

# ARCHITECTURAL History Services

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September 15, 2021 [Revised November 5, 2021]

Peter Stanley  
Principal  
Archi|LOGIX  
427 Mendocino Ave. Suite 150  
Santa Rosa, CA 95401

RE: Review of 34 6<sup>th</sup> Street, Santa Rosa, Sonoma County, California – APN 010-166-00

Dear Mr. Stanley:

Per your June 15, 2021 request, I performed brief background research and conducted a field visit to the above-referenced property.

## **Summary**

The June 18, 2021, site visit determined that the parcel contains no buildings, structures, or above-ground features, including landscapes. The property is, in essence, scraped land.

## **Brief Site Overview**

The site connects historically with the development of the Northwestern Pacific Railroad railyard complex. The 1908 Sanborn Fire Insurance map shows the western half of the parcel occupied by the Santa Rosa Woolen Mills (Figure 2). Established in 1897 by W. B. Humbert, the woolen mills were an important contributor to Santa Rosa's railroad economy.

A fire destroyed the mills in July 1909. After that, the parcel held (as captured in a 1950 Sanborn map) a track-side warehouse (Figure 3). Based on aerial photographs, the warehouse remained on the site through at least the late 1980s (Figures 4 & 5).

By 2001, the lot had been cleared of all fixed structures (Figure 6).

The parcel was then used as a staging area for the Sonoma-Marín Area Rail Transit (SMART) project.

### **Previous Documentation**

A 2007 DPR 523a form for the site provides NRHP Status Codes 1D (Listed in the National Register as a contributor to a district) and 5D1 (Contributor to a district that is listed or designated locally). The form's accompanying photograph shows a tractor-trailer, railroad passenger, and box car. There are no standing structures present.

Its status codes likely reference the warehouse discussed above and identified as Building/Site #5 in the 1979 National Register of Historic Places nomination for the Railroad Square District (NRHP# 79000561)(Figure 7). From a review of aerial photographs, this structure was removed from the site at some point between 1987 and 2001.

There is a clear discrepancy between the 2007 site recordation and the parcel's current condition. As discussed below, there are no buildings, structures, or above-ground features, including designed landscapes.

### **Field Procedures**

The parcel, containing roughly 2.02 acres, is situated in the Station Mixed Use planning area. The SMART right-of-way bounds the level lot at the east, West 6th Street at the north, the parcel holding the former California Fruit Cannery Association Building (6th Street Playhouse) to the west, and an adjoining undeveloped lot at the south.

A site visit was conducted at the parcel on June 18, 2021, on a clear, sunny day. It was determined that the parcel was located in the local Railroad Square Preservation District and the National Register-listed Railroad Square District. The fieldwork consisted of viewing and photographing the parcel from each of its four corners and the Santa Rosa SMART station platform (Figures 9 through 14). Direct access onto the property was not possible due to a 6' chain-link fence.

The area was covered with gravel, train-track ballast, and small sections of broken asphalt. One piece of above-ground concrete may correspond to the foundation or footing of an earlier structure. No standing structures were observed.

The only observed feature was a few utility poles of unknown vintage, carrying lines near the east edge of the property.

### **Findings and Conclusions**

The finding is that the parcel does not contain resources that qualify for listing on the California Register of Historical Resources. There were no visible age-eligible buildings, structures, or landscapes. Correspondingly, no features were observed that meet the criteria for designation on the National Register of Historic Places. Therefore, there are no above-ground elements on the property that meet the CEQA's definition of a historical resource, as per the CEQA Guidelines 15064.5.

Please contact me if you have any questions or comments.

Sincerely,



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John W. Murphey meets the Code of Federal Regulations, 36 CFR Part 61 in Architectural History and History, and is listed in the California Historical Resources Information System in the area of Architectural History. Murphey is additionally listed in the New Mexico State Historic Preservation Office Directory as qualified in Architectural History and History and is approved to work in all City of Santa Fe historic and archaeological districts. Murphey is designated on the Oklahoma SHPO Consultant List in the areas of Architectural History and History and is approved to work in the State of Maryland.

## Illustrations



Figure 1: Parcel map.

Courtesy City of Santa Rosa Geographic Information System.

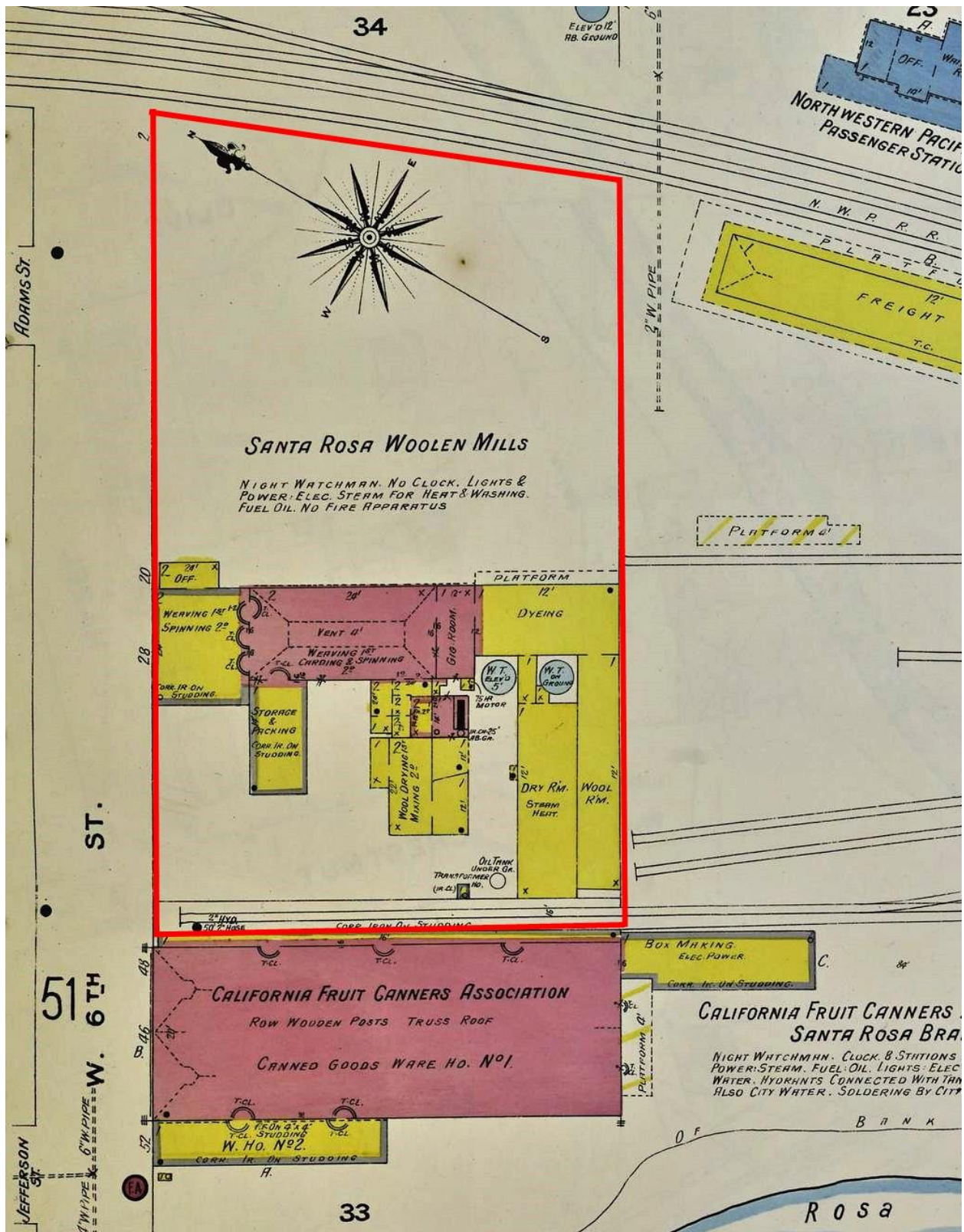


Figure 2: 1908 Santa Rosa Sanborn Fire Insurance Map, Sheet 52.

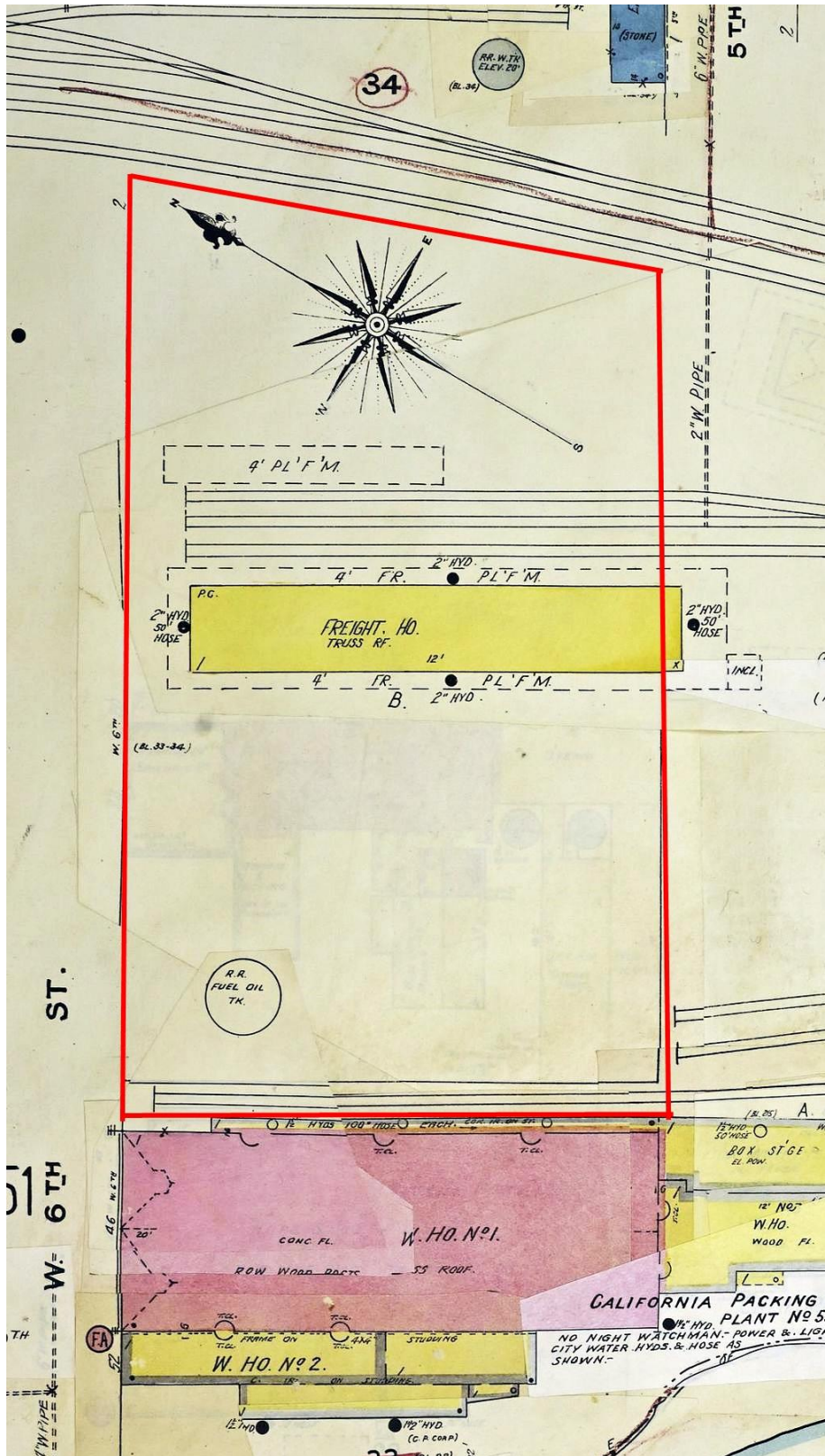


Figure 3: 1950 Santa Rosa Sanborn Fire Insurance Map, Sheet 52.



Figure 4: 1963 aerial photograph.  
Courtesy City of Santa Rosa Geographic Information System.



Figure 5: 1987 aerial photograph.  
Courtesy City of Santa Rosa Geographic Information System.



Figure 6: 2001 aerial photograph.  
Courtesy City of Santa Rosa Geographic Information System.

- E 4. 89-01 Railway Express Agency Building (9,11 5th St.): c. 1915; a 1-story locally quarried stone building, hip roof, sensitive early addition in stone to match.
- 9 5. 166-03 PMT Trucking (W. 6th St.): c. 1900; a 1½-story wooden building, broad overhand, hip roof with gabled dormer, site of Santa Rosa Woolen Mills, relocated on site after 1910.
- N 6. 166-06 Warehouse (46 W. 6th St.): c. 1888; a large unpainted brick double warehouse, gable roof, false front, stepped parapet, arched openings, joined c. 1893, relatively unaltered since 1906 earthquake repair.
7. 171-04 Railroad Yards: Main line (NWP) to Eureka, rails 100 lbs./yd changed in 1943-1954 (manuf. by C.F. & I.). Spurs in Railroad Square area from U.S. Steel 1909, Gary 1913, Colorado 1926, and Tennessee 1922 and 1929, rails 60 lbs./yd. Original rails laid 1870s made in Sheffield, England, shipped around horn. (Phone conversation, Jack Muzio, 10/6/78).
- F, C 8. 171-05 NWP Depot (4th and Wilson): 1904; a 1-story, locally quarried stone building with heavy wood beams and stone pillared arcade on three sides, hip roof with dormer at track side, unaltered.
9. Depot Park (Wilson between 4th and 5th): 1904; a flat parcel bounded by a rounded top concrete curb planted in lawn with two bunya-bunya arucaria trees, one palm, and one cedar.
- M 10. 171-11 Warehouse (W. 3rd St.): c. 1915; a large brick warehouse with horizontal string courses and exposed pilasters, wood-covered loading docks and wood roof

Figure 7: Page 7-1.

Railroad Square District National Register of Historic Places Nomination, 1979



Figure 8: 2020 aerial photograph.  
Courtesy City of Santa Rosa Geographic Information System.



Figure 9: Northeast corner, view to southwest.  
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Figure 10: North access gate on West 6<sup>th</sup> Street, view to south.  
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Figure 11: Northwest corner, view to southeast.  
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Figure 12: Southwest corner, view to northeast.  
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Figure 13: Relative southeast corner, view to northwest.  
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Figure 14: View from SMART platform, view to north.  
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