building walls below 115-119 K Street feature brick infilled arched window and door openings. The hollow sidewalk segment is enclosed at its west end by a brick wall. The hollow sidewalk segment features a concrete floor and a concrete slab ceiling that is supported at intervals by poured concrete columns.

**P3b. Resource Attributes:** (list attributes and codes) HP39. Other

**P4. Resources Present:**

- [ ] Building
- [x] Structure
- [ ] Object
- [ ] Site
- [ ] District
- [ ] Element of District
- [ ] Other

**P5b. Photo:** (view and date)

![Brick building wall below 121 K Street, looking north](image)

04/2009

**P6. Date Constructed/Age and Sources:**

- [x] Historic

1865

HEC, 2009.

**P7. Owner and Address:**

Harris-Winkle Building Ltd.

2819 Crow Canyon Road 200

San Ramon, CA 94583

**P8. Recorded by:**

Page & Turnbull, Inc. (MEG)

2401 C Street, Ste. B

Sacramento, CA 95816

**P9. Date Recorded:**

05/26/2009

**P10. Survey Type:**

| Reconnaissance |

**P11. Report Citation:** (Cite survey report and other sources, or enter “none”) Raised Streets and Hollow Sidewalks Survey Report

**Attachments:**

- [ ] None
- [ ] Location Map
- [ ] Sketch Map
- [x] 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)

DPR 523A (1/95)

*Required information*
Brick buttressed street retaining walls, looking east (Page & Turnbull, 04/2009)

Brick buttressed street retaining walls, looking south (Page & Turnbull, 04/2009)
The lot at 116 K Street is located on the southeast corner of the intersection of K Street and Firehouse Alley and features two hollow sidewalk segments in an L-shaped configuration that wraps the street corner. The western leg of the 116 K Street hollow sidewalk segment parallels Firehouse Alley and the northern leg parallels K Street. The hollow sidewalk segments border a parking lot. The hollow sidewalk is open to the exterior on the south and east sides and concrete columns support the overhanging concrete sidewalk that creates the ceiling of the hollow sidewalk segment. Brick buttressed street retaining walls support the west and north edges of the sidewalk. The hollow sidewalk segment terminates in a poured concrete wall at the south end of the western leg, and a concrete block wall at the east end of the northern leg. The hollow sidewalk segment features concrete flooring and a concrete slab ceiling.

The lot at 116 K Street is located on the southeast corner of the intersection of K Street and Firehouse Alley and features two hollow sidewalk segments in an L-shaped configuration that wraps the street corner. The western leg of the 116 K Street hollow sidewalk segment parallels Firehouse Alley and the northern leg parallels K Street. The hollow sidewalk segments border a parking lot. The hollow sidewalk is open to the exterior on the south and east sides and concrete columns support the overhanging concrete sidewalk that creates the ceiling of the hollow sidewalk segment. Brick buttressed street retaining walls support the west and north edges of the sidewalk. The hollow sidewalk segment terminates in a poured concrete wall at the south end of the western leg, and a concrete block wall at the east end of the northern leg. The hollow sidewalk segment features concrete flooring and a concrete slab ceiling.
<table>
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<th>2 of 2</th>
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Western leg of the hollow sidewalk segment, looking north (Page & Turnbull, 04/2009)
The building at 126 K Street is located on the south side of K Street, between Front and 2nd streets, and contains one hollow sidewalk segment. The 126 K Street hollow sidewalk segment parallels K Street and currently functions as a storage area. The hollow sidewalk segment is supported by concrete block walls on both the north (street retaining wall) and south (building wall). A flush metal door leads from the basement of 126 K Street into the hollow sidewalk segment. The hollow sidewalk segment terminates in walls clad in drywall at its east and west ends. The hollow sidewalk segment features a carpeted, concrete floor and a drywalled ceiling.
Hollow sidewalk segment, looking north (Page & Turnbull, 02/2009)

Hollow sidewalk segment, looking south at the building wall and showing door into building basement. (Page & Turnbull, 02/2009)
The building at 704 K Street is located on the southeast corner of the intersection of 7th and K Streets and contains two hollow sidewalks segments. The 704 K Street hollow sidewalk segments were finished to serve as storage for a retail shop, but are not currently utilized. The western hollow sidewalk segment parallels 7th Street and features poured concrete street retaining walls on the west and concrete piers that support the 704 K Street building on the east. This hollow sidewalk segment is enclosed on its north and south ends by poured concrete walls. The northern hollow sidewalk segment parallels K Street. Brick street retaining walls are located along the north side of the segment and the building wall, which is finished with wood paneling, is located on its south side. The east and west ends of the segment terminate in brick walls. Both hollow sidewalk segments feature concrete floors and concrete slab ceilings.

**P5b. Photo:** Western segment, looking east through building wall

**P6. Date Constructed/Age and Sources:** Historic

**P7. Owner and Address:**
Redevelopment Agency
City of Sacramento
630 I Street
Sacramento, CA 95814

**P8. Recorded by:**
Page & Turnbull, Inc. (MEG)
2401 C Street, Ste. B
Sacramento, CA 95816

**P9. Date Recorded:**
05/25/2009

**P10. Survey Type:** Reconnaissance

**P11. Report Citation:** Raised Streets and Hollow Sidewalks Survey Report

**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
Western segment, poured concrete street retaining walls on the west and north, looking west (Page & Turnbull, 02/2009)

North segment, brick street retaining wall looking north (Page & Turnbull, 02/2009)
The building at 708 K Street is located on the south side of K Street, between 7th and 8th streets, and features one hollow sidewalk segment. The 708 K Street hollow sidewalk segment parallels K Street and currently houses electrical equipment. Brick building walls support the 708 K Street building on the south and brick buttressed street retaining walls support the sidewalk on the north. Door openings are located in the brick building wall. The hollow sidewalk segment terminates in a concrete block wall on the east and a brick wall on the west. Electrical equipment is located on the west end wall. The hollow sidewalk segment features a concrete floor and a concrete slab ceiling that is supported at intervals by poured concrete columns.

*P3a. Description:*
(Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 708 K Street is located on the south side of K Street, between 7th and 8th streets, and features one hollow sidewalk segment. The 708 K Street hollow sidewalk segment parallels K Street and currently houses electrical equipment. Brick building walls support the 708 K Street building on the south and brick buttressed street retaining walls support the sidewalk on the north. Door openings are located in the brick building wall. The hollow sidewalk segment terminates in a concrete block wall on the east and a brick wall on the west. Electrical equipment is located on the west end wall. The hollow sidewalk segment features a concrete floor and a concrete slab ceiling that is supported at intervals by poured concrete columns.

*P3b. Resource Attributes:*
(list attributes and codes)  
HP39. Other

*P4. Resources Present:*

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*P5b. Photo:*
(view and date)
Hollow sidewalk, street retaining wall & end wall looking northeast
02/2009

*P6. Date Constructed/Age and Sources:*
1868  
Historic  
HEC, 2009.

*P7. Owner and Address:*
Redevelopment Agency  
City of Sacramento  
630 I Street  
Sacramento, CA 95814

*P8. Recorded by:*
Page & Turnbull, Inc. (MEG)  
2401 C Street, Ste. B  
Sacramento, CA 95816

*P9. Date Recorded:*
05/25/2009

*P10. Survey Type:*
Reconnaissance

*P11. Report Citation:*
(Cite survey report and other sources, or enter “none”)  
 Raised Streets and Hollow Sidewalks Survey Report

*Attachments:
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DPR 523A (1/95)  
*Required information
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<td>Recorded by</td>
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<td>Date</td>
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<tr>
<td>Update</td>
<td>☐</td>
</tr>
</tbody>
</table>

Brick building wall below 708 K Street, looking southwest, showing door openings and concrete columns supporting the ceiling. (Page & Turnbull, 02/2009)

Looking west at electrical equipment located on west end wall (Page & Turnbull, 02/2009)
The building at 718 K Street is located on the south side of K Street, between 7th and 8th streets, and contains one hollow sidewalk segment. The 718 K Street hollow sidewalk segment parallels K Street and currently houses electrical equipment. Hollow clay tile building walls support the 718 K Street building on the south and concrete block street retaining walls which stand on a concrete foundation support the sidewalk on the north. The building wall is pierced by door openings with flush metal doors. The hollow sidewalk segment terminates in poured concrete walls at its east and west ends. The hollow sidewalk segment features a concrete floor and a concrete slab ceiling.
Electrical equipment along concrete block wall, looking north (Page & Turnbull, 02/2009)

Looking north through hollow clay tile building wall below 718 K Street into hollow sidewalk space (Page & Turnbull, 02/2009)
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMAR

Other Listings
Review Code
Reviewer
Date

Page 1 of 2

Resource name(s) or number(s) (assigned by recorder)
724 K Street, Hollow Sidewalk

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted
   and (P2b and P2c or P2d. Attach a Location Map as necessary.)
   a. County: Sacramento
   b. USGS 7.5' Quad: Sacramento East Date: 1998
   c. Address: 724 K Street, Sacramento City: Sacramento Zip: 95814
   d. UTM: Zone: mE/ mN (G.P.S.)
   e. Other Locational Data: Assessor’s Parcel Number (Map, Block, Lot): 00600960080000

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 724 K Street is located on the southwest corner of K Street and 8th Street and features two segments of hollow sidewalks. The 724 K Street hollow sidewalk segments are not currently utilized. The eastern hollow sidewalk segment parallels 8th Street and features poured concrete building walls that support the 724 K Street building on the west, and butressed brick street retaining walls on the east. This hollow sidewalk segment is enclosed at its north end by a poured concrete wall and at its south end by a brick wall. The northern hollow sidewalk segment parallels K Street. A brick building wall supports the 724 K Street building on the south, and the concrete block wall street retaining wall stands approximately 6 inches north of the brick building wall, creating a narrow cavity that is accessed by door openings with wood panel doors. Some small openings and corbelling are visible on the brick building wall within the cavity. The west end of the northern hollow sidewalk segment terminates in a brick wall and the east end is enclosed by plywood. Both hollow sidewalk segments feature concrete floors and a concrete slab ceiling lined with metal rebar.

*P3b. Resource Attributes: (list attributes and codes) HP39. Other

*P4. Resources Present: Building Structure Object Site District Element of District Other

P5b. Photo: (view and date)
Eastern hollow sidewalk segment, looking southeast
02/2009

*P6. Date Constructed/Age and Sources: Historic
1868
HEC, 2009.

*P7. Owner and Address:
Mohammed H Mohanna
630 I Street
Sacramento, CA 95814

*P8. Recorded by:
Page & Turnbull, Inc. (MEG)
2401 C Street, Ste. B
Sacramento, CA 95816

*P9. Date Recorded:
05/25/2009

*P10. Survey Type:

Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter “none”) Raised Streets and Hollow Sidewalks Survey Report

*Required information
Northern segment, concrete block wall visible through door opening in brick building wall below 724 K Street (Page & Turnbull, 02/2009)

Cavity between concrete block street retaining wall and brick building wall within northern sidewalk segment, looking southwest and up (Page & Turnbull, 02/2009)
**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:* Sacramento East  
*c. Address:* 726 K Street, Sacramento  
*d. UTM: Zone:*  
*e. Other Locational Data: Assessor’s Parcel Number (Map, Block, Lot): 0060960090000

**P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 726 K Street is located on the south side of K Street, between 7th and 8th streets, and features one hollow sidewalk segment. The 726 K Street hollow sidewalk segment parallels K Street and is not currently utilized. Brick building walls support the 726 K Street building on the south; the south side of this wall is visible from within the building’s basement, but because a second, concrete block wall parallels the brick wall on its north side, it is not readily visible from within the hollow sidewalk. Plywood covers what appear to be openings in the brick building wall. On the north, the hollow sidewalk segment is supported by brick buttressed street retaining walls. The hollow sidewalk segment terminates in poured concrete walls at its east and west ends. The hollow sidewalk segment features a concrete floor and a steel reinforced concrete slab ceiling.

**P3b. Resource Attributes:** (list attributes and codes)  

*HP39. Other*

**P4. Resources Present:**  

☐ Building  ☑ Structure  ☐ Object  ☐ Site  ☐ District  ☐ Element of District  ☐ Other

**P5b. Photo:** (view and date)  

Hollow sidewalk, looking north at brick street retaining walls  
02/2009

*P6. Date Constructed/Age and Sources:*  

Historic  
1868  
HEC, 2009.

**P7. Owner and Address:**  

726 K Street, LLC/  
Urban Innovation Partners, LLC  
630 I Street  
Sacramento, CA 95814

**P8. Recorded by:**  

Page & Turnbull, Inc. (MEG)  
2401 C Street, Ste. B  
Sacramento, CA 95816

**P9. Date Recorded:**  

05/25/2009

**P10. Survey Type:**  

Reconnaissance

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

Raised Streets and Hollow Sidewalks Survey Report

*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)

DPR 523A (1/95)  

*Required information*
Brick building wall below 726 K Street and concrete block support wall, looking south (Page & Turnbull, 02/2009)

Elevator hatch, looking north and up (Page & Turnbull, 02/2009)
State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
PRIMARY RECORD

Other Listings

Review Code  
Reviewer  
Date  

Page 1 of 2  

*Resource name(s) or number (assigned by recorder)  730 K Street, Hollow Sidewalk

P1. Other Identifier:  1131 J Street, 924 K Street

*P2. Location:  Not for Publication  Unrestricted

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

a. County:  Sacramento  

b. USGS 7.5’ Quad:  Sacramento East  

c. Address:  730 K Street, Sacramento  

City:  Sacramento  

Zip:  95814  

d. UTM:  Zone:  mE/ mN (G.P.S.)

e. Other Locational Data:  Assessor’s Parcel Number (Map, Block, Lot):  0060960100000

*P3a. Description:  (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 730 K Street is located on the southwest corner of the intersection of 8th and K streets and contains two segments of hollow sidewalks; only the eastern hollow sidewalk segment was accessible for survey, as the northern segment paralleling K Street has been sealed off. The eastern 730 K Street hollow sidewalk segment parallels 8th Street and is not currently utilized. Brick piers with corbelled bases and a brick building wall supports the 730 K Street building on the west side of the hollow sidewalk segment and poured concrete street retaining walls are located on the east. The brick building wall includes a door opening with a wood frame and threshold, and an arched window opening. The hollow sidewalk segment terminates in plywood partitions at its north and south ends. The hollow sidewalk segment features a concrete floor and a steel reinforced concrete slab ceiling.

*P3b. Resource Attributes:  (list attributes and codes)  HP39. Other

*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other

P5b. Photo:  (view and date)  

Eastern hollow sidewalk segment, looking west at building wall  

02/2009

*P6. Date Constructed/Age and Sources:  Historic  

1868  

HEC, 2009.

*P7. Owner and Address:  

Redevelopment Agency  

City of Sacramento  

630 I Street  

Sacramento, CA 95814

*P8. Recorded by:  

Page & Turnbull, Inc. (MEG)  

2401 C Street, Ste. B  

Sacramento, CA 95816

*P9. Date Recorded:  

05/25/2009

*P10. Survey Type:  

Reconnaissance

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

Raised Streets and Hollow Sidewalks Survey Report

*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)

DPR 523A (1/95)  

*Required information
Eastern segment, brick building wall with arched window opening, looking west (Page & Turnbull, 02/2009)

Eastern segment, plywood end partition, looking north (Page & Turnbull, 02/2009)
The vacant lot at 801 K Street is located on the northeast corner of the intersection of 8th and K streets and contains two segments of hollow sidewalks; only the southern hollow sidewalk segment, paralleling K Street, was accessible for survey, as the western segment paralleling 8th Street is sealed off. The southern hollow sidewalk segment was converted to house bathrooms and storage spaces but is not currently utilized. Brick walls support the north edge of the hollow sidewalk, adjacent to the vacant lot, and poured concrete street retaining walls support the south edge of the hollow sidewalk. The brick walls include arched door openings. Poured concrete and wood frame partition walls divide the segment into distinct rooms. The hollow sidewalk segment terminates in brick walls at its east and west ends. The hollow sidewalk segment features a dirt floor and a concrete slab ceiling with sidewalk prism lights which allow light to enter the hollow sidewalk segment from above.

**P5b. Photo:** (view and date)
Hollow sidewalk segment, looking southwest from vacant lot
02/2009

**P6. Date Constructed/Age and Sources:**  
1868
HEC, 2009.

**P7. Owner and Address:**  
Redevelopment Agency  
City of Sacramento  
630 I Street  
Sacramento, CA 95814

**P8. Recorded by:**  
Page & Turnbull, Inc. (MEG)  
2401 C Street, Ste. B  
Sacramento, CA 95816

**P11. Report Citation:** (Cite survey report and other sources, or enter “none”)  
Raised Streets and Hollow Sidewalks Survey Report

**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)
Southern segment, sidewalk prism lights, looking south and up (Page & Turnbull, 02/2009)

Southern segment, brick end wall, looking west (Page & Turnbull, 02/2009)
The building at 831 K Street is located on the northwest corner of the intersection of 8th and K Streets and contains two segments of hollow sidewalks. The 831 K Street hollow sidewalk segments are not currently utilized. The southern hollow sidewalk segment parallels K Street and features brick piers and hollow clay tile building walls that support the 831 K Street building on the north, and butressed brick street retaining walls on the south. This hollow sidewalk segment is enclosed at its west end by a brick wall and on its east end by brick buttressed retaining wall. The segment features a concrete slab ceiling. The eastern hollow sidewalk segment parallels 8th Street. Granite capped brick piers and hollow clay tile building walls support the 831 K Street building on the west side of the sidewalk, and a buttressed brick street retaining wall supports the sidewalk on the west. The south end of the segment terminates in a brick buttressed retaining wall and the north end is enclosed by brick wall. The segment features a brick barrel vaulted ceiling. Both hollow sidewalk segments feature concrete floors. The hollow sidewalk features infilled prism lights and an elevator hatch that provides access from street level. At street level, a granite curb is located at the corner of 8th Street and the J/K Alley.

**P3b. Resource Attributes:**
- HP39. Other

**P4. Resources Present:**
- Building
- Structure
- Object
- Site
- District
- Element of District
- Other

**P5b. Photo:**
- Southern segment, looking north through brick piers into building basement
- 05/2009

**P6. Date Constructed/Age and Sources:**
- Historic 1869-1876
- HEC, 2009.

**P7. Owner and Address:**
- Hale Bros. Investment Company, LLC et al.
- 5046 Sunrise Boulevard
- Fair Oaks, CA 95628

**P8. Recorded by:**
- Page & Turnbull, Inc. (MEG)
- 2401 C Street, Ste. B
- Sacramento, CA 95816

**P9. Date Recorded:**
- 05/25/2009

**P10. Survey Type:**
- Reconnaissance

**P11. Report Citation:**
- Raised Streets and Hollow Sidewalks Survey Report
- DPR 523A (1/95)
*Resource Name or # (Assigned by recorder)  831 K Street, Hollow Sidewalk

*Recorded by:  Page & Turnbull  *Date  05/25/2009  ☒ Continuation  ☐ Update

Eastern segment, looking north (Page & Turnbull, 05/2009)

Eastern segment, detail of the brick barrel vaulted ceiling (Page & Turnbull, 05/2009)
The building at 1011-1013 K Street is located on the north side of K Street, between 10th and 11th streets, and contains one partitioned segment of hollow sidewalks, which parallels K Street. The hollow sidewalk segments below 1011-1013 K Street are not utilized. The western segment features a poured concrete wall that supports the 1011-1013 K Street building on the north and a brick and concrete butressed street retaining wall on the south. This hollow sidewalk segment is enclosed at its east and west ends by poured concrete end walls. Within the eastern segment, concrete piers support the 1011-1013 K Street building on the north and a brick butressed street retaining wall supports the sidewalk on the south. The east and west ends of this segment terminate in brick end walls. Both hollow sidewalk segments feature concrete flooring and a concrete slab ceiling. An elevator accesses the western hollow sidewalk segment, but the elevator hatch has been infilled at the street level.
**Eastern segment, looking southwest at buttressed brick street retaining wall. (Page & Turnbull, 04/2009)**

**Western segment, looking south at former elevator. (Page & Turnbull, 04/2009)**
Between 1864 and 1876, the streets in the area bounded by Front Street on the west, I Street on the north, 13th Street on the east, and L Street on the south were raised in response to perpetual flooding. Historically the primary thoroughfares in downtown Sacramento, J and K streets are the highest raised streets. The raised streets are most visible where the Firehouse and J/K alleys dip to the original grade level. In Old Sacramento, the Firehouse Alley runs perpendicular to J and K Streets; downtown, the J/K Alley parallels J and K Streets. The points where the alleys dip are most pronounced at the west end of J and K streets and lessen as the streets approach 10th Street, where they are nearly flat. Within the downtown grid, Caesar Chevez Park is a natural high point; therefore the alley dips to the east and west of the slope down from the park. The I/J and K/L alleys dip to the original grade level near 8th and 9th streets. The raised streets are comprised of street retaining walls which were filled with rubble. The raised streets are paved with asphalt.
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<th>Resource Name or # (Assigned by recorder)</th>
<th>708 K Street, Hollow Sidewalk</th>
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- Alley dip, J/K Alley between 8th and 7th streets, looking west (Page & Turnbull, 05/2009)
- Looking west at Caesar Chevez Park from the entrance to the J/K Alley on 10th Street (Page & Turnbull, 05/2009)
The Raised Streets and Hollow Sidewalks Historic District is located on the east side of the Sacramento River and includes portions of Old Sacramento and downtown Sacramento, which are physically divided by Interstate 5. Streets in the area are paved with asphalt. Sidewalks in Old Sacramento are comprised of concrete surfaced with wood planking. On the other side of I-5, sidewalks in downtown Sacramento are surfaced with concrete.

The Raised Streets and Hollow Sidewalks Historic District is bound on the west by Front Street, on the north by I Street, on the east by 13th Street, and on the south by L Street. The area roughly represents the area in which the City of Sacramento raised its streets by ten to fourteen feet between 1863 and 1879 in response to chronic flooding of the Sacramento and American rivers. The District centers on J and K streets which historically and currently are main thoroughfares through downtown Sacramento. (continued, p. 2)

The boundary of the Raised Streets and Hollow Sidewalks Survey was based upon the map entitled, Hollow Sidewalk Evaluation Study, which was produced by structural engineer David Okaskai as part of the 1982 structural engineering report prepared by Barrish, Aldrich and Schroeter in which remaining raised streets and hollow sidewalks were studied. Maps depicting the streets raised as part of the 1863 and 1879 city project are conflicting; according to the 1982 Barrish, Aldrich and Schroeter report, 151 hollow sidewalk segments remained in Sacramento in 1982. Page & Turnbull's architectural survey of the Raised Streets and Hollow Sidewalks was based on the boundary of the 1982 report. Verifying the extent of the raised area downtown was not part of the scope. While it is likely that the raised downtown extends beyond the boundaries of the project area, additional research is necessary to determine the outermost boundaries of the raised area.

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National Register Criteria: The Raised Streets and Hollow Sidewalks Historic District is significant under National Register Criterion C (represents an important engineering feat in Sacramento). The District represents both an engineering feat and early measure of flood control. Flood control projects were pursued by the federal, state, and county governments; the City of Sacramento responded the chronic flooding of the Sacramento and American rivers by raising its downtown. (continued, p. X)
The District features a street grid with streets running east-west labeled with letters, and those running north-south labeled with numbers. City blocks in Old Sacramento are divided by alleys which run from north to south; downtown, city blocks are bisected by east-west alleys. The streets are roughly graded to the same elevation, but the alleys dip between the streets. The District includes three parks: the Old Sacramento State Historic Park, which is located between Front Street and Firehouse Alley and I and J streets; the Rosa Lima Park on the northeast corner of the intersection of 7th and K streets; and the City Plaza Park or Cesar Chavez Park which is located between 9th and 10th street and I and J streets.

Character-Defining Features
The Raised Streets and Hollow Sidewalks District is comprised of two main features: the raised streets, which are visible from grade and the hollow sidewalks, which are located below grade. The raised streets are the backbone of the district; they are the most visible feature of the district and it was the construction of the raised streets that resulted in the construction of the hollow sidewalks.

Raised Streets/Alley Dips
The raised streets are visible from the alleys downtown, which were not raised, but remained at the original grade level. In Old Sacramento, the raised streets are visible from the Firehouse Alley, which runs north-south through the city blocks; downtown, the J/K Alley, which runs east-west through the city blocks most clearly dips from the raised streets to the original grade. To a lesser extent, the I/J and K/L alleys also dip from the level of the elevated streets to Sacramento’s original grade. The dip from the raised streets to the basement level of the buildings facilitated the delivery of goods and accommodated small stables and sheds. The combination of the raised streets and the new sewer system greatly improved drainage in the area. The alleys were of secondary importance; even if these lower points flooded, activity could continue on the raised streets in the city.

The raised streets, which are most visible from the alley dips, define the Raised Streets and Hollow Sidewalks Historic District; where the streets were raised, the buildings were raised, and hollow sidewalks were constructed. Therefore, the raised streets, which both define the project area boundaries and are the most visible from the street-level, are the most important feature of the District and represent its organizational system. The hollow sidewalks, their character-defining features, and the surface-level features of the streets and sidewalks are contributing features within the District.

Hollow Sidewalks: Character-Defining Features
The hollow sidewalks were comprised of six surfaces: the street retaining wall, the building wall, two end walls that partition the hollow sidewalk spaces, the ceiling, and the floor. Because of the utilitarian manner in which the sidewalks were constructed, the hollow sidewalk spaces contain few unique or distinguished characteristics; however, seven character-defining features were identified. Features include: the street retaining walls; brick piers and/or a brick wall below the building wall; thresholds, granite stairs, or other details; brick barrel vaults; end walls; water tanks; and, on the surface level, sidewalk lights, elevator doors, starred manhole covers, and/or granite curbs.

Street Retaining Walls
The street retaining walls are character-defining features because they reveal that the hollow sidewalks resulted from the raising of the streets—which was accomplished by pouring fill between retaining walls lining the street. The brick buttressed walls were typically thicker at the bottom and narrower at the top and buttresses supported the wall every four to six feet. To further strengthen the walls, some featured a slightly concave curve between each buttress.

Forty (40) hollow sidewalk segments contain brick buttressed street retaining walls. The hollow sidewalk segments at 1000 2nd Street feature street retaining walls that stand on raised, corbelled bases and the hollow sidewalk segment at 715 Merchant Street features brick street retaining walls with corbelled piers. Most frequently, however, street retaining
walls are unadorned. Over time, street retaining walls were parged with concrete or reinforced with new walls which parallel the original wall and block its visibility from the interior of the hollow sidewalk space. The buttressed street retaining walls at 1012 J Street have been clad with stucco and in 910 2nd Street and 127 K Street, the street brick buttressed street retaining walls have been covered or replaced.

**Brick Piers and Walls below the Building**

The brick system supporting the building wall also contributes to the character of the hollow sidewalk space. Buildings which were raised tend to be supported by brick piers or solid brick walls, while buildings to which stories were added retained the original first story facade at the basement level. Brick piers range from simple, rectangular or square shaped, utilitarian supports to narrow, engaged piers with corbelled bases. Some brick piers with corbelled brackets may have supported iron I-beams or wood beams spanning the hollow sidewalk space and supporting the sidewalk above. Buildings featuring the original building wall within the hollow sidewalk space typically featured door and/or window openings, including openings that may have been infilled when stories were added to the building. Window and door openings sometimes include wood or granite thresholds and/or metal covers that may have been installed to safeguard against fire.

Seven (7) hollow sidewalk segments contain brick piers which support the building wall. Most piers lack ornamentation; however, the piers in the hollow sidewalks space at 900 J Street feature piers with corbelled bases and 1131 J Street contains a brick wall with engaged-piers on corbelled bases. There hollow sidewalk segments at 1012 J Street are supported by piers with corbelled brackets. The hollow sidewalk at 831 K Street featured granite-capped brick piers.

**Original Facade below the Building**

Thirty-seven (37) original facades were recorded in the Raised Streets and Hollow Sidewalk District. Approximately half of these were unadorned, but eighteen (18) featured door and window openings. Some of the door and window openings, such as those at 111-113 K Street and 114 J Street, were infilled with brick. The best examples of the original building facades were located at 1000 2nd Street, 729-731 J Street, and 918 J Street, which contained clearly articulated openings with thresholds.

**Ceiling Systems**

Two types of structural systems were used to span between the street retaining wall and the building and support the sidewalk above: a wood post and beam system, and a brick barrel vault system. The post and beam system was supported by the street retaining wall and by framework in or paralleling the building wall. Beams spanning the hollow sidewalk space were covered with wood planks and topped with brick or cement, which was the sidewalk surface. The hollow sidewalk at 918 J Street is the only example of this structural system that was surveyed. The brick barrel vault system is comprised of shallow, arched brick vaults between iron I-beams which were spaced four to six feet apart and were supported by the street retaining walls and brick building walls or wood posts. Wood planks or cement above the vaults formed the sidewalk surface. Tie rods were located at the base of each arch to hold the sides together with tension. Only one (1) property surveyed featured the brick barrels vault system: 831 K Street. City photographs and previous surveys reveal that hollow sidewalk segments at 705 K Street and 1020 J Street also contained brick barrel vaults. Most sidewalk spaces that were surveyed featured retrofitted ceiling systems that incorporate concrete or steel I-beams as reinforcement.

**End Walls**

When the raised streets and sidewalks were first constructed, the hollow sidewalk segments were continuous, spanning the length of entire blocks; however, over time, the spaces were divided by partition walls or end walls that property owners constructed at the lot lines to secure the spaces from occupation or theft. End walls in the sidewalk segments surveyed were comprised of brick, concrete block, and poured concrete. Only one property, at 707 J Street,
contained end walls comprised of corrugated metal.

**Water Tanks**

In some of the hollow sidewalk segments, notably, those located at the corners of blocks, there were cylindrical, brick water tanks, which likely held water in case of fire. Two corner properties—1125 9th Street and 729-731 J Street—contain brick water tanks. The tanks at 1125 9th Street are parged with concrete.

**Sidewalk Lights, Elevators, Starred Manhole Covers**

Finally, at the street level, many hollow sidewalks contained sidewalk lights, metal elevator doors, starred manhole covers, and/or granite curbs. Sidewalk lights were comprised of glass block prisms, which, although opaque in appearance on the surface, angled into the hollow sidewalk space below. The prism lights in Sacramento's hollow sidewalks were manufactured in Chicago, Illinois. Good examples of sidewalk lights are located in the hollow sidewalk segments at 927-931 J Street, 801 K Street, and 1015 7th Street. Metal elevator doors, installed flush in the surface of the sidewalk, allowed access to the hollow sidewalk space from the street level so that goods could be easily transferred into the building’s basement. The property at 1000 J Street retains its elevator and access doors. It is not known when the manhole covers were installed in the sidewalks, but they appear to be steel and adorned with a distinctive starred design. They were likely installed as an early measure to access the water and sewer systems. Starred manhole covers are present at 910 J Street, 801 K Street, 1030 J Street, and 923 7th Street. Some hollow sidewalk segments feature granite curbing. Granite curbs most frequently appear at the junctions of alleys and streets. It is likely that the granite curbs were installed when the streets were raised. It is also likely that the granite was transported from Folsom via the Sacramento Valley Railroad because granite from Folsom was utilized in the construction of the State Capitol building in Sacramento as well. Granite curbs were noted at the southeast corners of 9th and J streets and 7th and J streets. They were also recorded to either side of the J/K Alley at its intersection with 10th Street. Finally, the hollow sidewalk segment at 725 J Street features granite stairs leading from the street into the hollow sidewalk space.

**Integrity**

The character-defining features of each hollow sidewalk segment were noted and the integrity of the segment was ranked. The hollow sidewalk segments are significant as products of the City of Sacramento’s effort to raise the streets between 1863 and 1879; therefore, California Historical Resources Status Codes (CHRS Code) were assigned to each segment based on its level of integrity, or ability to convey that significance. Only those segments with the Highest or Above Average integrity levels were assigned status codes of 5D3, indicating that the resource appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation. Hollow sidewalk segments identified with Average or Low Integrity were assigned status CHRS status codes of 6Z: they were found ineligible for the National Register, California Register, or for local designation through survey evaluation.

**Contributing Features**

The level of Highest Integrity was assigned to the seven (7) hollow sidewalk segments that best convey how the streets, buildings and sidewalks were raised. These segments are typically supported by brick, buttressed retaining walls and brick building walls and contain an exceptional level of detail in the brick building wall, including door and window openings and jambel and thresholds.

One sidewalk segment retained the brick barrel vaulted ceiling system. The segments might also feature street level features, such as sidewalk lights, elevators, starred manhole covers, and granite curbs.
A ranking of Above Average Integrity was assigned to the seventeen (17) hollow sidewalk segments that retain enough character-defining features to convey that the streets, buildings, and sidewalks were raised. These segments generally retain the brick, buttressed street retaining wall and/or the brick building wall or piers, but these features may have been modified. Additionally, hollow sidewalk segments with Above Average Integrity may contain fewer or altered building wall features such as door and window openings that have been infilled or covered with metal, fire-proofing panels. Sidewalk lights, elevator doors and manhole covers may be sealed—visible only from below or above the hollow sidewalk. The hollow sidewalk space may contain character-defining features, but the integrity of these features may be lower than those in the hollow sidewalk segments in the Highest Integrity category.

### Above Average Integrity

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Non-Contributing Features

Twenty-three (23) hollow sidewalk segments were assigned ratings of Average Integrity. These segments retain some character-defining features but these features do not adequately convey that the streets and buildings were raised. The segments generally retain either the brick, buttressed retaining wall or brick wall/piers below the building; the hollow sidewalk is generally supported by at least one wall that has been significantly altered or removed.
Segments of Average Integrity may retain some other character-defining features such as openings in the building wall or sidewalk lights, but these have generally been modified—infilled or covered.

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Thirteen (13) hollow sidewalk segments were assigned a level of Low Integrity and do not retain enough character-defining features to convey that the streets and buildings were raised. The building wall/piers in these segments has in many cases been completely removed and the brick buttressed street retaining wall has been removed or covered. The segments remain hollow but all character-defining features may be absent. In many cases, the hollow sidewalk segment has been finished with plaster or outfitted as an extension of the building’s basement level.

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The integrity levels of each hollow sidewalk segment are identified in the following map.
D4. Boundary Description

D6. Significance (continued)
The raised streets and hollow sidewalks in Sacramento represent the City's response to chronic flooding of the downtown. This effort is particularly significant in the context of the flood control measures that the federal and state governments took contemporaneously. The U.S. Army Corps of Engineers re-directed the American River and removed mining debris to increase its flow and both the state and county governments pursued the construction of levy systems, while the city government pursued the raised streets project downtown. The project reflects the political culture of the mid-19th century and also demonstrates why Sacramento was selected as the State Capital and the terminus of the transcontinental railroad: the city was particularly attractive to investors because it was willing to accommodate them. Rather than lose its bid as the State Capital or risk losing the railroad, Sacramento aggressively pursued the raised streets project to lessen flooding in the downtown and to improve the city's drainage and infrastructure system. Politics in the City of Sacramento reflect its willingness to accommodate entrepreneurship.

Sacramento is not the first or only city to raise its streets. Chicago, which began to raise its streets in 1856, may have been the first to improve its infrastructure on the same scale. The raised streets program in Chicago is most similar to Sacramento's project: streets were raised using dirt fill from the river, buildings were raised to meet the new grade, and hollow sidewalks were constructed between the streets and buildings.
In Seattle, the effort to raise the streets and sidewalks was spurred by chronic flooding, as it was in Sacramento. The Seattle Fire of 1879 served as the catalyst for the project. Unlike the infrastructure projects in Chicago and Sacramento, however, buildings constructed below the grade of the raised streets resulted when overzealous builders constructed structures immediately after the fire, before the raised street project was completed. Like Sacramento, the federal and state governments simultaneously pursued flood control efforts in Seattle, including damming of the Duwamish River and filling parts of the bay. The resulting streetscapes in Chicago, Sacramento, and Seattle are very similar.

The period of significance for the Raised Streets and Hollow Sidewalks Historic District is from 1863-1879 and covers the period when the streets and buildings were raised and the hollow sidewalks were constructed. Raising the streets was one very specific flood control measure in a series of programs and projects pursued to prevent chronic flooding of the Sacramento Valley. The program was not expanded over time to other parts of the City, nor were the streets and sidewalks universally reinforced or updated at another time; thus the date range of its original implementation best represents its period of significance.

THE ESTABLISHMENT OF SACRAMENTO

John Sutter established the town of New Helvetia, the first permanent Euro-American settlement in the Sacramento Valley near the banks of the American River in 1839. Sutter constructed Sutter’s Fort between 1842 and 1844 on a high point above the confluence of the American and Sacramento rivers. Sutter owned more than 150,000 acres in the Central Valley. He ran a menagerie of enterprises, employing blacksmiths, carpenters, tanners, gunsmiths, vaqueros, farmers, gardeners, weavers, hunters, sawyers, sheep-herders, trappers, and later flour millwrights and a distiller. Sutter began establishing the city of Sutterville on a bluff adjacent the Sacramento River but John Marshall’s discovery of gold at Sutter’s sawmill in Coloma in 1848, disrupted his plans. An international Gold Rush ensued and overnight, the embarcadero at the confluence of the Sacramento and American rivers transformed into a major port where speculators disembarked on their way to mines north of the area. The port became known as Sacramento and despite seasonal flooding, the town’s proximity to the river caused it to quickly surpass Sutter’s Fort and Sutter’s planned community at Sutterville in population.

Sacramento grew dramatically and some buildings were erected in the course of a single week. Merchants changed their locations monthly to best position themselves to sell their merchandise to the arriving speculators. Business sold a variety of goods including tools, hardware, machinery, raw materials, clothing, and food. Stables, feed stores, leather stores, and blacksmiths were also located on major thoroughfares, like J Street, which led east in the direction of the gold mines. Whole wagon trains bound for the gold fields to the north were outfitted from stores along J Street.

At John Sutter Jr.’s request, Captain William H. Warner and his assistant, Lt. William Tecumseh Sherman, surveyed the City of Sacramento and laid a street grid in 1848. Streets running north-south were labeled with numbers, while those running east-west were labeled with letters. An alley running east-west bisected each city block, which contained a total of eight 80’ by 160’ lots. The exception to this pattern was a strip of larger blocks between 12th and 13th Streets, which held ten 80’ by 160’ lots. The terrain increased in elevation as it moved west, away from the river, but the land was somewhat bowl-shaped, with the area between I and L streets lower than that to the north and south. With a street grid platted and development of the town in full swing, the California State Legislature officially recognized Sacramento’s City Charter in 1850.

J Street served as a major thoroughfare leading from the Sacramento River to 12th Street, where routes branched north and east to the gold mines beyond the city. From the intersection of 12th and J streets, wagons either continued east to Hangtown (Placerville) and Coloma, or turned north toward Auburn and Marysville. Because J and K streets were the most heavily trafficked, businesses were first constructed on the city blocks lining these streets.
Samuel Hensley and Pierson B. Reading constructed the first frame building in Sacramento at the intersection of Front and I streets. Shortly thereafter, merchant Samuel Brannan erected a frame store at Front and J streets. By 1850, the port of Sacramento was receiving two passenger ships a day. In 1852, Sacramento had a population of approximately 12,000. In response to devastating fires in 1849 and 1852, the City passed an ordinance in 1855 which mandated the construction of brick buildings in the business district. By 1856, the city had approximately 500 brick and 2,000 frame buildings. Sanborn maps from 1895 show that buildings in the business district generally ranged from one to three stories in height.

**Incentive to Raise the Streets: the State Capitol and the Railroad**

Sacramento’s early economy was fueled by capital investment and the city’s initial industry relied upon commerce. To ensure the security of their investments, businessmen encouraged the establishment of local government. Congress approved the Treaty of Guadalupe Hidalgo in 1848, which ended the Mexican-American war and made California a territory of the United States. Subsequently, in 1850, California was admitted as a free state to the Union. The Gold Rush had necessitated a stable government in Sacramento before that time, however, and in 1849, merchants created a simple government for Sacramento County which consisted of a sheriff and an *alcaldede* (mayor). In August of that year, a territory-wide election was held to determine the members of Sacramento’s first city council and elect the city’s first mayor, Hardin Bigelow.

Sacramento served as the temporary State Capital in 1852, but it was in 1854 that the Senator Amos Parnall Catlin introduced a bill to permanently locate the State Capital in Sacramento. At the time, Sacramento had a new courthouse and offered the block bounded by I and J streets and 9th and 10th streets for the construction of a new state capitol building. Sacramento was attractive to legislators because of its lodging and transportation amenities—the city featured fifty-five hotels, plank roads, fourteen stages, and twenty-eight river steamers in 1854. Although the cities of San Francisco, Oakland, and San Jose competed to serve as the capital, and the floods of 1861-1862 delayed construction in Sacramento, work on the capitol building designed by Miner Frederick Butler began in June of 1863. The capitol would stand on state land bounded by L and N streets and 10th and 12th streets.

Shortly after the City of Sacramento became the state capital, the Sacramento Valley Railroad, one of the first railroads west of the Mississippi, opened in February 1856. The rail line ran twenty-two miles from the Sacramento Valley Railroad depot in Sacramento to Folsom, operating freight and passenger trains. The trains were instrumental in the transport of people and goods from Sacramento to Folsom, where stages and wagons provided transportation to the mines further north. In 1861, Sacramento merchants and entrepreneurs Leland Stanford, Charles Crocker, Collis Huntington, and Mark Hopkins incorporated the Central Pacific Railroad. The first transcontinental railroad, the Central Pacific broke ground in Sacramento on January 8th, 1863.

**The History of Flooding in Sacramento**

Established at the confluence of the American and Sacramento rivers, the City of Sacramento was close to transportation and commerce on the river, but was also subject to natural and man-made flooding. The Sacramento Valley flooded each winter and spring due to the combination of rain and melted snow pack from the Cascade Mountain Range and Sierra Nevadas. Hydraulic mining along the river north of Sacramento eroded hillsides and deposited debris in the river which disrupted its natural flow and contributed to the frequency and severity of its flooding.

Shortly after Sacramento became a City, efforts were taken to protect it from flooding. Under Mayor Hardin Bigelow, the City of Sacramento and citizens jointly constructed Sacramento’s first levee. The levee paralleled Front Street and the Sacramento River on the west and paralleled the American River on the north from Sacramento to Brighton. When this levee failed in the flood of March 1852, larger levees were constructed, including one south of the city on R Street.
At this time, the U.S. Army Corps of Engineers began to study the flooding of the Sacramento and American rivers. The 1824 *Gibbons v. Ogden* U.S. Supreme Court case ruled that because the federal government had the power to regulate commerce, it also had a responsibility to maintain the navigability of the country’s waterways to ensure that they remained unobstructed for the operation of domestic and foreign commerce. The U.S. Army Corps of Engineers’ navigational studies and monitoring of the Sacramento River in 1855 fulfilled this federal obligation.

Despite these initial efforts at flood control, when the rivers rose in 1861-1862, the city flooded again. This time, the city was under water for three months because the levees prevented it from draining.

### Raising Sacramento’s Streets

In 1853, the Mayor and Common Council first discussed the possibility of leveling and raising the city streets by approximately four feet in areas of lower elevation to prevent flooding. Although there were mixed reactions to the plan, the process began that year. J, K, and L streets were raised. J, K, and L streets were raised from Front Street on the west to 9th Street on the east. I Street was similarly graded from Front Street on the west to 6th Street on the east. Redwood crosswalks were constructed between Front and 8th streets. It was an expensive process, but the City wished to maintain its status as the state capital and continue attracting development.

The winter of 1861-1862 brought the most destructive floods ever experienced in the City of Sacramento and spurred the federal, state, county and city governments to develop flood control measures in the Sacramento Valley. The U.S. Army Corps of Engineers undertook a project between 1864 and 1868 to redirect the American River and dredge it of mining debris. By straightening a curve in the American River and joining the American and Sacramento rivers approximately one mile above their original juncture, the Corps increased the flow of the river and decreased its likelihood of flooding. Dirt from the re-routing of the American River was used as fill for the City’s raised streets. Although unsuccessful, the California State Legislature attempted to coordinate levee building at the state and local levels at this time.

The County, which served as the governing body for both the City and County between 1858 and 1862 wanted to raise the levees around the city in response to the continued flooding, but the city wanted to raise the grade of the streets downtown. In 1863, The Board of Supervisors passed the Hite Ordinance, [#151], named after the Supervisor that introduced it, which superseded previous ordinances and established a standard to elevate streets by eight to fourteen feet. Shortly thereafter, the County and City governments split into separate governing entities.

Between 1864 and 1868, the City of Sacramento raised the streets of its downtown by as much as fourteen feet to prevent flood waters from entering the low-lying downtown. Property owners were required to raise or add a story to their buildings in order meet the new level of the streets. In addition, property owners were responsible for building sidewalks that would bridge the gap between their buildings and the raised streets. Raising the streets increased downtown property values by fifty to sixty percent, because the public gained confidence in the security and prosperity of the downtown.

In 1864, the Board of Trustees authorized proposals to fill Front Street south of I Street to high grade. Since this work occurred adjacent to the railroad tracks, the Central Pacific may have encouraged property owners along Front Street to request high grading since it widened the track area and provide extra room for railroad operations. It was the re-grading of Front Street that served as a catalyst for downtown owners to elevate the rest of the city to the high grade level specified in the City’s ordinance. The City's new elevation was to be level with the top of a hill where City Plaza (Cesar Chavez Park) was located.

To contain the dirt fill, each property owner constructed a retaining wall along the edge of the street in front of his
To strengthen the retaining wall and keep it from collapsing toward the building, brick bulwarks or buttresses, thicker at the bottom and tapering toward the top, were installed against the wall at intervals ranging from four to six feet. Many of the brick walls themselves also angled slightly toward the street to add additional strength.

Although most builders of the bulwarks and street retaining walls were private contractors who responded to requests for bids published by the City, local prisoners were an additional source of labor. The Street Commissioner was the designated Superintendent of the chain gangs and had the authority to order sentenced prisoners to work on streets, alleys, and other places as directed. The number of contractors who submitted bids to construct the street retaining walls increased from two in 1864 to ten in 1865, and there was strong demand for more bricklayers and laborers.

As the streets were raised, sewers and water lines were also installed. Lines, made of brick or wood, were three to five feet in diameter and were egg-shaped. Some corner properties contained brick, cylindrical cistern-like structures underground that may have served as water reservoirs in case of fire.

**Flood Control After the Raised Streets Project**

By the time that the City had completed its project of raising the streets downtown, Governor William Irwin had created the Office of the State Engineer to investigate irrigation, drainage, and navigation of the state's rivers. In 1880, State Engineer William Hammond Hall created the first integrated, comprehensive flood control plan for the Sacramento Valley which consisted of a system of levees, weirs, and bypass channels to protect urban centers. The flood control plan was largely prompted by a flood of the Sacramento Valley in 1878, but did not gain federal financial authorization until 1917 when Congress authorized the Sacramento Flood Control System.

**Condition of the Raised Streets and Hollow Sidewalks**

In the 1970s, many of the raised streets and hollow sidewalks were demolished. Interstate 5 was constructed between 2nd and 3rd streets, bisecting Sacramento’s downtown and obliterating the existing street grid, including the associated sidewalk segments. In 1971, the Hahn Company developed a shopping mall along the K-Street corridor. Purchased by Westfield in 1998, the Westfield Downtown Plaza is roughly bound by 3rd Street on the west, J Street on the north, 7th Street on the east, and L Street on the south. Here the hollow sidewalks were also demolished for the construction of the mall.

In response a report written by Barrish, Aldrich and Schroeter structural engineers in 1982 in which the poor condition of the raised streets and hollow sidewalks was reported, the City required property owners to strengthen the most severely deteriorated hollow sidewalk structural systems. Repairs often necessitated the replacement of the original structural system. Many original brick barrel vaults were removed or covered at this time and sidewalk elevators and sidewalk lights were filled.

**Other “Raised” Cities**

Although unusual, Sacramento is not the first or only city to raise its streets in response to chronic flooding. In addition to those cities highlighted below, streets were raised on a smaller scale in: East St. Louis, Illinois; Ellinwood, Kansas; Leavenworth, Kansas; and Eureka Springs, Arizona.

*Chicago, Illinois (1856)*

In mid-19th-Century Chicago, drainage was so poor that the streets remained muddy and transportation across the city was dangerous and time consuming. In 1852, a drainage commission was formed to improve the City's infrastructure. An engineer from Boston, Ellis S. Chesbrough solicited to head Chicago’s new Board of Sewerage Commissioners and design an underground sewer system. Between 1855 and 1856, the city council adopted resolutions to raise...
the grade of the city streets by four to fourteen feet to ensure proper drainage. Over the next twenty years, the streets were re-graded with mud and sand from the Chicago River bed and buildings were raised with jacks to meet the new street level. The City of Chicago was in charge of raising the streets and constructing hollow sidewalks to meet the new grade level; however, as in the City of Sacramento, individual property owners were responsible for raising their buildings to meet the streets and sidewalks. Not all buildings were raised—some remain below grade level—but larger buildings, particularly ones of brick construction, were raised with jacks. George M. Pullman, who later produced the Pullman sleeping car, initially made his fame raising buildings in Chicago. In 2001, nearly 2,000 hollow sidewalk segments remained in Chicago; however, the City has an Emergency Vaulted Sidewalk program to fill severely deteriorated hollow sidewalk segments.

Seattle, Washington (1890)
Located in western Washington on hilly land between Puget Sound and Lake Washington, the Seattle area was established in the 1850s. Although located on a natural harbor, which would become a principal port, the City was prone to seasonal flooding from melting snow pack in the Cascade Mountains. Shoreline development was also threatened by tidal flows which could cause Lake Washington to overflow. To combat flooding, the Duwamish River was straightened and channelized and tributaries were diverted. The U.S. Army Corps of Engineers constructed the Hiram Chittenden Locks in 1917 to facilitate boat navigation and to control the water levels of Lake Union and Lake Washington, the water level of which was subsequently lowered ten to twenty feet. Additionally, the Seattle General Construction Company filled the tidal lands with 24 million cubic yards of silt from the surrounding hills.

A movement began in 1876 to raise the streets of Seattle to protect it from flooding, but it did not occur on a large scale until the Seattle Fire of 1889. On June 6, 1889, fire destroyed 64 acres of Seattle’s central business district. As devastating as the fire was, it presented residents with the opportunity to undertake extensive infrastructure improvements including widened and re-graded streets, reconstructed wharves, and municipal water works. The City also mandated new construction to be of brick or steel. It was at this time that the streets in Seattle were raised by ten to thirty-two feet. The Seattle General Construction Company constructed street retaining walls of quarry stone or logs on either side of the roads and filled them with silt from the surrounding hills.

After the Seattle Fire of 1889, the city laid down reconstruction rules for the area but did not specify that new construction be built at the new grade level. Aggressive owners began to build at the original grade and within two weeks after the fire 138 buildings were under construction or completed, but sat partially below the new street level. Wooden sidewalks spanned from the raised streets to the second or even third floors of the buildings. Within two years of the fire, 3,500 buildings had been constructed in Seattle, many designed by architects. By 1897, this Pioneer Square area of the city had become a hub of great hotels, restaurants, and stores – the business, and commercial center of the Pacific Northwest.

Conclusions and Recommendations
Based on information in the Historic Context Statement and the themes previously discussed, The Raised Streets and Hollow Sidewalks Historic District appears to be eligible for listing as a local historic district. The raised streets project reflects the political culture of the mid-19th century and also demonstrates why Sacramento was selected as the State Capital and the terminus of the transcontinental railroad: the city was particularly attractive to investors because it was willing to accommodate them. Rather than lose its bid as the State Capital or risk losing the railroad, Sacramento aggressively pursued the raised streets project to lessen flooding in the downtown and to improve the city's drainage and infrastructure system.

Additional research is recommended to determine the historic boundaries of the raised streets and hollow sidewalks. Architectural survey of the remaining hollow sidewalk segments that were not accessed during this survey is also advised.
**D7. References**


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RECOMMENDATIONS

The Raised Streets and Hollow Sidewalks Historic District should be listed as a local historic district in the City of Sacramento. As a local district, the City would be able to establish policies to encourage the preservation and interpretation of this urban cultural landscape. Ideally, the City could also establish financial incentives to encourage property owners to rehabilitate and maintain the hollow sidewalk segments. Although the raised streets do not appear to be threatened, many the hollow sidewalk segments have been filled because of development.

It is recommended that DPR 523 B Forms (Building, Structure, Object Records) be produced for those hollow sidewalk segments exhibiting the highest levels of integrity. These hollow sidewalk segments tend to retain their integrity because they are underutilized. It may be possible for the City to form agreements with the property owner’s of such segments that would allow public access to the spaces as part of the historic district interpretive program in exchange for funding to rehabilitate individual hollow sidewalk segments.
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APPENDIX

MAPS
The following maps were prepared by Page & Turnbull:
- Project Area
- Previous Surveys
- Surveyed Parcels
- Raised Streets & Sidewalk Integrity
- Raised Streets & Year Built
Raised Streets & Hollow Sidewalks
Sacramento, California
PREVIOUS SURVEYS
Page & Turnbull, Inc.
July 20, 2009

Warner's 1850 Map adapted to show extent of Downtown Street Raising.

Map of downtown Sacramento showing extent of Hollow Sidewalks.
In presentation prepared by Brandon Spencer-Hartle.
Raised Streets & Hollow Sidewalks
Sacramento, California

RAISED STREETS & SIDEWALK INTEGRITY MAP
Page & Turnbull, Inc.
July 20, 2009

- Raised Streets (highest elevation)
- Raised Streets (lowest elevation)
- Raised Streets (demolished)
- Highest Integrity (9)
- Above Average Integrity (19)
- Average Integrity (22)
- Low Integrity (16)
- Not Evaluated

Locations:
- MERCHANT STREET
- CESAR CHAVEZ PARK
- J ST/K ST ALLEY
- I ST/J ST ALLEY
- K ST/L ST ALLEY
- I ST
- LIBRARY LANE
- FIREHOUSE ALLEY
- COMMONWEALTH ALLEY
- SACRAMENTO RIVER
- COMMONWEALTH ALLEY
- THIRD ST
- FOURTH ST
- FIFTH ST
- SIXTH ST
- SEVENTH ST
- EIGHTH ST
- NINTH ST
- TENTH ST
- ELEVENTH ST
- TWELFTH ST
- THIRTEENTH ST
- J ST
- K ST
- I-5 FWY
- L ST

Scale: 0 125 250 500 750 1,000 Feet
N
Raised Streets & Hollow Sidewalks
Sacramento, California

RAISED STREETS MAP (YEAR BUILT)
Page & Turnbull, Inc.
July 20, 2009

Outlined areas show demolished streets
Data based on information from Historic Environmental Consultants (HEC)