

**United States Department of the Interior**  
**National Park Service**

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

## 1. Name of Property

Historic name: Railroad Square Historic District (Additional Documentation & Boundary Decrease) DRAFT

Other names/site number: Railroad Square; Railroad Historic District

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

## 2. Location

Street & number: Bounded by Third, Davis, Wilson, Fifth and Sixth Streets and the Santa Rosa Creek

City or town: Santa Rosa State: CA County: Sonoma

Not For Publication: ☐ Vicinity: ☐

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this \_\_\_ nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

\_\_\_ national \_\_\_ statewide \_\_\_ local

Applicable National Register Criteria:

\_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D

\_\_\_\_\_  
Signature of certifying official/Title:

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency/bureau or Tribal Government

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.

\_\_\_\_\_  
Signature of commenting official:

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title :

\_\_\_\_\_  
State or Federal agency/bureau  
or Tribal Government

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#### 4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register  
☐ determined eligible for the National Register  
☐ determined not eligible for the National Register  
☐ removed from the National Register  
☐ other (explain:) \_\_\_\_\_

Signature of the Keeper

Date of Action

#### 5. Classification

##### Ownership of Property

(Check as many boxes as apply.)

- Private: ☒  
Public – Local ☐  
Public – State ☐  
Public – Federal ☐

##### Category of Property

(Check only **one** box.)

- Building(s) ☐  
District ☒  
Site ☐  
Structure ☐  
Object ☐

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**Number of Resources within Property (Additional Documentation and B. D.)**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>22</u>	<u>4</u>	buildings
<u>2</u>	<u></u>	sites
<u></u>	<u></u>	structures
<u></u>	<u></u>	objects
<u>24</u>	<u>4</u>	Total

Number of contributing resources previously listed in the National Register 28

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

Transportation/Rail-Related

Domestic/Hotel

Commerce/Department Store

Commerce/Warehouse

Agriculture/Processing

Industry/Waterworks

**Current Functions**

(Enter categories from instructions.)

Transportation/Rail-Related

Domestic/Hotel

Commerce/Department Store

Commerce/Restaurant

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

Other/Vernacular

Late 19<sup>th</sup> and Early 20<sup>th</sup> Century Revivals/Spanish Colonial Revival

Late 19<sup>th</sup> and Early 20<sup>th</sup> Century Revivals/Colonial Revival

Late 19<sup>th</sup> and Early 20<sup>th</sup> Century Revivals/Classical Revival

Late 19<sup>th</sup> and Early 20<sup>th</sup> Century American Movements/Commercial

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: Stone/Andesite, Stucco, and Brick

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

#### Summary Paragraph

Located in downtown Santa Rosa, California, the Railroad Square Historic District (District) consists of roughly twenty acres (20 acres). The District is associated with the development of the railroad, which serviced the San Francisco and North Pacific Railroad (SF&NP), the North Pacific Coast (NPC) railroad, and the Petaluma & Santa Rosa (P&SR) and consisted of both interurban and freight lines, and the supporting commercial enterprises within Santa Rosa's Railroad Square during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The District consists of five blocks within west Santa Rosa and the train yard, bisected by roughly 0.2 miles of railroad track and bounded by Santa Rosa Creek and the Railroad Yard to the southwest, containing twenty-eight buildings and sites built between 1870 and 2005, of which, twenty-two of the buildings and two sites, constructed between 1870 and ca. 1927, contribute to the district. The buildings within the District demonstrate the variety of architectural styles within Santa Rosa during the late 19<sup>th</sup> and early 20<sup>th</sup> century, including Commercial Storefront designs, often with elements of Georgian Revival, Queen Anne, Classical, and Spanish Revival elements, as well as Vernacular buildings constructed from locally quarried stone by Italian stonemasons. The District's primary construction materials of brick and locally quarried stone, and most of the buildings are one-story; there is one three-story building and three two-story buildings. The two sites consist of the 1870 railroad yard, and the 1904 Depot Park.



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The period of significance of the Railroad Square extends from 1870, when the first railroad was completed, to 1927, the latest year of construction for a contributing building, which also signifies the decline of rail for both commerce and transportation. In 1870, the railroad arrived in Santa Rosa, complete with the 1870 railroad yard and the 1870 depot (no longer extant), this signaled the beginning of development within the surrounding blocks. The initial development consisted of commerce and hospitality, as well as agrarian industry, the remnants of which are displayed by the ca. 1888 and ca. 1890 warehouses, and the ca. 1903 Western Hotel. In 1904, the original depot was replaced with one of stone masonry construction. Following the earthquake of 1906, the blocks around the railroad emphasized commerce and hospitality, with the construction of the 1907 La Rose Hotel, and nineteen commercial storefronts, constructed between ca. 1910 and 1927. Due to an increase in automobiles, making transportation of goods and people less tied to a railroad, Railroad Square was no longer the center for commerce, or the first stop for tourists, and the area stagnated.

In 2005, three built environment resources, including the ca. 1915 commercial warehouse, ca. 1920 warehouse and ca. 1925 water tower, within the District were demolished. As part of the Mitigation Measures and Conditions [40 CFR 1505.2(c)] for a 2023 project “the applicant shall commission a qualified architectural historian to amend the National Register of Historic Places (NRHP) listing for the "Railroad Square District" (National Register #79000561) (District), to remove the remnants of the ca. 1915 commercial warehouse and the ca. 1925 water tower, which no longer retain the necessary level of integrity to contribute to the District, as contributors to the District, and that the boundaries of the District be amended to remove the current 1.55-acre Project Area.” Per the changes in the status of contributing buildings and the NEPA review, the amendment includes the removal of four contributing buildings (the ca. 1900 PMT Trucking was demolished ca. 1990) and the change of the District’s boundaries.

### Contributing to the Amended District

1. The 1907 La Rose Hotel (308 Wilson Street; APN 010-074-018)  
*No change to building status*
2. ca. 1913 Tirone Building (105, 107 and 109 4<sup>th</sup> Street; APN 010-074-019)  
*No change to building status*
3. ca. 1910 Jacobs Building (111 and 115 4<sup>th</sup> Street; APN 010-074-020)  
*No change to building status*
4. ca. 1915 Railway Express Agency Office building (401 Wilson Street, APN 010-089-001)  
*No change to building status*
5. ca. 1888 Commercial Warehouse (52 W. 6<sup>th</sup> Street; APN 010-166-006)  
*No change to building status*
6. 1870 Railroad Yard (APN 010-171-020)

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*No change to building status*

7. ca. 1904 Railroad Depot (9 4<sup>th</sup> Street, APN 010-171-005)  
*No change to building status*
8. 1904 Depot Park (9 4<sup>th</sup> Street, APN 010-171-005)  
*No change to building status*
9. ca. 1906 Lee Bros. Building (100 4<sup>th</sup> Street; APN 010-075-007)  
*No change to building status*
10. ca. 1920 Exchange Linen (145 3<sup>rd</sup> Street; APN 010-075-012)  
*No change to building status*
11. ca. 1903 Western Hotel (10 4<sup>th</sup> Street; APN 010-171-007)  
*No change to building status*
12. ca. 1890 "Electroscale" Building (15 3<sup>rd</sup> Street; APN 010-171-010)  
*No change to building status*
13. ca. 1915 Chapala (117<sup>th</sup> 4<sup>th</sup> Street; APN 010-074-009)  
*No change to building status*
14. ca. 1925 Troy Chem (129 4<sup>th</sup> Street; APN 010-074-015)  
*No change to building status*
15. ca. 1925 Silver Dollar (135 4<sup>th</sup> Street; APN 800-040-288)  
*No change to building status*
16. ca. 1925 "Gardner Printing" Building (125 and 127 4<sup>th</sup> Street; APN 010-074-015)  
*No change to building status*
17. ca. 1915 Donahue's Whistle Stop (130 4<sup>th</sup> Street; APN 010-075-001)  
*No change to building status*
18. ca. 1925 Welfare League (126 4<sup>th</sup> Street; APN 010-075-002)  
*No change to building status*
19. ca. 1915 building (122 4<sup>th</sup> Street; APN 010-075-003)  
*No change to building status*
20. ca. 1915 Seitz Garage (116 4<sup>th</sup> Street; APN 010-075-004)  
*No change to building status*
21. ca. 1915 Omelette Express (110 4<sup>th</sup> Street; APN 010-075-005)

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*No change to building status*

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22. ca. 1915 Wink Process (110 and 108 4<sup>th</sup> Street; APN 010-075-013)

*No change to building status*

23. ca. 1910 Tocchini Building (120 5<sup>th</sup> Street; APN 010-074-001)

*No change to building status*

24. 1927 Sourdough Rebo's (24 4<sup>th</sup> Street; APN 010-171-009)

*No change to building status*

### **Non-Contributing to the Amended District**

25. ca. 1920 building (101, 103, 105 and 109 3<sup>rd</sup> Street; APN 010-075-009)

*No change to building status*

26. ca. 1920 National Auto Glass (111 3<sup>rd</sup> Street; APN 010-075-010)

*No change to building status*

27. ca. 1979 Building (208 Wilson Street; APN 010-075-014)

*Building constructed post-NRHP nomination*

28. 2005 Building (119 and 123 4<sup>th</sup> Street and 116 5<sup>th</sup> Street; APN 010-800-030)

*Building constructed post-NRHP nomination*

### **Former Contributing Buildings with Amended Status**

29. ca. 1900 PMT Trucking

*Demolished between 1987 and 1993*

30. ca. 1915 Commercial Warehouse

*Demolished in 2005.*

31. ca. 1925 Water Tower

*Demolished in 2005.*

32. ca. 1920 Warehouse

*Demolished in 2005.*

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## Narrative Description

In 1979, the District was listed on the National Register of Historic Places (NRHP) with thirty-two buildings, two sites, one structure, and six vacant lots. In the 1979 nomination, the district was described as “a homogeneous mixture of building styles and construction techniques, not found elsewhere in the city, that reflect its commercial development during the railroad era, and the final onslaught of post-World War II (WWII) freeway systems which effectively divided the district from the central downtown area and allowed it to retain its links with transportation systems of the past. The District maintains most of its original composition and is relatively unaltered as [opposed] to the rest of Santa Rosa.”<sup>1</sup> Since that nomination and the subsequent listing, five buildings and the structure have been demolished, consisting of the ca. 1885 commercial building, ca. 1900 warehouse (PMT Trucking), ca. 1915 warehouse, ca. 1920 warehouse, ca. 1925 water tower, and the unknown date commercial building. After the listing of the Railroad Square District, a new commercial building was constructed ca. 1979; in 1989, the La Rosa Hotel added a one-story annex, and the ca. 1885 commercial building and adjacent commercial building (date unknown) were replaced with a new commercial building in 2005. Additionally, several contributing buildings underwent restoration, most notably, the ca. 1906 Lee Bros. Building. As many of these changes affected the integrity of buildings within the district, a new boundary was created, prompting this 2024 revision to the existing Railroad Square District.

## Contributing to the Amended District

### 1. The 1907 La Rose Hotel (308 Wilson Street; APN 010-074-018)

The 1907 La Rose Hotel is a Georgian Revival building, currently listed individually on the NRHP and as a contributor to the District. The three-and-a-half-story hotel has an irregular footprint, consisting of a square with a small projection on the southwest corner. The building has a slab on grade foundation and is constructed with local stone using Ashlar Masonry techniques. The roof is clad with metal sheathing and consists of a hipped exterior, with wide eave overhangs, and a flat center that is below the ridge of the hipped roof. Along the eaves, there are evenly spaced decorative joists. The west elevation is the primary façade and consists of two storefronts. The south storefront has a single door with glazing and a sidelight set between four two-light fixed windows, three of which have ashlar masonry bulkheads, while the fourth has a wood paneled bulkhead. The central storefront consists of a single door with glazing and wood surrounds, set between three two-light fixed windows, two of which have ashlar masonry bulkheads, while the third has a wood paneled bulkhead. To the north of these storefront is a pair of two-light fixed windows. Above each of these three sections are awnings. At the northwest corner of the building is a stone column for a recessed, canted three-light window and a built-in flower box. The second and third stories of the west elevation each has six one-over-one, double-hung wood windows, each of which has an awning. The windows are set below jack arches. There are belt courses of tan stone between the first and second stories and the second and third

<sup>1</sup> National Park Service, “Railroad Square District,” National Register Nomination form, 1979.

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stories, where the latter course has the words "Hotel La Rose." Within the roof, there are two gabled dormers with four lights. The north elevation has a ribbon of three large plate glass window with wood paneled bulkheads, and a single plate glass window with a wood paneled bulkhead. To the west of these are two one-over-one, double-hung wood windows. All of these have awnings. The second and third stories of the west elevation each has five one-over-one, double-hung wood windows, each of which has an awning. The windows are set below jack arches. There are belt courses of tan stone between the first and second stories and the second and third stories, where the latter course has the words "Hotel La Rose." Within the roof, there are two gabled dormers with four lights. To the east of the original 1907 building is a textured stucco finished ca. 1990 addition with a large sliding wood garage door and a single metal door. This ca. 1990 addition has a moderately-sloped shed roof, with a raised room for stair access with a single metal door. The east elevation consists of the east wall of the ca. 1990 addition, which has a one-over-one, double-hung vinyl window with bars over the opening. To the north of this window is two recessed sections, divided by a small wall, one recession has a single metal door, while the other has a one-over-one, double-hung vinyl window with bars over the opening. The water meter is in front of the window and protected by three metal bollards. The east elevation of the original hotel consists of two doors with glazing and a transom, two one-over-one, double-hung wood windows and one window opening that has two doors set back, this fenestration pattern occurs on both the second and third stories. The two gabled dormers within the roof each have two doors with glazing, above each door is an irregular-shaped transom. The north side of the elevation has a three-story metal stair that provides access from the roof of the ca. 1990 addition to the three doors on each story, while the south side of the elevation has a two-story metal stair that provides access to the doors of the second and third stories. The south elevation has three one-over-one, double-hung wood windows and a single door with glazing, while both the second and third stories have four one-over-one, double-hung wood windows. Each of the windows have individual awnings. The 1907 La Rose Hotel is individually listed on the NRHP (NR# 78000802).

2. ca. 1913 Tirone Building (105, 107 and 109 4<sup>th</sup> Street; APN 010-074-019)

The ca. 1913 Tirone Building consists of a one-story Commercial Storefront building with elements of Classical. The building is constructed with brick masonry and rests on a concrete slab foundation with a flat roof and parapet. The south elevation is the primary façade and consists of three storefronts, separated by four brick pilasters. The cornice of the building has two string courses, between which there are three recessed brick panels. Along the top of the parapet, the brick has a dentil pattern. The westernmost storefront consists of two large, fixed display windows with a wood-paneled bulkhead. The recessed entry is east of these windows and consists of a single wood door with single-light glazing and a transom. The east wall of the recessed entry has a single, fixed display window with a wood-paneled bulkhead. The west wall of the recessed entry consists of brick. Over this storefront is a transom with eight divided lights that are painted. Between the transom and the two display windows is a vinyl awning. All of the windows are surrounded by wood trim. The two western storefronts have two fixed display windows with a recessed entry set between them. The walls of the entry are canted, and there is a single fixed display window on each wall. Below the windows, there is a wood-paneled bulkhead. The door within the entry consists of a single wood door with glazing and a transom.

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Above each storefront is a large eight-light transom. The west elevation has no fenestration and consists of a common-bond brick wall. The east wall is a shared wall and, therefore, does not have any fenestration or character-defining features.

3. ca. 1910 Jacobs Building (111 and 115 4<sup>th</sup> Street; APN 010-074-020)

The ca. 1910 Jacobs building is a two-story Commercial Storefront building. The building has a concrete slab on grade foundation and a rectangular footprint. The brick masonry building has character-defining clinker bricks, installed with a common bond and jack arches, and a flat roof with a symmetrical-shaped parapet. Centered below the parapet are metal letters that spell "JACOBS." The south elevation is the primary façade and consists of two storefronts and two window sections, separated by five brick pilasters. The west storefront consists of two fixed display windows with a recessed entry set between them. The walls of the entry are canted, and have a single, fixed display window on each wall. Below the windows, there is a wood-paneled bulkhead. The door within the entry consists of a single wood door with glazing and a transom. The east storefront has a single fixed display window to the east of the recessed entry. The west wall within the recessed entry has a single fixed display window with a wood paneled bulkhead. The entry consists of a single wood door with glazing and a transom. Between these two storefronts, there are two sections of windows; the west section consists of a ribbon of three full-height fixed wood windows above a wood-paneled bulkhead. The east window section consists of a ribbon of four full-height fixed wood windows above a wood-paneled bulkhead. Above each storefront and window section is a large transom infilled with small, purple tiles. The fenestration of the second story consists of five evenly spaced, one-over-one double-hung aluminum windows. A large metal sign with neon letters projects from the east side of the façade and reads "Hotel Oliver." The east and west elevations are shared walls with neither fenestration nor character-defining features.

4. ca. 1915 Railway Express Agency Office building (401 Wilson Street, APN 010-089-001)

The ca. 1915 Railway Express Agency Office building is an elongated hip-roof stone Commercial building. The building has a concrete foundation constructed with rough-faced stone in irregular courses. The eaves are enclosed with exposed, paired beams supporting the roof. The south elevation (primary façade) has two modes of egress: wood double doors with glazing and vinyl awning. A two-over-one, double-hung window is directly east of the eastern entrance, with three two-over-one, double-hung windows between the two doorways. To the west of the second doorway are two two-over-one, double-hung windows, with a fixed, single-light window to the west of these. The final section of the fenestration is a slender, floor-to-ceiling, fixed single-light window. The east elevation has a single-light, fixed, floor-to-ceiling window to the south of a single-light, fixed window. The northernmost window is a two-over-one, double-hung window. The north elevation has seven two-over-one, double-hung windows, with a wood-paneled door between the second and third windows from the west. The west elevation has a central wood door with a two-over-one window on either side.

5. ca. 1888 Commercial Warehouse (52 W. 6<sup>th</sup> Street; APN 010-166-006)

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The ca. 1888 warehouse consists of a one-story, brick Commercial building. The building has a paired front-facing gable with stepped parapets at the front and back. The north elevation (primary façade) has seven windows, four under the east gable and three under the west gable. Five windows are one-over-one, double-hung windows, with grates over each, while the other two are three-light, fixed windows. Each window has segmented arches. The east elevation has three segmented brick arches infilled with single metal doors along the length of the façade. Between the southern and central doors is a projecting shed. The doors and shed are accessed by a concrete walkway. The south elevation has two-segmented brick arches centered beneath each of the gables. The west archway is infilled and has two fixed windows; the entire archway is covered with an iron grate; the east archway is also infilled but has a metal double door accessed by a metal ramp and rail. The elevation has three downspouts at the center and outside edges; tie-rods are visible along the elevation. The west elevation has a concrete ramp accessing the entire façade. The five segmented arches were infilled and replaced with two metal double doors on the outside arches, two single metal doors, and a pair of fixed windows. The west elevation also includes two loading bays; one is directly south of the central door, while the other is directly south of the southern entrance doorway. A pair of fixed windows are located south of the northernmost doorway.

#### 6. 1870 Railroad Yard (APN 010-171-020)

The railroad yard consists of the site around which Railroad Square developed. The first line was completed in 1870, providing a transportation of goods and travelers between Santa Rosa and San Francisco. Between 1870 and 1929, the railroad yard had several lines of railroad tracks and turn tables (Figure 9). During that period, it also had a freight depot and a platform. The freight depot, platform and track were removed prior to the 1979 nomination (Figure 10). No changes were made to the yard since its inclusion on the 1979 NRHP Nomination, thus, it was not deemed necessary to remove or alter its status.

#### 7. ca. 1904 Railroad Depot (9 4<sup>th</sup> Street, APN 010-171-005)

The ca. 1904 Railroad Depot is a symmetrical stone building with a cross-hip roof associated with Commercial Architecture. The building has a concrete foundation constructed with irregular courses in the masonry. The roof rafters are exposed, with paired beams supporting the roof. A hipped dormer is located on both the west and east sides of the roof, with wood vents instead of windows. The west elevation (primary façade) opens onto the railroad and is a covered porch, supported by nine stone columns. The northernmost section of the building has a loading bay with a wood door. A projecting bay contains three three-light casement windows, separated by stone muntins to the south of the door. The central light of each window has decorative faux lead details. On either side of the projecting bay is a wood door with glazing and an opaque transom. Two one-over-one, double-hung windows, with a single-light fixed window above, are located at the southernmost section of the façade. The north elevation has two one-over-one, double-hung windows, one single-light fixed window above the west section and two fixed, single-light windows on the east section. Along the east elevation, there are six one-over-one, double-hung windows, but a fourth consists of a single-light fixed window. A loading bay is located to the

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north of these windows. The south elevation consists of a central egress with a wood double-door with a two-light transom. To the west of the door is a one-over-one, double-hung window, with a single-light fixed window above, and a fixed, single-light window is to the east of the door.

8. 1904 Depot Park (9 4<sup>th</sup> Street, APN 010-171-005)

The 1904 Depot Park consists of a rectangular 0.26-acre lot, bounded by concrete sidewalks on the south, north, and east sides, and a paved asphalt parking lot. The park consists of a large lawn with decorative concrete edging. Between the lawn and the bounding sidewalk and parking lots is a planter that extends around the lot and contains fifteen trees. A concrete path bisects the park, with a circular concrete walkway that has a palm tree in the center. Park benches are placed at the edge of the circle to the north and south of the palm tree, behind which are lampposts. The lawn to the north has a redwood tree and piece of public art. The park's southern section has a concrete square accessed by two walkways. Within this square is a large metal statue of Charlie Brown and Snoopy of Peanuts, in a nod to Charles M. Schulz, who lived in Santa Rosa from 1969 until he died in 2000. The statue sits on an octagonal pedestal surrounded by an octagonal metal fence.

9. ca. 1906 Lee Bros. Building (100 4<sup>th</sup> Street; APN 010-075-007)

The ca. 1906 Lee Bros. Building is a one-story brick Commercial Storefront building with elements of Queen Anne Revival. The building has a concrete slab-on-grade foundation and a flat roof with a raised parapet. The south elevation is the primary façade and consists of three storefronts, recessed beneath a full-façade porch supported by five thick, wood columns with decorative, engraved wood brackets. The entablature above the columns consists of a wood trim architrave, a painted brick frieze with twelve pattern plates, and a wood trim cornice with brackets that extend into the parapet. The raised parapet consists of a band divided by four posts; the section between the two posts has metal letters that read "Lee Brothers Building," and a raised section with decorative scrolling and "1906" between an engraved wreath on either side of the sign, the parapet has circular penetrations. The storefront within the full-façade porch consists of four bays divided by five wood trim pilasters. Three of the bays have four display windows with a central recessed entry. Each entry consists of double wood doors with glazing, and above them is a two-light transom. The fourth bay consists of three display windows. The bulkhead below the windows is a simple stucco. Within each bay is a four-light transom. The east elevation consists of six two-over-two, double-hung wood windows set within arched openings. The southernmost window is within a mural depicting a woman baking at a table with two children. There is also a single, wood door with glazing and one, double wood door, both of which have vinyl awnings.

10. ca. 1920 Exchange Linen (145 3<sup>rd</sup> Street; APN 010-075-012)

The ca. 1920 "Exchange Linen" building consists of a Commercial Storefront building. The one-story stucco-finished building has a concrete slab-on-grade foundation and a flat roof with a raised parapet. The raised parapet has gable sections; both the flat sections and the gabled sections of the parapet have decorative stucco molding with a simple stucco coping. The south



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elevation is the primary façade consisting of six bays with seven stucco columns with fluting. Between each column is a seven-light transom above a decorative stucco beam. The storefront along the south elevation is recessed with a full bay and consists of two canted entries, both with double metal doors with glazing, sidelights, and a single-light transom. The storefront's windows consist of sixteen large display windows, separated by seven stucco-finished pilasters. The bulkhead of the windows consists of stucco with a paneled appearance. The east elevation consists of twelve bays divided by eleven pilasters. The southernmost bay is open to the arcade of the storefront and has a fluted column at the southeast corner and a six-light transom. The four bays north of this opening consist of three full-height display windows below a six-light transom. The remaining five bays are infilled with stucco.

11. ca. 1903 Western Hotel (10 4th Street; APN 010-171-007)

The ca. 1903 Western Hotel is a two-story stone Vernacular building. The stone building underwent several stages, as the east elevation was razed by the 1906 San Francisco Earthquake. By 1908, the building had been restored, but by 1911, an addition towards the south began. The stone is rough-faced with irregular courses. The façades have an Ashlar stone belt course dividing the two stories, with a decorative cornice and wood-paneled parapet along the roof's perimeter. Metal tie-rods are visible on the west and east facades. The north elevation (primary façade) has five one-over-one, double-hung windows on the second floor, each with a stone sill. The first story has three sections. The east section has a central double door with glazing and a fixed four-light window above. The door is surrounded by wooden paneling and fixed six-light windows. The central section has wood paneling with fixed four-light windows. The western section has an angled double door with glazing and a fixed four-light transom. The west elevation has twelve, one-over-one, double-hung windows on the second floor, all of which have stone sills. The northernmost section of the first floor has a fixed, four-light window with wood paneling below the window. Along the façade, toward the south, are six one-over-one, double-hung windows, each with a stone sill. To the south of these is a four-light fixed window and a fixed, eight-light arched window; both windows have wooden paneling below. The southernmost section is a paneled door with a large wooden vent to the south. The east façade has eleven one-over-one, double-hung windows, each with a stone sill on the second story. The first story has a segmented arch with glass double doors and a fixed transom and sidelights. To the north of the segmented arch is a series of three doors and windows, two of which have striped awnings.

12. ca. 1890 "Electroscale" Building (15 3rd Street; APN 010-171-010)

The ca. 1890 "Electroscale" building is a one-story brick Commercial building. The building has a raised brick foundation; the bricks are laid with the common bond and reinforced with vertical metal straps along the facade. The roof is flat with a parapet and has tie-rods visible on the west facade. The west elevation (primary façade) includes seven sections, separated by brick pilasters with segmented brick arches in each section with either a window or a door. The northernmost archway has a three-light fixed picture window; above the window is a painted brick sign "15 THIRD STREET." The three sections to the north have glass double-doors with single-light transoms. The outside two doorways have sidelights. These three sections are connected by a raised wood patio with square wooden balusters. The northernmost egress is a glass double-door

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with a transom, reached via a stoop. The south elevation has five sections, divided by brick pilasters. The outermost sections have a three-light, fixed picture window. The central section has a painted brick sign denoting the current business. Between the outermost and central sections of the building are single-light, fixed windows. Each window is surrounded by a segmented brick arch. The east elevation has seven sections, each divided by brick pilasters. Each of the seven sections has a glass double-door with a single-light transom. A wood boardwalk with square balusters runs along the entire façade.

13. ca. 1915 Chapala (117<sup>th</sup> 4<sup>th</sup> Street; APN 010-074-009)

The one-story brick Commercial storefront building has a concrete slab-on-grade foundation and a flat roof. The south elevation is the primary façade and consists of a symmetrical storefront. The storefront has a recessed entry with a single, twelve-light, wood door, sidelights, and transom. The entry is set between two fixed, six-light wood windows. Below these windows are wood-paneled bulkheads, while above the windows are transoms. The interior wall of the recessed entryway consists of two fixed, six-light wood windows with transoms and wood-paneled bulkheads. The wood mullions of these windows have decorative moldings. Above fenestration, there is a vinyl awning. The upper section of the façade demonstrates decorative brickwork with brick corbeling. The east and west elevations are shared walls with neither fenestration nor character-defining features.

14. ca. 1925 Troy Chem (129 4<sup>th</sup> Street; APN 010-074-015)

The ca. 1925 Troy Chem building is a Commercial Storefront building. The one-story brick masonry building is finished with stucco. The building rests on a concrete slab-on-grade foundation with a flat roof and a raised decorative parapet. The south elevation is the primary façade and consists of two storefronts, set between three pilasters; each pilaster has tile at the base and a raised stucco panel. The west storefront consists of two single-light, full-height, fixed windows with a recessed entry set between them. The recessed entry is canted and has a single-light full-height window on each wall. The door within the entry consists of a single wood door with glazing, over which is a transom. The east storefront consists of two single-light, full-height, fixed windows with a recessed entry set between them. The recessed entry is canted and has a single-light full-height window on each wall. The door within the entry consists of a double wood door with glazing, over which is a transom. Directly above these two storefronts are two large transoms, each with three divided lights. Above these transoms, there are two raised stucco panels. The east and west elevations are shared walls have neither fenestration nor character-defining features.

15. ca. 1925 Silver Dollar (135 4<sup>th</sup> Street; APN 800-040-288)

The ca. 1925 "Silver Dollar" building is a one-story, brick masonry Commercial Storefront building. The building has a concrete slab-on-grade foundation and a flat roof with a curvilinear parapet. The parapet has a stucco coping. The south elevation is the primary façade and consists of two storefronts divided by three brick pilasters. The west storefront consists of four large display windows; the center two are canted towards the recessed entry. The bulkhead below the

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windows is finished with stucco capped with wood trim. The door within the entry is wood with glazing and a transom. The east storefront has a corner entryway with a corner column; the fenestration consists of three large display windows and a canted wood door. The bulkhead below the windows is finished with stucco capped with wood trim. There are transoms over the two storefronts, each with six divided lights and frosted glass. The east elevation consists of the rest of the corner storefront and a storefront at the north end of the building. The remaining fenestration of the corner storefront consists of two large display windows that have a stucco-finished bulkhead capped with wood trim. Over this is a five-light transom with frosted glass. To the north of these windows, and separated by a brick pilaster, there is a large single display window with a two-light transom with frosted glass. The fenestration continues with two two-light hopper windows. The storefront at the north of the building has a single door with a sidelight and two-light transom with frosted glass, a brick pilaster and three large display windows with a recessed entry that has a single door with glazing and a single-light transom. Over the windows and door is a three-light transom with frosted glass.

16. ca. 1925 “Gardner Printing” Building (125 and 127 4<sup>th</sup> Street; APN 010-074-015)

The ca. 1925 Gardner Printing building consists of a one-story brick masonry Commercial Storefront building that is finished with stucco. The building rests on a concrete slab-on-grade foundation with a flat roof with a raised gable parapet covered with clay tiles. The south elevation is the primary symmetrical façade and consists of two storefronts. Each storefront consists of two single-light, full-height, fixed windows, with a recessed entry set between them. The recessed entry is canted and has a single-light full height window on each wall. Below the windows is a small bulkhead finished with black and white tiles. The door within the entry consists of a single wood door with glazing, over which is a transom. Directly above these two storefronts are two large transoms, each with eight divided lights. Between the transom and the storefronts is a thick wood trim. On either side of the transoms, there are two plaster brackets that are painted. Above the transom, there are four plaster moldings. The east and west elevations are shared walls and have neither fenestration nor character-defining features.

17. ca. 1915 Donahue's Whistle Stop (130 4<sup>th</sup> Street; APN 010-075-001)

The ca. 1915 “Donahue’s Whistle Stop” building is a one-story, brick masonry Commercial Storefront building. The building has a concrete, slab-on-grade foundation with a flat roof. The north elevation is the primary façade and consists of four symmetrical storefronts divided by five brick pilasters. Each storefront consists of two fixed, four-light windows, with a recessed entry set between them. The walls of the recessed entry each have a fixed single-light window. Below the windows are wood-paneled bulkheads. The entry consists of a single wood door with glazing, and a single-light transom. Spanning over the whole storefront is a transom with eleven lights. The cornice of the building has brick corbeling. The east elevation consists of a brick wall with few character-defining features. The fenestration of the elevation consists of four one-over-one, double hung wood windows with lugs. These windows are set within arched window openings. Between these four windows are two doors, one double wood paneled door and the other, a single wood paneled door with a three-light transom set within an arched entryway. The remaining fenestration consists of four four-light casement windows set within arched window

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openings. The south elevation consists of two double wood paneled doors, four, four, one-over-one, double-hung wood windows with lugs set within arched window openings, and two four-light casement windows set within arched window openings. The west elevation consists of a shared wall and, therefore, has neither fenestration nor character-defining features.

18. ca. 1925 Welfare League (126 4<sup>th</sup> Street; APN 010-075-002)

The ca. 1925 “Welfare League” building is a one-story Commercial Storefront building. The building consists of a brick masonry building finished with stucco, on a concrete slab-one-grade foundation and a flat roof. The north elevation is the primary façade and consists of a single storefront. This storefront has three stucco pilasters. Between the west two pilasters, there are three fixed display windows over wood paneled bulkheads. Between the east two pilasters, there are two fixed display windows over wood paneled bulkheads, with a recessed entry to the east of the central pilasters, and the west of these two windows. The west wall of the recessed entry has a single fixed display window. The door within the entry consists of a single wood door with glazing. There are two large transoms, each with fixed two-light fixed windows, set between the three pilasters. Above the transom is a painted sign that reads “WELFARE LEAGUE BUILDING.” There is a projecting decorative cornice along the parapet. The east, south, and west elevations are shared and therefore do not have any fenestration or character-defining features.

19. ca. 1915 building (122 4<sup>th</sup> Street; APN 010-075-003)

The ca. 1915 building is a one-story brick Commercial Storefront building. The building has a concrete, slab-on-grade foundation and a flat roof. The north elevation is the primary façade and consists of a symmetrical storefront with four brick pilasters. The fenestration consists of four large plate glass windows with wood paneled bulkheads below. Centered between these four windows are two of the brick pilasters and a recessed entryway clad with wood paneling and a single wood door with glazing. There is a large fixed transom over the entry that is on the same plane as the windows, rather than the door. Above the window and door sections, three transoms span between each of the four pilasters. The outer two transoms consist of a fixed, ten-light window, while the central transom consists of a fixed, four-light window. The cornice of the building consists of two string courses, with stucco-finished paneling between them and dentils along the parapet. The east and west elevations are shared walls and have neither fenestration nor character-defining features.

20. ca. 1915 Seitz Garage (116 4<sup>th</sup> Street; APN 010-075-004)

The ca. 1915 Seitz Garage building is a one-story brick Commercial Storefront building. The building has a concrete, slab-on-grade foundation and a flat roof. The north elevation is the primary façade, consisting of a symmetrical storefront with four brick pilasters. The storefront has four large display windows that flank a centered and recessed front entry. Below the windows, there are wood-paneled bulkheads. The entry has a double wood and glass door with sidelights and a four-light transom. Each of the windows is divided by decorative wood mullions. Between the four pilasters and above the door and windows are three transoms, each with four

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divided lights. The glazing within the central transom has been painted. The outer two pilasters have fixed metal downspouts with decorative conductor heads. The cornice of the building has a checkered pattern with tan and red brick. Over this string course is brick corbeling. The east and west elevations are shared and do not have fenestration or character-defining features.

21. ca. 1915 Omelette Express (110 4<sup>th</sup> Street; APN 010-075-005)

The ca. 1915 “Omelette Express” building is a one-story brick masonry Commercial Storefront building that rests on a concrete slab-on-grade foundation with a flat roof and a raised parapet. The brick is finished with stucco and small tiles. The north elevation is the primary façade and consists of two storefronts. Each storefront has two large display windows with a recessed entry between them. The entry is canted, with display windows on the canted walls of the entry and a single wood door with glazing and a transom. The bulkheads of the windows are finished with small tile, which is continued up the pilasters and above the storefronts. The cornice of the building is finished with stucco, and the parapet has a coping. The east and west elevations are shared and do not have fenestration or character-defining features.

22. ca. 1915 Wink Process (110 and 108 4<sup>th</sup> Street; APN 010-075-013)

The ca. 1915 “Wink Process” building consists of a one-story brick masonry Commercial Storefront building with Classical design elements that rests on a concrete slab-on-grade foundation with a flat roof and a raised parapet. The north elevation is the primary façade, which is finished with stucco and consists of two storefronts. The storefronts are mirrored, with the east storefront consisting of two large display windows and a single wood door with glazing and a transom, while the west storefront has a single wood door with glazing and a transom and two large display windows. Below the windows, the bulkhead is finished with stucco. A flat portico extends over the two doors; it is supported by metal brackets. Over the two storefronts, there are two transoms with six divided lights. Between these transoms and storefronts is a band of dart and egg molding. The cornice of the building consists of raised stucco bands and crown molding. The east and west elevations are shared and do not have fenestration or character-defining features.

23. ca. 1910 Tocchini Building (120 5<sup>th</sup> Street; APN 010-074-001)

The ca. 1910 “Tocchini” building consists of a brick Commercial Storefront building with elements of Classical Design. The one-story building has a rectangular footprint on a concrete slab-on-grade foundation. The building is finished with stucco and has a flat roof with a parapet. While most of the parapet is flat, there is a section on the east of the building that is gabled. At the peak of this gable, there is an antefix, while the rest of the parapet is molded stucco. Below the parapet, there are three cartouches and molded buildings that read “TOCCHINI BUILDING.” The east elevation is the primary façade that is divided by six pilasters. The five bays within the pilasters have exposed timbers that divide it further into twelve panels, which either have stucco, glazing or an entry. The southernmost bay has a single door set within two of the panels. The second bay from the north has four full-height windows set within the wood

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mullions. The northernmost bay consists of two full-height windows set within the wood mullions and a canted entry that has a pair of double wood doors. On this elevation, three pilasters have scones, and four panels have earthquake “pattress” plates. At the corner of the building is a projecting metal and neon sign. The north elevation consists of five full-height windows surrounded by wood trim that extends to the ground, a small square window with the same wood trim, two high-placed square windows with wood trim and a single wood door with metal screen door. The south and west elevations consist of shared walls and have neither fenestration nor character-defining features.

#### 24. 1927 Sourdough Rebo's (24 4<sup>th</sup> Street; APN 010-171-009)

The 1927 “Sourdough Rebo’s” building is designed with Spanish Colonial Revival architecture. The one-and-a-half-story building consists of a front-facing gable with a long, slender, rectangular footprint, with side-facing gable additions on the north end of the building and a flat roof, concrete masonry unit (CMU) addition on the south end of the building. The roof is clad with composite asphalt shingles and Spanish tiles. The north elevation is the primary façade, consisting of a gable and the eaves of the side-facing gables. Each eave has a recessed archway with a six-over-three, double-hung wood window with wood trim. The main gable consists of two fixed fifteen-light wood windows with a faux door centered between them. The door is set between wood-infilled sidelights that have scones. Above the door is an arched window with twenty-four lights, four of which are casements, and open onto a decorative stucco balcony supported by four paired decorative brackets with decorative moldings between them. The balcony has a wrought iron railing with the words “Santa Rosa.” Within the gable, there are two six-light fixed wood windows with thick wood trim and faux metal balconies. The east elevation consists of fifteen bays, divided by sixteen wood pilasters. Twelve of the bays have a ribbon of three eight-light fixed windows. Four of the bays have rolling garage doors. The southernmost bay has a flat roof CMU addition; each of the three walls of this addition has two window openings, while the east wall also has a single door. All of this fenestration is boarded up. One bay has a single metal door accessed via a wood stair, while another has a small shed addition with a pair of metal doors to provide access. The northernmost bay has a side-facing gable finished with stucco, tile vents, and Spanish tile coping. Centered below the gable peak is a cartouche. The side-facing gable has two recessed arches, each with a six-over-three, double-hung wood window with wood trim. The south elevation consists of a gable end; within the peak is a slender vent. The fenestration of this elevation consists of two small windows, a small one-over-one, double-hung wood window with horn stiles and a small two-over-two, double-hung wood window with horn stiles.

#### **Non-Contributing to the Amended District**

#### 25. ca. 1920 building (101, 103, 105 and 109 3<sup>rd</sup> Street; APN 010-075-009)

The ca. 1920 building consists of a stucco-finished, one-story Commercial Storefront building that has a double gable and flat roof with a false-front, stepped parapet. The west elevation is the primary façade and consists of four storefronts. The north storefront consists of three large display windows, divided by thick wood mullions, one of which is canted towards the recessed

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entry, which has a wood door with glazing. The central two storefronts are mirrored with two large display windows, divided by thick wood mullions, one of which is canted towards the recessed entry, which has a wood door with glazing. The southernmost storefront consists of three large display windows, divided by thick wood mullions, one of which is canted towards the recessed entry, which has a wood door with glazing. South of this storefront are three large display windows. The bulkheads of each of the windows consist of slate tile. Along this façade, there are three vinyl awnings with scalloped edges. The south elevation consists of five storefronts. The west storefront consists of six large display windows, the central two are canted towards the recessed entry. The door within the entry consists of a single wood door with glazing. The bulkheads of the storefront consist of small, square tiles. Above this storefront is a vinyl awning. The east storefronts are paired and east consist of six large display windows, the central two are canted towards the recessed entry, where there are two single wood doors with glazing. There are two large vinyl storefronts over these four storefronts. The east elevation consists of the rear of the building and is finished with stucco and has a single door at the center of the façade. The north elevation is shared and does not have any fenestration or character defining features.

26. ca. 1920 National Auto Glass (111 3<sup>rd</sup> Street; APN 010-075-010)

The ca. 1920 “National Auto Glass” building consists of a stucco-finished, one-story Commercial Storefront building has a concrete slab-on-grade foundation and a flat roof with a raised parapet that looks like a pediment. The south elevation is the primary façade and consists of a storefront surrounded by stucco paneling. The fenestration within the storefront consists of four large display windows, the central two are canted towards the recessed entry. The door within the entry consists of a double wooden and glass door with sidelights and a transom. The bulkheads of the storefront consist of wood paneling with a wood sill. The east and west elevations do not have fenestration or character-defining features.

27. ca. 1979 Building (208 Wilson Street; APN 010-075-014)

The ca. 1979 building consists of a one-story brick masonry Commercial Storefront building has a concrete slab-on-grade foundation and a flat roof with parapet. The west elevation is the primary façade and consists of four one-over-one, double-hung wood windows, with the upper sash consisting of arched stained glass. Centered between these four windows is a recessed entry with double doors and an arched transom. Over the door is an arched vinyl awning. Below the coping of the parapet is a string course of soldier bricks. The south elevation consists of four one-over-one, double-hung wood windows within arched window openings, a single door, and two square casement windows. The north elevation is a shared wall with no fenestration or character-defining features.

28. 2005 Building (119 and 123 4<sup>th</sup> Street and 116 5<sup>th</sup> Street; APN 010-800-030)

The 2005 building consists of a two-story Commercial Storefront building, with an irregular T-shaped section with a central, slender courtyard running north to south and a rectangular section north. Separating these two sections of the building is a slender courtyard. The building has a

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concrete slab foundation, a flat roof and parapet and a stucco finish. The south elevation consists is the primary façade and consists of a façade that is divided by four pilasters, with three storefronts. The two outer storefronts consist of a metal double door with glazing and a transom set between two storefront windows with tile bulkheads. The central storefront has a storefront window with a tiled bulkhead, a central single door with glazing, and a transom, and a single door with glazing and transom. Above the three storefronts, there are transoms, eight of which have four-light glazing, with one section of the transom replaced with a vent. The second story of the elevation has six two-over-two, double-hung vinyl windows with stucco faux jack arches, trim, and sills. The raised parapet of the south elevation has a decorative stucco cap. The east elevation does not have any fenestration. The north elevation consists of three distinct facades, that appear like three separate buildings. The east “building” of this façade consists of two pilasters that run the height of the building, with a storefront on the first story that consists of a double aluminum door with glazing and a transom, set between two storefront windows, each with a transom. To the east of this storefront is a single side door with glazing and a transom. Above the storefront is a full-façade awning. On both the second and third stories, the fenestration consists of four two-over-two, double-hung vinyl windows with stucco simple stucco surrounds. The central “building” consists of a symmetrical storefront on the first story, with pilasters and brackets that support a stucco ledge that divides the first and second stories. This consists of four storefront windows with tile bulkheads, and the two central windows that are canted towards the recessed central double aluminum doors with glazing. Above the storefront is a sixteen-light transom and a vent, divided by four stucco mullions. On both the second and third stories, the fenestration consists of two pairs of two-over-two double-hung vinyl windows with stucco simple stucco surrounds. The western “building” consists of a brick veneer with four brick pilasters. At the first story, the fenestration consists of a sliding vinyl window with a large vent above it. Within the two central pilasters is an off-centered two-story metal garage door. Between the western two pilasters is an arched doorway with a metal gate. Above each of these three opening is a vinyl that extends from pilaster to pilaster. The second story consists of four double doors with faux ten-light glazing and a Juliet balcony. The third story consists of four pairs of two-over-two, double-hung vinyl windows with an arched transom. The west elevation is mostly finished with stucco, with four balcony sections that are accessed via double doors with faux ten-light glazing.



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## 8. Statement of Significance

### Applicable National Register Criteria

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

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

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

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**Areas of Significance**

(Enter categories from instructions.)

Transportation

Commerce

Ethnic Heritage: European

**Period of Significance**

1870 – 1929

**Significant Dates**

ca. 1888

ca. 1890

ca. 1903

1904

1906

1907

ca. 1910

ca. 1913

ca. 1915

ca. 1920

ca. 1925

1927

**Significant Person**

(Complete only if Criterion B is marked above.)

**Cultural Affiliation**

**Architect/Builder**

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Santa Rosa Railroad Square is currently listed on the NRHP at the state level of significance under Criterion A in the areas of Transportation: Rail and Commerce for its association with the early railroad operations and the surrounding commerce within the Santa Rosa Railroad Square. The period of significance began in 1870 when the first railroad was established in Santa Rosa, bringing with it commerce in the form of hotels, stores, and processing plants for the various agricultural endeavors within Santa Rosa. The period of significance ends in 1929, when the Great Depression occurred, which paused development within Santa Rosa. Although development continued following WWII, in 1948, when highway (US-101) was constructed adjacent to the boundary of the District, cutting off the district from downtown Santa Rosa. This development helped preserve the District from post-WWII development, resulting in the District remaining largely intact from its period of significance of 1870 to 1929.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

### History of Santa Rosa Railroad Square

Santa Rosa was officially incorporated in 1868 in anticipation of the construction of the SF&NP railroad in 1870. The construction of the railroad resulted in substantial growth in Santa Rosa, providing passenger and commercial freight transportation from Santa Rosa to ferries and ships in locations such as Marin County, providing access to San Francisco and other destinations.<sup>2 3</sup> Businessman and owner of San Francisco's Union Brass & Iron Works, Peter Donahue, purchased the SF&NP in 1868 and, along with investors, constructed the railroad line to Santa Rosa.<sup>4</sup> Donahue's train was the first to arrive in Santa Rosa on December 31, 1870, and at this time, the train stopped short of the town.<sup>5</sup> An article in the *Sonoma Democrat* described the depot's location as "seven acres of land, situated half a mile from the Court House, and lying between Third and Fourth streets."<sup>6</sup> At this time, the railroad and its depot were within a largely undeveloped area on the southern boundary of Santa Rosa, sometimes referred to as "Lower Fourth Street" and only coined "Old Town" or "Railroad Square" in the 1960s.<sup>7</sup> In preparation for the increase in commerce and tourism, Santa Rosa responded with rapid development, as seen in an article from the *Sonoma Democrat*, which declared, "We observed a number of new frame buildings being erected. Even on the outskirts of town, the evidences of industry were apparent on all sides. Several gentlemen owning land just outside of the city limits have erected large and handsome residences thereon and otherwise greatly improved their premises."<sup>8</sup>

Although the City of Santa Rosa grew as a result of the railroad, the area directly surrounding the depot location developed primarily as commercial and working-class residences.<sup>9</sup> Per the *Bird's Eye Map of Santa Rosa, Sonoma County, Cal, 1876*, by E. S. Clover, and published by Wm. M. Evans, the land surrounding the tracks quickly developed with industry that relied on the rail to export goods, including the Santa Rosa Planing Mills, Golden Eagle Foundry & Machine Shops, Empire Flouring Mills and the Soap Factory.<sup>10</sup> Between 1870 and 1906, Fifth and Third Streets consisted primarily of working-class residences, while Fourth, Wilson, and Davis Streets, as well as the land surrounding the tracks, developed into commerce; the variety of commerce included

<sup>2</sup> Newspapers.com, Gaye LeBaron, "No Title" *The Press Democrat*, October 5, 1975.

<sup>3</sup> Santarosahistory.com, "How's Your Railroad," *Sonoma Democrat*, November 13, 1869, cited within Jeff Elliot, "Santa Rosa's Railroad Debut was a Nightmare," May 25, 2018.

<sup>4</sup> Newspapers.com, Gaye LeBaron, "It was a Long Road to Gettysburg," *The Press Democrat*, September 30, 1990.

<sup>5</sup> Santarosahistory.com, "The Excursion on Saturday Last," *Sonoma Democrat*, January 7, 1871, cited within Jeff Elliot, "Santa Rosa's Railroad Debut was a Nightmare," May 25, 2018.

<sup>6</sup> Santarosahistory.com, "The Depot Question Settled," *Sonoma Democrat*, November 19, 1870, cited within Jeff Elliot, "Santa Rosa's Railroad Debut was a Nightmare," May 25, 2018.

<sup>7</sup> Newspapers.com, "Railroad Square has always been an action spot," *The Press Democrat*, June 14, 1992.

<sup>8</sup> Santarosahistory.com, "New Buildings," *Sonoma Democrat*, November 26, 1870, cited within "Let's Go, 1870!" November 23, 2018.

<sup>9</sup> Newspapers.com, "Historic Preservation Districts: Railroad Square," *The Press Democrat*, July 3, 1995.

<sup>10</sup> E.S. Glover, *Bird's Eye Map of Santa Rosa, Sonoma County, Cal, 1876*, Scale Not Given, Wm. M. Evans, A.L. Bancroft and Co., Library of Congress, Washington, D.C., 1876. (courtesy of Library of Congress)

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tanneries, canneries, breweries, fruit processing, wineries, and lumber yards, all of which utilized the proximity of the railroad to export their goods throughout the state.<sup>11</sup>

While initially, only one railroad company came to Santa Rosa, it quickly became a method of both transportation and commerce, with Santa Rosa operating as a terminal for three separate railroads, including the SF&NP, the NPC, and the P&SR; it also was the terminal for the Santa Rosa McDonald Street Car rail car.<sup>12</sup> With the additions of the NPC and the P&SR, passenger traffic filtered into Santa Rosa, contributing to the need for lodging and retail catering to business travelers, tourists, and local residents.<sup>13</sup> Italian immigrants who settled around Railroad Square operated most retail and hospitality businesses.<sup>14</sup> While many of these immigrants built Santa Rosa, the craftsmen Peter Maroni, Natale Forni, Massimo Galeazzi, and Angelo Sodini are known as the skilled masons who constructed several of the existing buildings within Railroad Square, including the Western Hotel and the La Rose Hotel.<sup>15</sup> By the turn of the century, per the 1904 *Sanborn Fire Insurance Map*, Railroad Square was complete with separate passenger and freight depots, a cannery and canned goods warehouse, a textile mill and processing center, several hotels, and a wide array of goods and services, including a barber and bath, a Chinese laundry, a cigar shop, stables, grocers, tailors, and cobblers.<sup>16</sup> Third and Fifth Streets consisted of single-family dwellings, likely in response to the growing need for housing.<sup>17</sup> Thus, from 1870 to 1904, Santa Rosa rapidly changed from a small, rural town to a city with amenities for tourists and goods for export.

When the 1906 earthquake occurred, with its initial magnitude of 7.9 and the subsequent aftershocks and fires, most of Santa Rosa's public and commercial buildings collapsed, which were unreinforced masonry buildings.<sup>18</sup> Although only four buildings constructed before 1906 remain in Railroad Square – consisting of two warehouses, the ca. 1903 Western Hotel and the 1904 Depot – most of the damage occurred southeast of Fourth Street. Per the 1908 *Sanborn Fire Insurance Maps*, most of the buildings extant on the 1904 map, except the La Rose Hotel, were still documented in the 1908 map, while only three dwellings survived within the block bounded by Fourth, Davis, Wilson, and Third Streets.<sup>19</sup> Despite this, the buildings were either razed or repaired, including the ca. 1903 Western Hotel, which sustained damage when the north wall collapsed (Figure 1 and Figure 2). The original craftsmen, Peter Maroni, Natale Forni, Massimo Galeazzi, and Angelo Sodini, repaired the Western Hotel and other stone buildings throughout

<sup>11</sup> National Park Service, "Railroad Square District," National Register Nomination form, 1979.

<sup>12</sup> Newspapers.com, Gaye LeBaron, "No Title" *The Press Democrat*, October 5, 1975.

<sup>13</sup> Ibid.

<sup>14</sup> Dan Peterson, *Downtown Neighborhood Study: A Community Development Neighborhood*, California, City of Santa Rosa. 1981.

<sup>15</sup> Gaye LeBaron, "St. Rose Church Story is Grounded in Quarry History," *The Press Democrat*, May 18, 2014.

<sup>16</sup> LOC.gov, "Pages 20, 24 and 26," *Sanborn Fire Insurance Map from Santa Rosa, Sonoma County, California*, Sanborn Map Company, Dec 1904.

<sup>17</sup> LOC.gov, "Page 24," *Sanborn Fire Insurance Map from Santa Rosa, Sonoma County, California*, Sanborn Map Company, Dec 1904.

<sup>18</sup> Archive.com, "A Dreadful Catastrophe," Community Media Center North Bay, narrated by Gaye LeBaron, July 1, 2011.

<sup>19</sup> LOC.gov, "Pages 43, 44 and 52," *Sanborn Fire Insurance Map from Santa Rosa, Sonoma County, California*, Sanborn Map Company, 1908.

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Santa Rosa.<sup>20</sup> In 1907, the same four craftsmen constructed the stone masonry hotel known as La Rose Hotel. It was constructed to accommodate tourists and workers who came to Santa Rosa to help rebuild after the earthquake.<sup>21</sup> Railroad Square was quickly restored and reconstructed as the center of commerce and tourism.

Despite the emphasis on returning Railroad Square to working conditions and expanding the commerce and surrounding industry, the advent of affordable commercial and private automobiles brought a standstill to the success provided by the railroad. By the 1930s, the railroad no longer provided the only reliable means of travel; tourists opted to journey by road, and commercial goods were no longer required to be close to a railroad. Without dependence on the rail, businesses spread throughout the city where cheaper real estate was available. As such, the need for progress and development around Railroad Square ceased, particularly after the completion of the highway cut off Railroad Square from the rest of the downtown. Thus, Railroad Square remained untouched by modern commerce and industry development.

### Italian Presence in Santa Rosa

Although the presence of Italian craftsmen dates from the early days of the U.S.'s history, immigration was slow, with fewer than 25,000 Italian immigrants by the 1870s.<sup>22</sup> This number rapidly increased, with 300,000 Italian immigrants arriving in the 1880s and 600,000 arrived by 1899.<sup>23</sup> By 1885, as many as 15,000 Italians passed through Ellis Island in a single day, and from 1887 to 1906, more than 1,875,000 Italians arrived in the U.S.<sup>24</sup> During this time, only a minor portion of the Italian immigrants worked in agriculture.<sup>25</sup> Instead, many opened bakeries, bars, restaurants, and hotels, and some worked as quarry laborers in the basalt mines, while others applied their skills as stone masons, including those in Santa Rosa. By 1924, more than four million Italians immigrated to the U.S., half of them between 1900 and 1910 alone—the majority fleeing intense rural poverty in Southern Italy.<sup>26</sup>

Italian immigrants began arriving in Santa Rosa in the early 1880s. They began settling in areas west of downtown Santa Rosa, adjacent north to Railroad Square. The first Italian immigrants in Santa Rosa were mainly known for their masonry skills, which they put to good use as their arrival coincided with the development of the basalt industry in Sonoma County and when stone paving and stone buildings (particularly civic and social buildings) were in great demand in the Bay Area from the 1880s through the early 1900s.<sup>27</sup> In the City of Santa Rosa, Italian immigrants constructed numerous buildings, including St. Rose Church (1900; extant), the Carnegie Library

<sup>20</sup> Gaye LeBaron, "St. Rose Church Story is Grounded in Quarry History."

<sup>21</sup> Ibid.

<sup>22</sup> LOC.gov, "Italian: Early Arrivals," *Presentation: Immigration and Relocation in U.S. History*, Library of Congress.

<sup>23</sup> LOC.gov, "Italian: The Great Arrival," *Presentation: Immigration and Relocation in U.S. History*, Library of Congress.

<sup>24</sup> The Statue of Liberty – Ellis Island Foundation. Ellis Island History. <https://www.libertyellisfoundation.org/ellis-islandhistory>. Accessed June 12, 2019

<sup>25</sup> Gaye, LeBaron, et al, *Santa Rosa: A Nineteenth Century Town*, Santa Rosa: Historia, Ltd., 1985.

<sup>26</sup> Charles Wills, *Destination America*, New York: DK Pub., 2005

<sup>27</sup> Gaye, LeBaron, et al, *Santa Rosa: A Nineteenth Century Town*, Santa Rosa: Historia, Ltd., 1985.

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(no longer extant), the “Stone House” (1909; extant), and many buildings within the Railroad Square Historic District including, but not limited to, the NWP depot (1904; extant), the Railway Express Agency Building (1915; extant), Jacobs Building (1910; extant), and the La Rose Hotel (1907; extant).<sup>28</sup> By the late 1890s, the west side of Santa Rosa was known by several names, including “Little Italy,” “Italian Town,” the “West End,” or the “West Side.”<sup>29</sup>

During the early 1900s, Santa Rosa's Italians owned small farms, including orchards and vineyards, and some started small wineries. Although many Italians worked at local wineries such as Fountain Grove and Isaac DeTurk, they also established small basements and backyard wineries and provided local hotels or restaurants with wine. Many of the Italians also worked at local businesses, including the California Packing Corporation (aka Poultry Producers of Central California after 1925), which is no longer extant ca. 1915 Cannery, and the Max Reutershan's Tannery (along Santa Rosa Creek at the foot of Madison Street), Santa Rosa Bottling Works, and the Santa Rosa Woolen Mills. The west side Italian community also opened restaurants, bakeries, and grocery markets in the west side area of Santa Rosa and the central business district; proprietors, clerks, waiters, and cooks all came from the west side neighborhoods. During this time, hotels in Railroad Square, such as the Western Hotel, D'Italia Unita, Fio d'Italia, and others in the surrounding area, were often used as temporary housing for arriving Italians before settling into the city.

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<sup>28</sup> Ibid.

<sup>29</sup> Ibid.

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## 9. Major Bibliographical References

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“Sonoma County Fruit and Produce Co., Inc.” Photograph, 1907.

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“Wilson Street -- looking from the railroad station towards 4th St.” Photograph, 1908.

“Grace Brothers delivery wagon at 4th and Wilson Street.” Photograph, 1914.

“Grand Hotel.” photograph, ca. 1924.

“Northwest Pacific yard and depot, Santa Rosa, California.” Photograph, 1941.

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University of Santa Barbara

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**Previous documentation on file (NPS):**

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

**Primary location of additional data:**

☐ State Historic Preservation Office  
☐ Other State agency  
☐ Federal agency  
☐ Local government  
☐ University  
☐ Other  
Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

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**10. Geographical Data**

**Acreage of Property** 20-acres

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1. Latitude: 38.438761°	Longitude: -122.721674°
2. Latitude: 38.437233°	Longitude: -122.718988°
3. Latitude: 38.435552°	Longitude: -122.722584°
4. Latitude: 38.437397°	Longitude: -122.724625°

**Or**

**UTM References**

Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

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**Verbal Boundary Description** (Describe the boundaries of the property.)

Beginning at a point on 3rd Street and the east bank of Santa Rosa Creek proceeding east along 3rd Street past the railroad tracks and Wilson St. to Davis Street (a distance of 1200'), then north along Davis St. past 4th St. to 5th St. (a distance of 600') Then west along 5th St. to Wilson St. (a distance of 420'). Then north along Wilson St. to 6th St. past the railroad tracks (to a line 340' from the centerline of Wilson St.) and then south 250' to the east bank of Santa Rosa Creek and then along the bank to 3rd St. (the point of beginning).

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary was established by the previous 1979 NRHP nomination, which includes buildings associated with the operation of the Santa Rosa railroad square and was adjusted to remove a property that no longer met the integrity necessary to remain within the Historic District.

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**11. Form Prepared By**

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telephone: 707-823-7400

date: \_\_\_\_\_

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**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)



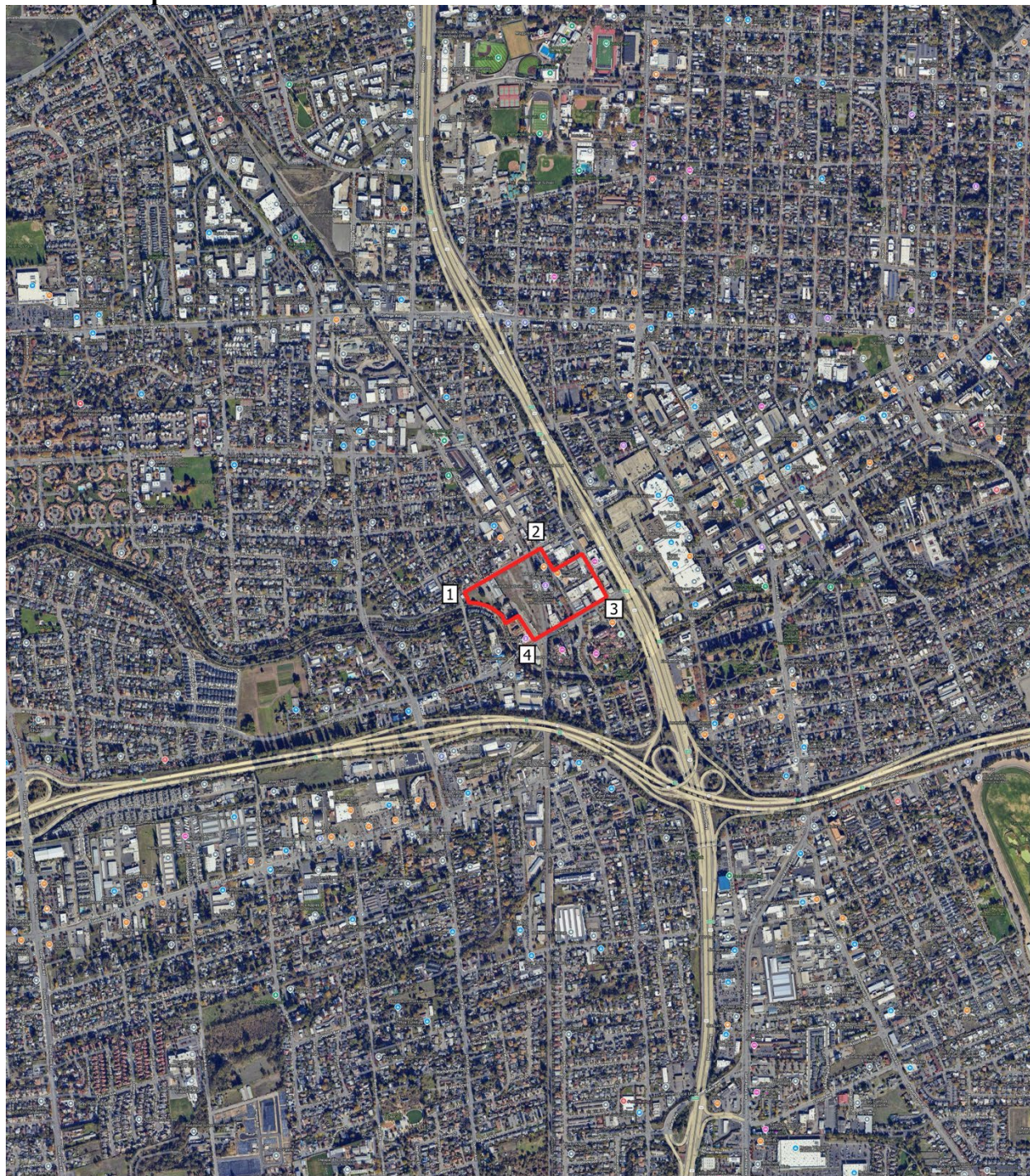
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## Location Map



### Latitude and Longitude

Point 1: 38.437233° | -122.718988°  
Point 2: 38.438761° | -122.721674°  
Point 3: 38.435552° | -122.722584°  
Point 4: 38.437397° | -122.724625°

### Resource Location Map

Railroad Square Historic District  
NPS# 790000561  
Santa Rosa, Sonoma County, CA

### Legend

 Railroad Square Historic District

0 0.25 0.5 Miles





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**Sketch Map/Photo Key 1 of 4— AMENDED BOUNDARY WITH CONTRIBUTING AND NON-CONTRIBUTING BUILDINGS**



**Resource Sketch Map**  
Railroad Square Historic District  
NPS-79000561  
Santa Rosa, Sonoma County, CA

0 100 200 Feet

Map by: Sally Evans, 11/6/2024

EVANS & DE SHAZO  
ARCHITECTS  
HISTORIC PRESERVATION

Railroad Square Historic District  
Contributing  
Non-Contributing

Pictometry International Corp.





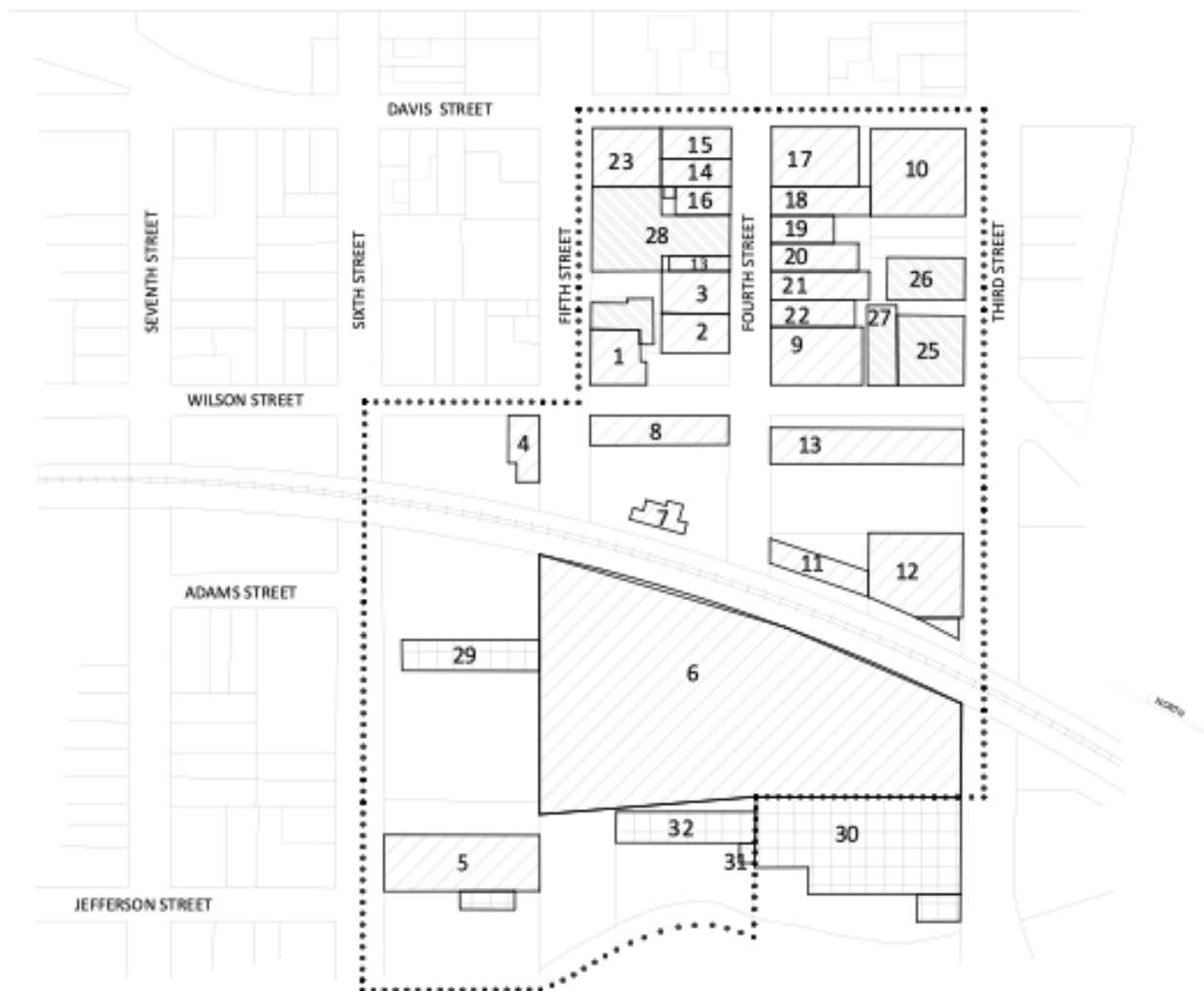
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**Sketch Map/Photo Key 3 of 4— AMENDED SKETCH MAP**



**RAILROAD SQUARE  
 HISTORIC DISTRICT**

-  CONTRIBUTING BUILDING
-  NON-CONTRIBUTING BUILDING
-  DEMOLISHED POST 1979
-  AMENDED BOUNDARY



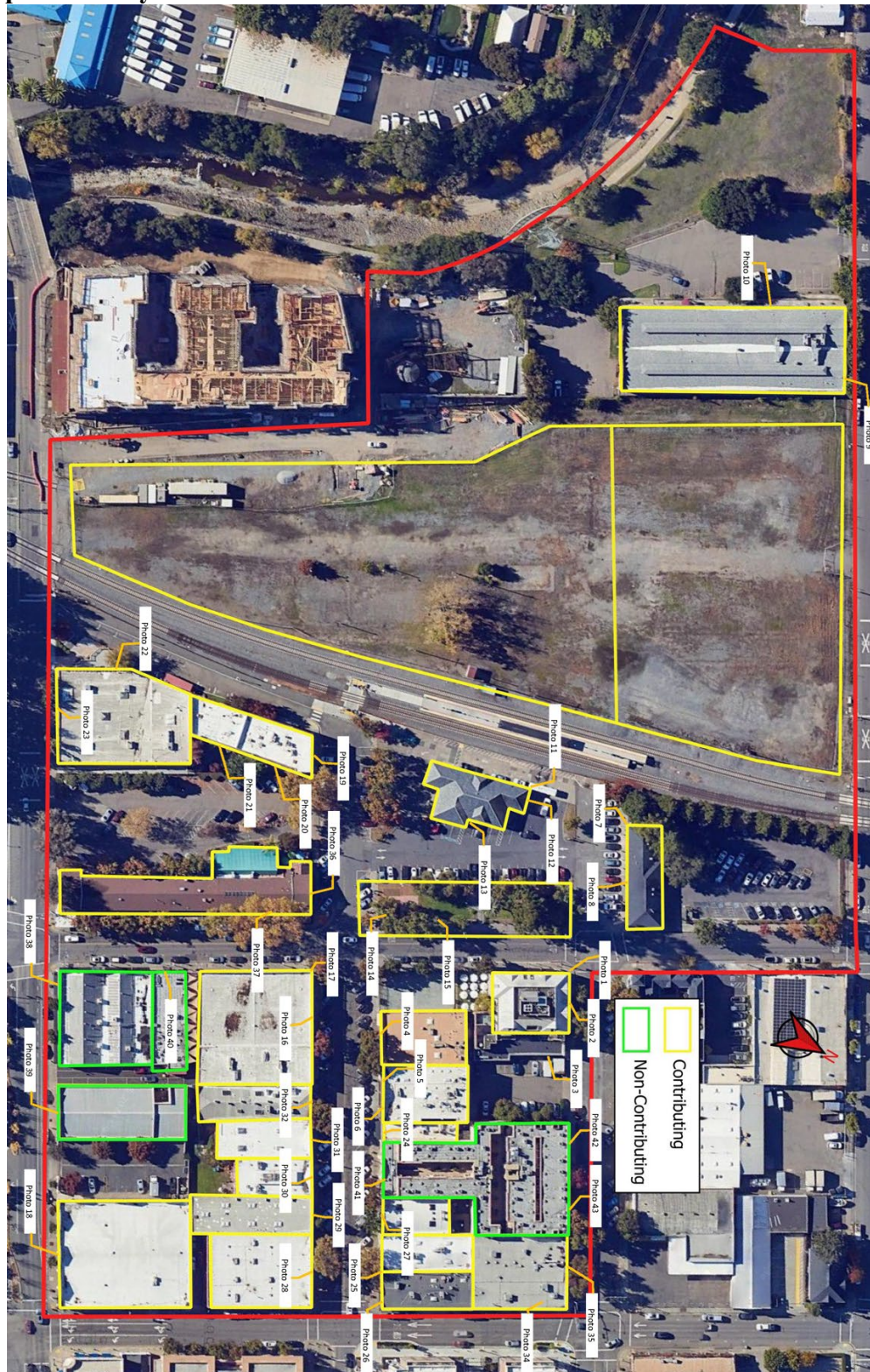
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Sketch Map/Photo Key 4 of 4—PHOTO KEY



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## Figures



Figure 1. 1906 Photograph of the damaged ca. 1903 Western Hotel, building #11 on the amended sketch map (courtesy of Calisphere)



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*Figure 2. 1906 Photograph of the earthquake damaged ca. 1903 Western Hotel, building #11 on the amended sketch map (foreground) with the 1904 depot in the background (courtesy of Calisphere)*

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Figure 3. "Sonoma County Fruit and Produce Co., Inc.," photograph, 1907, showing the Lee Brothers Building, #9 on the amended sketch map (courtesy of Sonoma County Library Digital Collections)

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Figure 4. "Wilson Street -- looking from the railroad station towards 4th St," photograph, 1908, showing the Depot Park, #8 on the amended sketch map (courtesy of Sonoma County Library Digital Collections)



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Figure 5. "Grace Brothers delivery wagon at 4th and Wilson Street," photograph, 1914, showing the Lee Brothers Building (#9) and building #13 from the amended sketch map (courtesy of Sonoma County Library Digital Collections)



Figure 6. "Grand Hotel," photograph, ca. 1924, showing the Jacobs Building, #3 on the amended sketch map (courtesy of Sonoma County Library Digital Collections)

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*Figure 7. "Northwest Pacific yard and depot, Santa Rosa, California," photograph, 1941, showing the 1907 Hotel La Rose, ca. 1915 Railroad Express Agency Office, 1904 Railroad Depot, and the ca. 1903 Western Hotel, buildings #1, #4, #8, and #11, respectively, from the amended sketch map (courtesy of Sonoma County Library Digital Collections)*

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Figure 8. "View of Santa Rosa from 2nd and Wilson Streets," photograph, 1941 (courtesy of Calisphere)



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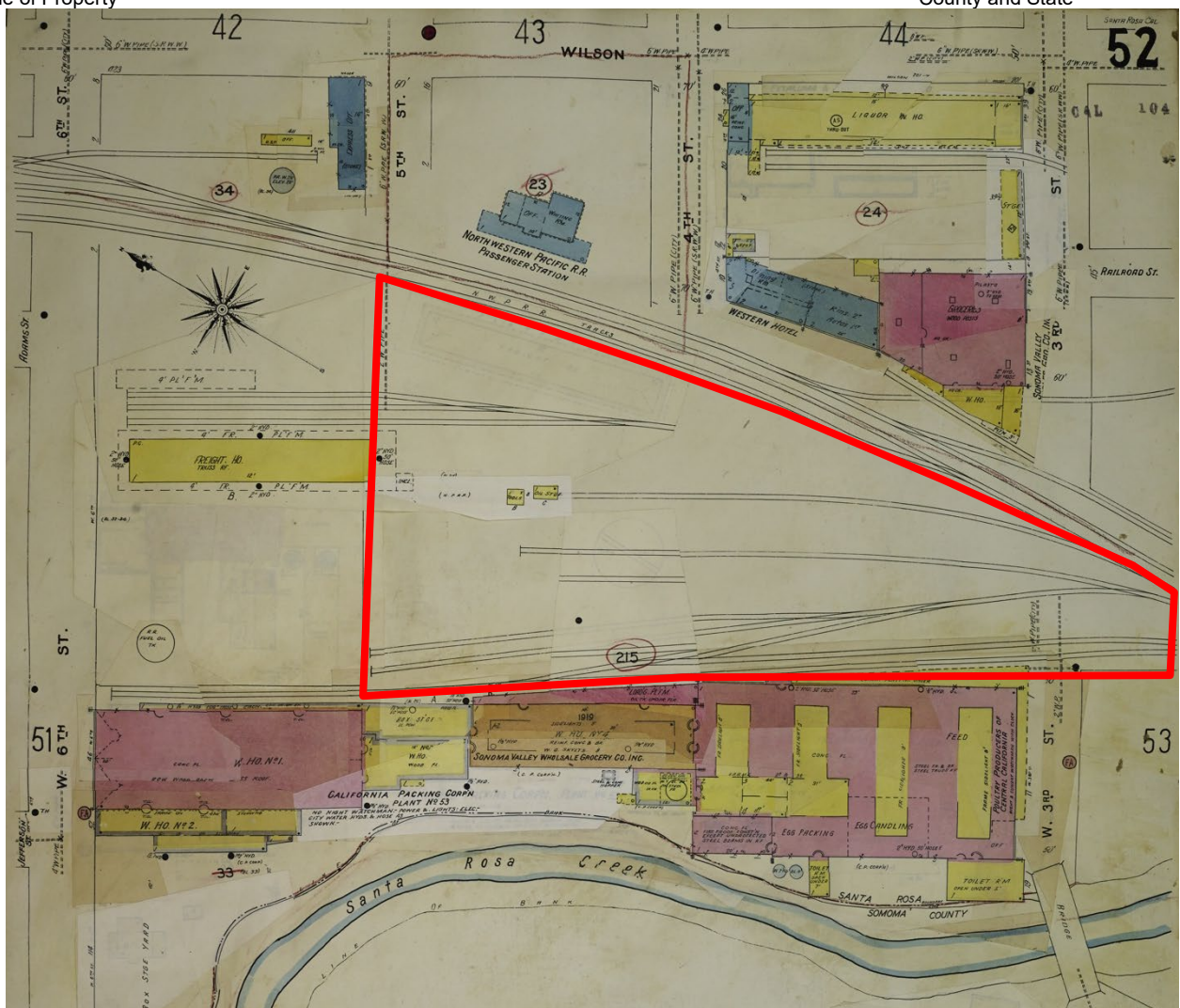


Figure 9. Historic layout of Rail Yard in red outline from "Sanborn Fire Insurance Map from Santa Rosa, Sonoma County, California," Sanborn Map Company, 1908 - Nov 1950, 52 (courtesy of Library of Congress)

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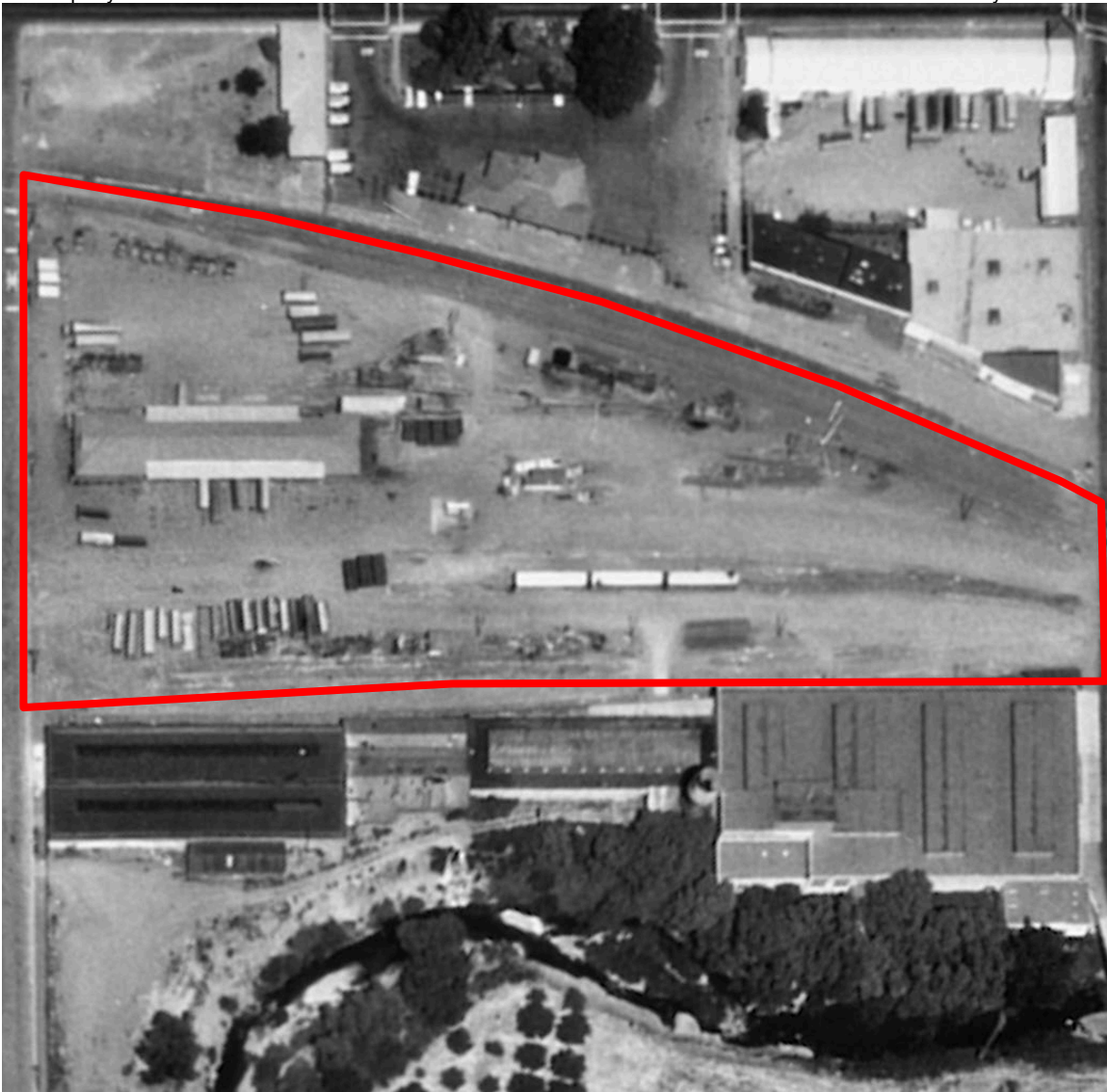


Figure 10. Aerial Photograph of the Rail Yard in 1965, showing the changes made to the rail yard, Flight CAS\_65\_130, Frame 46-196, May 1, 1965 (courtesy of University of Santa Barbara)



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*Figure 11. Photograph "A" from the 1979 NR #79000561 nomination, with title, "Focal point of Railroad Square – Central Area. The palm trees, Bunya-Bunya and Cedar trees are a main feature and part of Depot Park. This park is surrounded by 4 major stone buildings. Photo is taken from the north-west corner of the Square, looking south-east. #9 on map," Railroad Square District, Sonoma County, CA, Photographer and Holder of Negatives, Dan Peterson, AIA, Architect, 10-76 for Santa Rosa Survey.*



*Figure 12. Photograph "B" from the 1979 NR #79000561 nomination, with title, The Major stone building – Hotel La Rose, 1907 (A National Register property) on the east side of Depot Park. Photo is looking south-east showing the west and north faces of the building. #1 on map," Railroad Square District, Sonoma County, CA, Photographer and Holder of Negatives, Dan Peterson, AIA, Architect, 10-76 for Santa Rosa Survey.*

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Figure 13. Photograph "C" from the 1979 NR #79000561 nomination, with title, "The Depot, 1904 and the Western Hotel, 1904 are on the western and south-west corner of the park. The view is looking south-east showing the north and west faces of the buildings. #8 and #14 on map," Railroad Square District, Sonoma County, CA, Photographer and Holder of Negatives, Dan Peterson, AIA, Architect, 10-76 for Santa Rosa Survey.



Figure 14. Photograph "D" from the 1979 NR #79000561 nomination, with title, "The Western Hotel located on the south side of Depot Park. View is looking south-east showing the north and west faces. The front has been altered and 2 openings have been closed in as seen by the lighter colored stone arches. #14 on map," Railroad Square District, Sonoma County, CA, Photographer and Holder of Negatives, Dan Peterson, AIA, Architect, 11-76 for Santa Rosa Survey.

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*Figure 15. Photograph "E" from the 1979 NR #79000561 nomination, with title, "The Railroad Express Agency office, ca. 1908-1920 located on the north side of the Depot Park. The view is looking north-east showing the south and west faces of the building. #4 on map," Railroad Square District, Sonoma County, CA, Photographer and Holder of Negatives, Dan Peterson, AIA, Architect, 11-76 for Santa Rosa Survey.*



*Figure 16. Photograph "F" from the 1979 NR #79000561 nomination, with title, "The Railroad Depot, 1904, located on the west side of Depot Park. View is looking north-west showing the south and east faces of the building. #8 on map," Railroad Square District, Sonoma County, CA, Photographer and Holder of Negatives, Dan Peterson, AIA, Architect, 11-76 for Santa Rosa Survey.*

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Figure 17. Photograph "G" from the 1979 NR #79000561 nomination, with title, "Street view from the south corner of Depot Park looking south-east along the 4<sup>th</sup> Street commercial area. The view shows the north facades. The right building (#33 on map) is the Petaluma-Santa Rosa Railroad Depot which has been altered since this photo. The corner building on the left is the Lee Brothers Produce (1906) #12 on map, which was altered in the 1940's-1950's," Railroad Square District, Sonoma County, CA, Photographer and Holder of Negatives, Dan Peterson, AIA, Architect, 11-76 for Santa Rosa Survey.



Figure 18. Photograph "H" from the 1979 NR #79000561 nomination, with title, "View of the Petaluma-Santa Rosa Railroad Depot showing the alterations which were not done in accordance with the Department of the Interior's guidelines for the rehabilitation of historic buildings. #33 on map," Railroad Square District, Sonoma County, CA, Photographer and Holder of Negatives, Dan Peterson, AIA, Architect, November 1978.



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Figure 19. Photograph "I" from the 1979 NR #79000561 nomination, with title, "Lee Brothers Building, 1906, located across the south-east corner of Depot Park. The view is looking south-east showing the north and west faces of the building. #12 on map," Railroad Square District, Sonoma County, CA, Photographer and Holder of Negatives, Dan Peterson, AIA, Architect, 2-77 for Santa Rosa Survey.



Figure 20. Photograph "J" from the 1979 NR #79000561 nomination, with title, "The 4<sup>th</sup> Street commercial buildings connecting to the Depot Park area. The view is looking south-west showing the north faces of the buildings. South side of 4<sup>th</sup> St. between Davis (in foreground) and Wilson Streets. Buildings seen from left to right are #'s 20, 21, 22, 23, 25, 26 and 12 on map," Railroad Square District, Sonoma County, CA, Photographer and Holder of Negatives, Dan Peterson, AIA, Architect, 2-77 for Santa Rosa Survey.

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Figure 21. Photograph "K" from the 1979 NR #79000561 nomination, with title, "View of the two major brick buildings on the north side of 4<sup>th</sup> Street and across the street from Depot Park. The view is looking north-east along 4<sup>th</sup> St. showing the south facades. The buildings shown from left to right are #'s 2, 3, 16 and 32 on map," Railroad Square District, Sonoma County, CA, Photographer and Holder of Negatives, Dan Peterson, AIA, Architect, 2-77 for Santa Rosa Survey.



Figure 22. Photograph "L" from the 1979 NR #79000561 nomination, with title, "2 of the 3 building groups on the east end of 4<sup>th</sup> Street adjacent to Davis St. and illustrating the later era of the historic area. These commercial buildings show influences of the Spanish Revival era. View is looking north showing the south faces. #19 and #17 on map," Railroad Square District, Sonoma County, CA, Photographer and Holder of Negatives, Dan Peterson, AIA, Architect, 2-77 for Santa Rosa Survey.

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Figure 23. Photograph "M" from the 1979 NR #79000561 nomination, showing the contributing buildings and tower demolish in 2005, with title, "Brick warehouse buildings on west side of the District. The water tower serves as a major landmark in locating Railroad Square from other parts of the community. The view is looking south-west showing the eastern facades of the buildings. #'s 24, 10 and Tower #11 on map," Railroad Square District, Sonoma County, CA, Photographer and Holder of Negatives, Dan Peterson, AIA, Architect, 2-77 for Santa Rosa Survey.



Figure 24. Photograph "N" from the 1979 NR #79000561 nomination, with title "Brick warehouse building on the north-west end of the District which relates to the brick warehouse shown in photo L. This is the second oldest brick building in the District. View is looking south-west showing the north and partial east facades. #6 on map," Railroad Square District, Sonoma County, CA, Photographer and Holder of Negatives, Dan Peterson, AIA, Architect, 2-77 for Santa Rosa Survey.

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*Figure 25. Photograph "O" from the 1979 NR #79000561 nomination, showing the ca. 1900 PMT Trucking building demolished between 1987 and 1993, no title, Railroad Square District, Sonoma County, CA, Photographer and Holder of Negatives, Dan Peterson, AIA, Architect, 2-77 for Santa Rosa Survey*



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### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photo Log

Name of Property: Santa Rosa Railroad Square District

City or Vicinity: Santa Rosa

County: Sonoma County

State: California

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 43 Northwest and southwest elevations of 1907 La Rose Hotel, camera facing east (Photo by Bee Thao, June 25, 2024).

2 of 43 Northwest elevation of 1907 La Rose Hotel, camera facing southeast (Photo by Bee Thao, June 25, 2024).

3 of 43 Northeast elevation of 1907 La Rose Hotel, camera facing southwest (Photo by Bee Thao, June 25, 2024).

4 of 43 Northwest elevation of ca. 1913 Tirone Building, camera facing southeast (Photo by Bee Thao, June 25, 2024).

5 of 43 Southeast elevation of ca. 1910 Jacobs Building, camera facing northwest (Photo by Bee Thao, June 25, 2024).

6 of 43 Projecting "Hotel Oliver" sign on ca. 1910 Jacobs Building, camera facing west (Photo by Stacey De Shazo, July 19, 2024).

7 of 43 Southwest and southeast elevations of ca. 1915 Railway Express Agency Office building, camera facing north (Photo by Bee Thao, June 25, 2024).

8 of 43 Southeast elevation of ca. 1915 Railway Express Agency Office building, camera facing northwest (Photo by Bee Thao, June 25, 2024).

9 of 43 Northwest and northeast elevations of ca. 1888 Commercial Warehouse, camera facing south (Photo by Bee Thao, June 25, 2024).

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- 10 of 43 Southwest elevation of ca. 1888 Commercial Warehouse, Camera facing northeast (Photo by Bee Thao, June 25, 2024).
- 11 of 43 Northwest and southwest elevations of ca. 1904 Railroad Depot, camera facing east (Photo by Bee Thao, June 25, 2024).
- 12 of 43 Northwest elevation of ca. 1904 Railroad Depot, camera facing southeast (Photo by Bee Thao, June 25, 2024).
- 13 of 43 Northeast elevation of ca. 1904 Railroad Depot, camera facing southwest (Photo by Bee Thao, June 25, 2024).
- 14 of 43 Sign for 1904 Depot Park, camera facing northwest (Photo by Bee Thao, June 25, 2024).
- 15 of 43 Depot Park, camera facing northeast (Photo by Bee Thao, June 25, 2024).
- 16 of 43 Northwest elevation of ca. 1906 Lee Bros. Building, camera facing southeast (Photo by Bee Thao, June 25, 2024).
- 17 of 43 Northwest and southwest elevations of ca. 1906 Lee Bros. Building, camera facing east (Photo by Bee Thao, June 25, 2024).
- 18 of 43 Southeast elevation of ca. 1920 Exchange Linen, camera facing northwest (Photo by Bee Thao, June 25, 2024).
- 19 of 43 North elevation of ca. 1903 Western Hotel, camera facing south (Photo by Bee Thao, June 25, 2024).
- 20 of 43 East elevation of ca. 1903 Western Hotel, camera facing west (Photo by Bee Thao, June 25, 2024).
- 21 of 43 East elevation of ca. 1903 Western Hotel, camera facing west (Photo by Bee Thao, June 25, 2024).
- 22 of 43 Southwest elevation of ca. 1890 Electroscale building, camera facing northeast (Photo by Bee Thao, June 25, 2024).
- 23 of 43 Southeast elevation of ca. 1890 Electroscale building, camera facing northwest (Photo by Bee Thao, June 25, 2024).
- 24 of 43 Southeast elevation of ca. 1915 Chapala Building, camera facing northwest (Photo by Bee Thao, June 25, 2024).

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25 of 43 Southeast elevation of ca. 1925 Troy Chem, camera facing northwest (Photo by Bee Thao, June 25, 2024).

26 of 43 Southeast and northeast elevations of ca. 1925 Silver Dollar, camera facing west (Photo by Bee Thao, June 25, 2024).

27 of 43 Southeast elevation of ca. 1925 "Gardner Printing" Building, camera facing northwest (Photo by Bee Thao, June 25, 2024).

28 of 43 Northwest elevation of ca. 1915 Donahue's Whistle Stop, camera facing southeast (Photo by Bee Thao, June 25, 2024).

29 of 43 Northwest elevation of ca. 1925 Welfare League, camera facing southeast (Photo by Bee Thao, June 25, 2024).

30 of 43 Northwest elevation of ca. 1915 building, camera facing southeast (Photo by Stacey De Shazo, July 19, 2024).

31 of 43 Northwest elevation of ca. 1915 Seitz Garage, camera facing southeast (Photo by Stacey De Shazo, July 19, 2024).

32 of 43 Northwest elevation of ca. 1915 Omelette Express, camera facing southeast (Photo by Stacey De Shazo, July 19, 2024).

33 of 43 Northwest elevation of ca. 1915 Wink Process, camera facing southeast (Photo by Bee Thao, June 25, 2024).

34 of 43 Northeast elevation of ca. 1910 Tocchini Building, camera facing southwest (Photo by Bee Thao, June 25, 2024).

35 of 43 Northwest elevation of ca. 1910 Tocchini Building, camera facing southeast (Photo by Bee Thao, June 25, 2024).

36 of 43 Northwest elevation of 1927 Sourdough Rebo's, camera facing southeast (Photo by Bee Thao, June 25, 2024).

37 of 43 Northeast elevation of 1927 Sourdough Rebo's, camera facing southwest (Photo by Bee Thao, June 25, 2024).

38 of 43 Southwest and southeast elevations of ca. 1920 building, camera facing north (Photo by Bee Thao, June 25, 2024).

39 of 43 Southeast elevation of ca. 1920 National Auto Glass, camera facing northwest (Photo by Bee Thao, June 25, 2024).

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40 of 43 Southwest elevation of ca. 1979 building, camera facing northeast (Photo by Bee Thao, June 25, 2024).

41 of 43 Southeast elevation of 2005 building, camera facing northwest (Photo by Bee Thao, June 25, 2024).

42 of 43 Northwest elevation of 2005 building, with camera facing southeast (Photo by Bee Thao, June 25, 2024).

43 of 43 Northwest and southwest elevations of 2005 building, camera facing east (Photo by Bee Thao, June 25, 2024).



*Photograph 1. Northwest and southwest elevations of 1907 La Rose Hotel, camera facing east (Photo by Bee Thao, June 25, 2024).*



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*Photograph 2. Northwest elevation of 1907 La Rose Hotel, camera facing southeast (Photo by Bee Thao, June 25, 2024).*



*Photograph 3. Northeast elevation of 1907 La Rose Hotel, camera facing southwest (Photo by Bee Thao, June 25, 2024).*



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Photograph 4. Northwest elevation of ca. 1913 Tirone Building, camera facing southeast (Photo by Bee Thao, June 25, 2024).



Photograph 5. Southeast elevation of ca. 1910 Jacobs Building, camera facing northwest (Photo by Bee Thao, June 25, 2024).



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*Photograph 6. Projecting "Hotel Oliver" sign on ca. 1910 Jacobs Building, camera facing west (Photo by Stacey De Shazo, July 19, 2024).*



*Photograph 7. Southwest and southeast elevations of ca. 1915 Railway Express Agency Office building, camera facing north (Photo by Bee Thao, June 25, 2024).*



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*Photograph 8. Southeast elevation of ca. 1915 Railway Express Agency Office building, camera facing northwest (Photo by Bee Thao, June 25, 2024).*



*Photograph 9. Northwest and northeast elevations of ca. 1888 Commercial Warehouse, camera facing south (Photo by Bee Thao, June 25, 2024).*



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Photograph 10. Southwest elevation of ca. 1888 Commercial Warehouse, Camera facing northeast (Photo by Bee Thao, June 25, 2024).



Photograph 11. Northwest and southwest elevations of ca. 1904 Railroad Depot, camera facing east (Photo by Bee Thao, June 25, 2024).

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Photograph 12. Northwest elevation of ca. 1904 Railroad Depot, camera facing southeast (Photo by Bee Thao, June 25, 2024).



Photograph 13. Northeast elevation of ca. 1904 Railroad Depot, camera facing southwest (Photo by Bee Thao, June 25, 2024).



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*Photograph 14. Sign for 1904 Depot Park, camera facing northwest (Photo by Bee Thao, June 25, 2024).*



*Photograph 15. Depot Park, camera facing northeast (Photo by Bee Thao, June 25, 2024).*



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*Photograph 16. Northwest elevation of ca. 1906 Lee Bros. Building, camera facing southeast (Photo by Bee Thao, June 25, 2024).*



*Photograph 17. Northwest and southwest elevations of ca. 1906 Lee Bros. Building, camera facing east (Photo by Bee Thao, June 25, 2024).*

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*Photograph 18. Southeast elevation of ca. 1920 Exchange Linen, camera facing northwest (Photo by Bee Thao, June 25, 2024).*



*Photograph 19. North elevation of ca. 1903 Western Hotel, camera facing south (Photo by Bee Thao, June 25, 2024).*



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Photograph 20. East elevation of ca. 1903 Western Hotel, camera facing west (Photo by Bee Thao, June 25, 2024).



Photograph 21. East elevation of ca. 1903 Western Hotel, camera facing west (Photo by Bee Thao, June 25, 2024).



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*Photograph 22. Southwest elevation of ca. 1890 Electroscale building, camera facing northeast (Photo by Bee Thao, June 25, 2024).*



*Photograph 23. Southeast elevation of ca. 1890 Electroscale building, camera facing northwest (Photo by Bee Thao, June 25, 2024).*

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Photograph 24. Southeast elevation of ca. 1915 Chapala Building, camera facing northwest (Photo by Bee Thao, June 25, 2024).



Photograph 25. Southeast elevation of ca. 1925 Troy Chem, camera facing northwest (Photo by Bee Thao, June 25, 2024).



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*Photograph 26. Southeast and northeast elevations of ca. 1925 Silver Dollar, camera facing west (Photo by Bee Thao, June 25, 2024).*

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*Photograph 27. Southeast elevation of ca. 1925 "Gardner Printing" Building, camera facing northwest (Photo by Bee Thao, June 25, 2024).*



*Photograph 28. Northwest elevation of ca. 1915 Donahue's Whistle Stop, camera facing southeast (Photo by Bee Thao, June 25, 2024).*



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Photograph 29. Northwest elevation of ca. 1925 Welfare League, camera facing southeast (Photo by Bee Thao, June 25, 2024).



Photograph 30. Northwest elevation of ca. 1915 building, camera facing southeast (Photo by Stacey De Shazo, July 19, 2024).

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*Photograph 31. Northwest elevation of ca. 1915 Seitz Garage, camera facing southeast (Photo by Stacey De Shazo, July 19, 2024).*



*Photograph 32. Northwest elevation of ca. 1915 Omelette Express, camera facing southeast (Photo by Stacey De Shazo, July 19, 2024).*



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Photograph 33. Northwest elevation of ca. 1915 Wink Process, camera facing southeast (Photo by Bee Thao, June 25, 2024).



Photograph 34. Northeast elevation of ca. 1910 Tocchini Building, camera facing southwest (Photo by Bee Thao, June 25, 2024).

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Photograph 35. Northwest elevation of ca. 1910 Tocchini Building, camera facing southeast (Photo by Bee Thao, June 25, 2024).



Photograph 36. Northwest elevation of 1927 Sourdough Rebo's, camera facing southeast (Photo by Bee Thao, June 25, 2024).



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*Photograph 37. Northeast elevation of 1927 Sourdough Rebo's, camera facing southwest (Photo by Bee Thao, June 25, 2024).*



*Photograph 38. Southwest and southeast elevations of ca. 1920 building, camera facing north (Photo by Bee Thao, June 25, 2024).*



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*Photograph 39. Southeast elevation of ca. 1920 National Auto Glass, camera facing northwest (Photo by Bee Thao, June 25, 2024).*



*Photograph 40. Southwest elevation of ca. 1979 building, camera facing northeast (Photo by Bee Thao, June 25, 2024).*

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Photograph 41. Southeast elevation of 2005 building, camera facing northwest (Photo by Bee Thao, June 25, 2024).



Photograph 42. Northwest elevation of 2005 building, with camera facing southeast (Photo by Bee Thao, June 25, 2024).



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*Photograph 43. Northwest and southwest elevations of 2005 building, camera facing east (Photo by Bee Thao, June 25, 2024).*

**Paperwork Reduction Act Statement:** This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

**Estimated Burden Statement:** Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.