

1657

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

1. Name of Property

historic name: Live Oak Historic Commercial District

other name/site number: \_\_\_\_\_

2. Location

street & number: Broadway between Pennington Road and Elm Street

not for publication: N/A

city/town: Live Oak

vicinity: N/A

state: CA county: Sutter

code: 101

zip code: 95953

3. Classification

Ownership of Property: private

Category of Property: district

Number of Resources within Property:

Contributing      Noncontributing

<u>8</u>	<u>4</u> buildings
<u>1</u>	<u>0</u> sites
<u>0</u>	<u>0</u> structures
<u>0</u>	<u>0</u> objects
<u>9</u>	<u>4</u> Total

Number of contributing resources previously listed in the National Register: N/A

Name of related multiple property listing: N/A

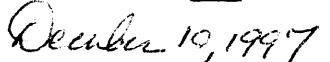
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4. State/Federal Agency Certification

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As the designated authority under the National Historic Preservation Act of 1986, 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.  See continuation sheet.

  
Signature of certifying official

  
Date

California Office of Historic Preservation  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria.  
 See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

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5. National Park Service Certification

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I, hereby certify that this property is:

entered in the National Register

See continuation sheet.

determined eligible for the National Register

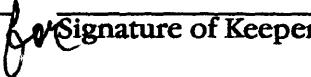
See continuation sheet.

determined not eligible for the National Register

removed from the National Register

other (explain): \_\_\_\_\_

  
Edson H. Beall 1/23/98

  
Signature of Keeper Date of Action

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6. Function or Use

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Historic: COMMERCE  
COMMERCE  
COMMERCE

Sub: specialty store  
general store  
financial institution

Current: COMMERCE  
COMMERCE  
VACANT/NOT IN USE

Sub: specialty store  
warehouse

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**7. Description**

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**Architectural Classification:**

Late 19th and 20th Century Revivals: Classical Revival

Late Victorian: Italianate

Late 19th and 20th Century Revivals: Mission/Spanish Colonial Revival

Other Description: N/A

Materials: foundation concrete      roof tin  
              walls     brick                  other \_\_\_\_\_  
                 stucco

Describe present and historic physical appearance. X See continuation sheet.

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**8. Statement of Significance**

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Certifying official has considered the significance of this property in relation to other properties: LOCALLY.

Applicable National Register Criteria: A

Criteria Considerations (Exceptions): N/A

Areas of Significance: Commerce  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Period(s) of Significance: 1875-1930

Significant Dates: N/A \_\_\_\_

Significant Person(s): N/A  
\_\_\_\_\_

Cultural Affiliation: N/A

Architect/Builder: Unknown  
\_\_\_\_\_  
\_\_\_\_\_

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above. X See continuation sheet.

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**9. Major Bibliographical References**

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See continuation sheet.

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 # \_\_\_\_\_

Primary Location of Additional Data:

- State historic preservation office
- Other state agency
- Federal agency
- Local government
- University
- Other - Specify Repository: City Hall

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**10. Geographical Data**

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Acreage of Property: 8.75

UTM References:	Zone	Easting	Northing	Zone	Easting	Northing
A	10	615530	4347950	B	_____	_____
C	_____	_____	_____	D	_____	_____

See continuation sheet.

Verbal Boundary Description: See continuation sheet.

The boundary is shown as the gray line on the boundary map included in the additional documentation below.

Boundary Justification: See continuation sheet.

The boundary includes the historic resources and their immediate setting.

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**11. Form Prepared By**

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Name/Title: Donald S. Napoli

Organization: \_\_\_\_\_ Date: August 11, 1997

Street & Number: 1614 26th Street Telephone: (916) 455-4541

City or Town: Sacramento State: CA ZIP: 95816

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DESCRIPTION

The Live Oak Historic Commercial District gives a strong sense of the city's downtown at the beginning of the Great Depression of the 1930s. The district contains thirteen elements—twelve buildings and one site. They are located on parcels adjacent to Broadway and Fir Street in downtown Live Oak. Most were designed for retail use, though the district contains two warehouses and a row of palm trees. The district includes nine elements that contribute to its historic character and four that do not contribute. It contains no vacant parcels. The integrity of the district is high due to the concentration of resources, the size and importance of the contributors, and the inconspicuousness of non-contributors.

Broadway, Live Oak's main commercial street until after World War II, divides the district into two visually distinct parts. To the west is a set of commercial buildings that run from near Gum Street on the north to beyond Fir Street on the South. Two other commercial buildings extend the district almost a block west along Fir Street. A single large trapezoid-shaped parcel makes up the eastern part of the district. The parcel, owned by the Union Pacific Railroad, is three blocks long, extending north and south from Pennington Road to Elm Street. On this parcel are a warehouse on the north, a depot on the south, and a connecting row of palms along Broadway. A single track runs parallel to Broadway to the east of the trees. The terrain of the district is flat. No amenities grace the west part of the district, but the railroad's parcel has a variety of plants. Also on the parcel is a large live oak tree surrounded by a fence and marked by a plaque on a small stone pedestal.

The nine main buildings in the west part of the district share several characteristics. They were designed for retail use and especially to attract customers on foot. Most of the storefronts contain clerestory bands, recessed entrances, and flanking display windows. The buildings are similar in scale: Six have one story, and the rest have only two. All but one are of masonry construction. Roof lines are not conspicuous, because roofs are flat or hidden by parapets. Detailing is minimal. All the buildings extend to their lot lines on

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each side and front the sidewalk directly with no intervening setbacks. The buildings along Broadway thus form a solid block face.

Within the overall uniformity of the west part of the district, the individual buildings vary in several respects. They differ in width and in the number of storefronts on the main elevation, which varies from one to three. Surfaces are brick or stucco. The facades reflect construction eras more than architectural styles. The district's oldest building, for example, the ca. 1875 Live Oak Hall, has narrow, segmentally arched second-story windows, a typical feature of its construction period not shared with the other buildings. Similarly, the former bank building on Fir Street (1913) has a curved parapet, unique in the district, which suggests a design influenced by the Mission Revival. Finally, brickwork on the district's two other two-story buildings clearly indicates that they were constructed in the 1920s. One has a facade lined with a lighter colored brick than on the side elevations. The other has courses of contrasting brick as its only decorative feature.

The west part of the district has one minor building unlike those nearby. It is a wood frame warehouse with corrugated metal siding which sits at the back of its lot facing the Center Street, an alley west of Broadway.

The two buildings in the east part of the district do not share architectural characteristics. One is a small, wood-sided depot and the other a large warehouse with corrugated metal siding. Their complementary functions in railroad operations serves to unite them conceptually, however, while the row of palm trees, probably planted around 1900, links them visually.

The buildings in the district have not been substantially remodeled since 1930. The exception is the railroad warehouse, which has been shortened and resided and does not retain its architectural integrity. Instead of alterations, most of the remaining buildings are suffering from serious neglect. Five of the seven are presently vacant. Many of their doors and windows are boarded or missing. Two important buildings, the Live Oak Hall and the Oddfellows' Building, are slated for rehabilitation. Two others, the depot and the

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Ludwig Building south of Fir, are subjects of active local concern. The ca. 1875 store on the northwest corner of Fir and Broadway, however, has lost its interior walls and much of its roof. Its future is in doubt.

The district looks much as it did in 1930, with most of its essential buildings remaining. Yet important changes have occurred. The district was larger then. On the west side of Broadway new construction has replaced commercial structures from near Fir Street to beyond Elm Street. In addition, two two-story buildings on Fir east of Center Street have disappeared, and two smaller buildings across the street have been remodeled into residences. Further west, buildings along California, including two lodging houses and the depot for a former electric railroad, no longer exist. In addition, one important historic building on the railroad parcel, an 1874 warehouse, has been demolished. New structures within the district, two single-story buildings on Broadway and one on Fir, are of comparatively minor importance.

Areas of distinctly different character bound the district. On the north and south are new or remodeled commercial structures; across State Route 99 on the east is a strip of mixed use buildings; and on the west is a residential neighborhood. The boundaries follow (with one exception) contiguous parcel lines and encompass nearly all of Live Oak's unaltered pre-1930 commercial buildings.

Detailed descriptions of the elements in the district follow.

1. 9878 Broadway (6-177-05)

Contributing Building—ca. 1877

This single-story brick building has a flat parapet. New siding covers the wall beneath it on the front elevation. Two storefronts face Broadway. They have similar configurations, although the one on the south is slightly narrower. Each has a recessed entry flanked by boarded display windows and topped by a boarded transom. Concrete lines the base of each storefront. In the rear two additional storefronts face Fir Street; one is topped by a wood awning, the other by a metal sheet. Both have boarded windows and doorways.

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H. L. Gregory, who opened the first store in Live Oak in 1874, moved his business here a few years later. The building is in poor condition but still contributes to the historic character of the district.

2. 9890 Broadway (6-177-004)

Non-contributing Building—ca. 1951

This single-story building is constructed of cinder block. A guyed awning divides the front elevation horizontally. Above it is a plain wall used for signage. Below are a central double door and two large display windows on each side. Door and windows are sided in aluminum. Soapstone frames the storefront. The building fits the district in scale but was constructed too recently to contribute to the district's historic character.

3. 9892-94 Broadway (6-177-003)

Non-contributing Building—ca. 1947

This single-story building is constructed of hollow ceramic block. A narrow false mansard roof, faced by ceramic tiles, tops the front elevation. Below are two mirrored storefronts with aluminum sash. Each has a door at the edge, a flanking display window, and a transom above. A fabric awning extends across the elevation, which is framed by stucco. The building, originally the home of a soda fountain, fits the district in scale but was constructed too recently to contribute to the district's historic character.

4. 9910 Broadway (6-177-002)

Contributing Building—ca 1875

This building has two stories and a stucco finish. The front elevation is symmetrical. At the top is a stepped parapet with a small semi-circular vent in the center. Below are three narrow segmentally arched windows. A banded belt course forms the windows' hoods. On the first floor is a central door flanked on each side by a wide and a narrow window. The stucco finish dates to 1927. The front porch may have been removed and the storefronts remodeled at the same time. Some windows have recently been boarded. The building has been used for retail business and civic activity since almost the founding of the town. The Live Oak Hall Association held meetings, lectures, and dances on the

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second floor starting in 1878. The Oddfellows purchased the building in 1911 and continued to use it even after constructing a larger building on the north. Despite the changes in the 1920s, the building strongly contributes to the historic character of the district.

5. 9908 Broadway (6-177-002)

Contributing Building—1927

This wide brick building has two stories. A flat parapet and banded cornice top the front elevation. Decorative vents punctuate an otherwise plain frieze. The rest of the elevation has a skewed composition. The right (north) part, roughly two-thirds of the facade, is symmetrical. On the second story is a Palladian window flanked by two pairs of smaller windows. On the first are two identical storefronts. Each has a clerestory band of small-paned windows, a central recessed entrance, and display windows on each side. The left part of the elevation has a pair of narrow windows atop a storefront and a single window over a doorway leading to the second floor. Both door and storefront are capped by a continuation of the clerestory band. The building, which remains essentially unaltered, strongly contributes to the historic character of the district.

6. 9914 Broadway (6-177-013)

Contributing Building—ca. 1927

This brick building has one story. A narrow band marks the cornice. Below are three triads of circular vents. A clerestory band of small-paned windows, matching that of the Oddfellows' Building on the south, tops the storefront. Not only is the central entry recessed, but so are two of the flanking display windows on each side. The windows have metal sash. The building, once used as a hardware store, appears unaltered and contributes to the historic character of the district.

7. 2584 Fir Street (6-215-002)

Contributing Building—1923

This two-story building is faced in light colored brick. A darker soldier course defines a shallowly stepped parapet. Similar trim tops the second story window pairs, now

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boarded or unglazed, and forms a belt course atop the storefronts, of which three face Fir Street and one faces Broadway. The display windows are also lined with contrasting brick and are also now boarded. Rudolph Ludwig had the building constructed to house his family bakery. A drug store and shoe repair shop originally filled out the ground floor. The second story contained offices and apartments. Except for the windows, the building appears unaltered and contributes to the historic character of the district.

8. 2618 Fir Street (6-215-021)

Non-contributing Building—1943

This single-story building is constructed of cinder block. A stepped parapet with curved center section tops the stuccoed front elevation. Below on the left a shallow awning caps a door and two flanking single-pane windows. On the right is a narrow sliding window surrounded by painted figures of human bodies. The east elevation has two similar windows. William R. Channon received a special wartime permit to have this building constructed to house a frozen food locker. The parapet lines up perfectly with the one on the west, but the building was constructed too recently to contribute to the historic character of the district.

9. 2618 (rear) Fir Street (6-215-021)

Contributing Building—ca. 1925

This wood frame warehouse has one story and a gable roof that faces the alley (Center Street) on the east. Corrugated metal sheets form the roof and walls. Low passageways appear to link the building with structures on the north and south. The building was originally used as a warehouse for an adjacent grocery on Fir Street. Although purely functional in design, the building appears unaltered and contributes to the historic character of the district.

10. 2622-26 Fir Street (6-215-011)

Contributing Building—1913

This single-story building is constructed of reinforced concrete and has a stucco finish. The front elevation has two parts of roughly equal widths, the original section on the

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left (east) and ca. 1930 addition. A curvilinear parapet containing an indented signboard tops the original section. Below is a belt course atop a symmetrical storefront. A narrow door, approached by one step, is flanked by display windows. A clerestory band of small-paned windows tops door and windows. Recessed panels surround the storefront on the top and sides. The addition lacks a parapet but is otherwise nearly identical to the original section. The building was constructed as a branch of the Rideout bank of Marysville and was later absorbed into the Bank of Italy, later renamed the Bank of America. The addition housed an insurance office. The building has changed little since 1930 and contributes to the historic character of the district.

11. 9800 Live Oak Boulevard (6-181-001)

Contributing Building—1882

This single-story railroad depot has horizontal board siding and a gable roof with overhanging eaves supported by plain braces. A platform extends along most of the east elevation and continues around the north end of the building, where it is topped by a pergola. Windows and doors appear on all elevations but are now boarded. Recent changes include a boxy addition under the eave on the west elevation and the removal of some original siding on north and west elevations. Some windows may have been changed earlier. The building was moved about 150 feet south on the parcel around 1900. The depot provides a clear link to Live Oak's early dependence on the railroad. The building strongly contributes to the historic character of the district.

12. 9900 Live Oak Boulevard (6-181-001)

Non-contributing Building—ca. 1885

This long, wood frame warehouse has a gable roof that faces north and south. The west side of the building extends for about 150 feet along the railroad tracks. Corrugated metal sheets form the roof and walls, which do not join on the east and west elevations. On the right two-thirds of the north elevation is a two-paneled sliding door that opens onto a platform. To its left a nearly flat-roofed store addition extends from the northeast corner of the building. The addition has tall wood-framed windows and a base of weathered brick. The building, probably constructed in the mid-1880s, served as a grain

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warehouse for sixty years. Its current appearance reflects changes made after 1930, including the removal of a platform along the tracks and the shortening of the south end of the building by about 50 feet. The addition appears to date from ca. 1955. The siding is not original and may date from the 1930s. Because of the alterations, the building does not contribute to the historic character of the district.

13. Broadway between Elm Street and Pennington Road (6-181-001)  
Contributing Site--ca. 1900

This row of thirteen palm trees lines the east side of Broadway between Pennington Road and Elm Street. The trees are planted about every 100 feet and rise around 60 feet. They are interspersed in some places by trees of other varieties which were added later. The Southern Pacific Railroad probably planted the palms around 1900. The row of trees contributes to the historic character of the district. Also on the site is a large live oak tree, a remnant of the days before the town was founded when the area was heavily forested.

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## SIGNIFICANCE

The Live Oak Historic Commercial District represents the development of commerce in the city from around 1875 to the beginning of the Great Depression. The district provides the city's only collection of commercial buildings constructed before 1930. It has strong links to the coming of the railroad and early retail business as well as later commercial development. Although the district has changed its appearance somewhat since 1930, it retains a high degree of architectural integrity and maintains its associations to the historic period.

The district did not form until several years after the Southern Pacific Railroad laid down tracks through the area in 1869. The railroad had an immediate impact, opening previously inaccessible land for wheat production. Live Oak had only a small settlement, but it became the main shipping point on the rail line in Sutter County. By 1874 the stop in Live Oak was busy enough to warrant the construction of a store near the tracks. Later in the year a siding for loading grain and an adjacent warehouse increased activity in the district. A blacksmith shop, post office, and saloon were also constructed in 1874.

In the next few years the district became larger and more substantial. The growth reflected the prosperity of the outlying area, where ranchers were enjoying high prices from the wheat boom of the 1870s. Settlement within the town also increased, and a residential area grew up directly west of the district. By 1879 the town had about 125 residents, 100 white and 25 Chinese. Commercial construction expanded to serve the growing customer base. A variety of new businesses opened. They included a second general store, a hotel and boarding house, and a Wells Fargo office. Smaller scale businesses, such as a butcher, a shoemaker, and a Chinese laundry, also arrived. The district still had only a handful of commercial buildings, however. Most were of frame construction, but a few were made of brick. The most important of these was a stylish two-story structure that became known as the Live Oak Hall. It had retail space on the first floor and a room for community activities above. Another sign of success was the first Southern Pacific Depot, constructed in 1876. The look of the district was

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established during the decade. The railroad tracks and a parallel wagon road divided the area. On the east were buildings related to the railroad—the warehouse and depot. On the west were a string of commercial buildings that faced the tracks.

The district experienced slow growth for the next three decades. The 1880s saw the construction of a second grain warehouse, a more substantial depot, and a livery stable. But expansion halted in the 1890s, as wheat prices collapsed and the country went into a serious economic depression. The population of the town, which had reached 300 in 1890, was only about 400 in 1910.

Major improvements in infrastructure were under way in northern Sutter County, however. They brought new settlers to the area and new customers to the district. Local agriculture underwent a dramatic transformation with the construction of the Sutter Butte Canal, which arrived in the Live Oak area in 1907. The canal, which brought water from the Feather River, made possible the cultivation of irrigated crops on small farms. Wheat ranchers subdivided their holdings into 20- to 40-acre parcels, which new settlers planted in alfalfa or fruit orchards or used to raise dairy cattle. Members of two agricultural colonies, one for Mormons and the other for German dairy farmers, were among the new arrivals. Meanwhile, the Northern Electric Railroad, which reached in Live Oak in 1906, was bringing more people into the district. The railroad provided an easy commuter route for passengers between Chico and Sacramento. The tracks ran along California Street, one block east of Broadway. The depot was near Fir Street. Another advance in transportation came in 1915, when the state highway was paved. Later designated State Route 99 East, the road, which ran north to the Oregon border, was the only concrete thoroughfare in Sutter County. The route, which passed about two blocks west of the district, brought increasing vehicle traffic into Live Oak.

The resurgence of local agriculture and an expanded customer base produced new business activity in the district. The first important building to reflect the commercial upsurge was a branch of the Rideout Bank of Marysville. In announcing the new facility, constructed on Fir Street in 1913, the bank pointed to a need to provide service to the

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recently arrived agricultural colonists. The single-story building, a subdued example of the Mission Revival, was the first in the district constructed of reinforced concrete. A pair of two-story brick buildings symbolized the prosperity of the 1920s. Both used Classical Revival designs and coupled retail space on the ground floor with other uses above. The first was put up for a local baker in 1923. A drug store and shoe repair shop joined his bakery on the first floor. On the second story were offices and apartments. The structure, located at Broadway and Fir Street, helped to join the district's main artery with its increasingly important cross street. The Oddfellows fraternity constructed the district's second important new building in 1927. The lodge, which continued ownership of the adjacent Live Oak hall, which it had acquired in 1911, offered expanded facilities for its members on the second stories of both buildings while leasing the ground floors to four or five retail businesses. The new building, coupled with a single-story structure next door that was put up about the same time, did much to solidify the commercial appearance of Broadway. By 1930 only one house remained on the street to break up a string of businesses between Gum and Elm Streets.

The Great Depression of the 1930s brought an end to prosperous times. As in much of California, downtown businesses in Live Oak limped along, providing service to their regular customers but not expanding their operations. No new commercial buildings went up during the decade. The Second World War revived the economy but did not generate much new construction. Downtown did witness something of a resurgence in the decade directly after the war. Several new retail buildings, all of one story and most of cinder block, went up during the period. But the expansion proved to be short lived, as businesses responded to increased auto traffic by moving to facilities along the highway. The district went into an economic decline from which it has not yet recovered.

The district's period of significance includes the time during which the most important events occurred in Live Oak's commercial development. Resources remain to illustrate most of these developments. The opening date of 1875, an approximation, represents the construction of the district's earliest remaining buildings. The closing date, 1930,

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indicates that the important historical events in the development of local commerce had happened by that time. The district reflects the period through a collection of contributing buildings that retain their architectural integrity and were constructed between 1875 and 1930.

The district retains historic and architectural cohesiveness in several ways. First, it contains a high proportion of contributing elements, with nearly two-thirds of the total falling in this category. Second, as a group, contributors are larger and more conspicuous than non-contributors. All three of the district's two-story buildings contribute, for example. Further, the contributors on Broadway and Fir Street, although constructed over 50 years, share three important characteristics. They extend to the parcel lines in the front and on the sides; they have storefronts with recessed entrances and flanking display windows; and they do not rise more than two stories. The three interspersed non-contributors share these attributes and thus add to the overall coherence of the district. In addition to fitting in well together, contributing buildings individually look much as they did in 1930. Several, however, are in poor condition with doors and windows now boarded. The only conspicuous non-contributor is the warehouse across Broadway, which has been resided and shortened but still conveys its original function. Demolitions have had a greater impact on the district than alterations. Now missing are a smaller warehouse, once located to the north of the depot, and a pair of adjacent two-story commercial buildings, originally east of the bank on Fir Street. Despite the changes, the district retains its architectural integrity because most of its elements remain essentially unaltered and its post-1930 buildings are few and unobtrusive.

The boundaries of the district are clear, with new or remodeled commercial structures on the north and south, another strip of mixed use buildings across State Route 99 on the east, and a residential area on the west. The borders of the district have eroded somewhat since 1930. On the south most of the buildings between Fir and Elm Streets were replaced or remodeled after 1947. On the east renovations that changed uses from retail to residential occurred to buildings along Fir. In addition, several important buildings on California Street, including the Northern Electric depot and two lodging

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houses, have been demolished since 1930. The Southern Pacific parcel, which makes up the eastern half of the district, has not changed its configuration.

The historical importance of the district is clear when compared with other commercial areas of Live Oak. The adjacent commercial buildings reflect the period after World War II, when they were constructed or remodeled. The city's other collection of commercial structures stretches for about a mile along State Route 99. These buildings, often surrounded by parking lots, were put up after 1950; most date from 1970 or later. They have connections only to the recent past. So Live Oak has no other district with deep historic associations. Indeed, the city may have no unaltered commercial building from before 1930 which is located outside the district. The Live Oak Historic Commercial District is historically significant because more than any other resource it reflects the development of the city's commerce from the 1870s to 1930.

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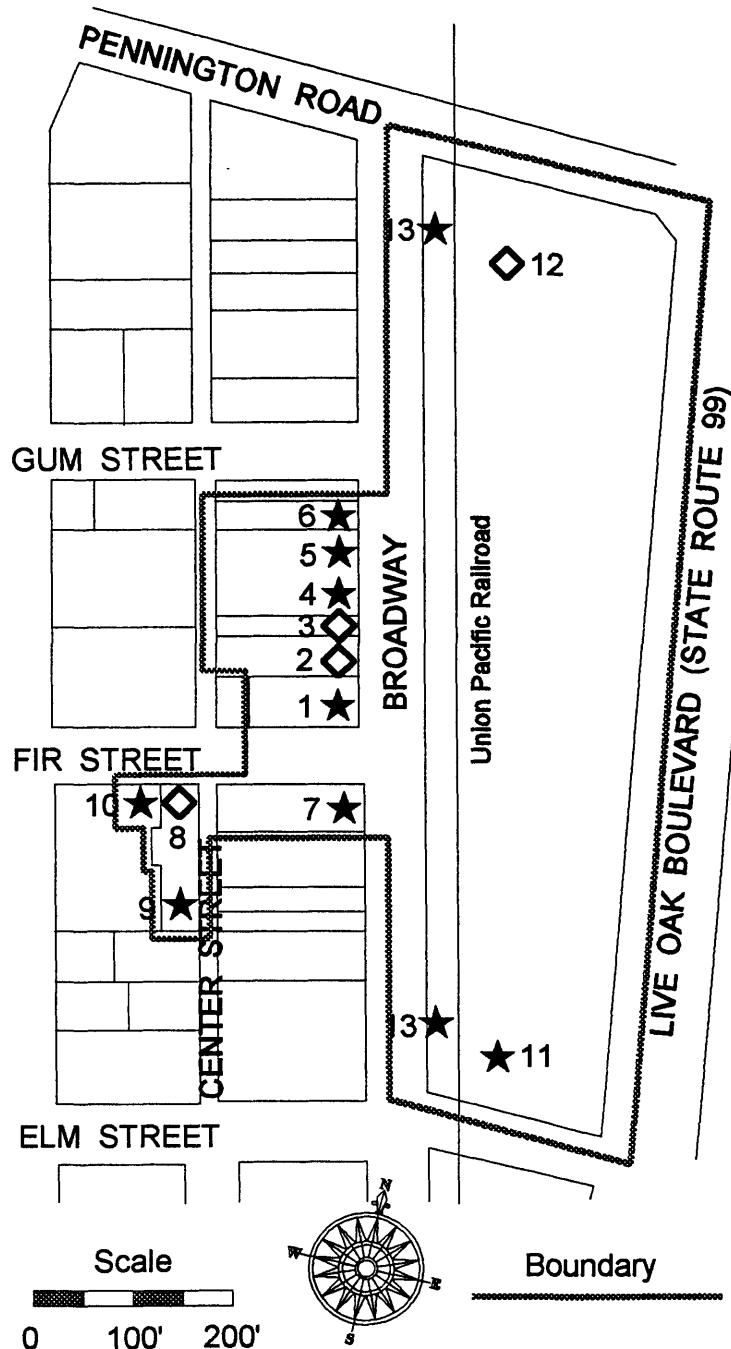
McGowan, Joseph A. *History of the Sacramento Valley*, 2 vols. New York: Lewis Historical Publishing Co., 1961.

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NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Additional Documentation  
Live Oak Historic Commercial District

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LIVE OAK  
HISTORIC  
COMMERCIAL  
DISTRICT

BOUNDARY MAP

KEY

1. 9878 Broadway
2. 9890 Broadway
3. 9892-94 Broadway
4. 9910 Broadway
5. 9908 Broadway
6. 9914 Broadway
7. 2584 Fir Street
8. 2618 Fir Street
9. 2618 (Rear) Fir Street
10. 2622-26 Fir Street
11. 9800 Live Oak Blvd.
12. 9900 Live Oak Blvd.
13. End of Palm Tree Row

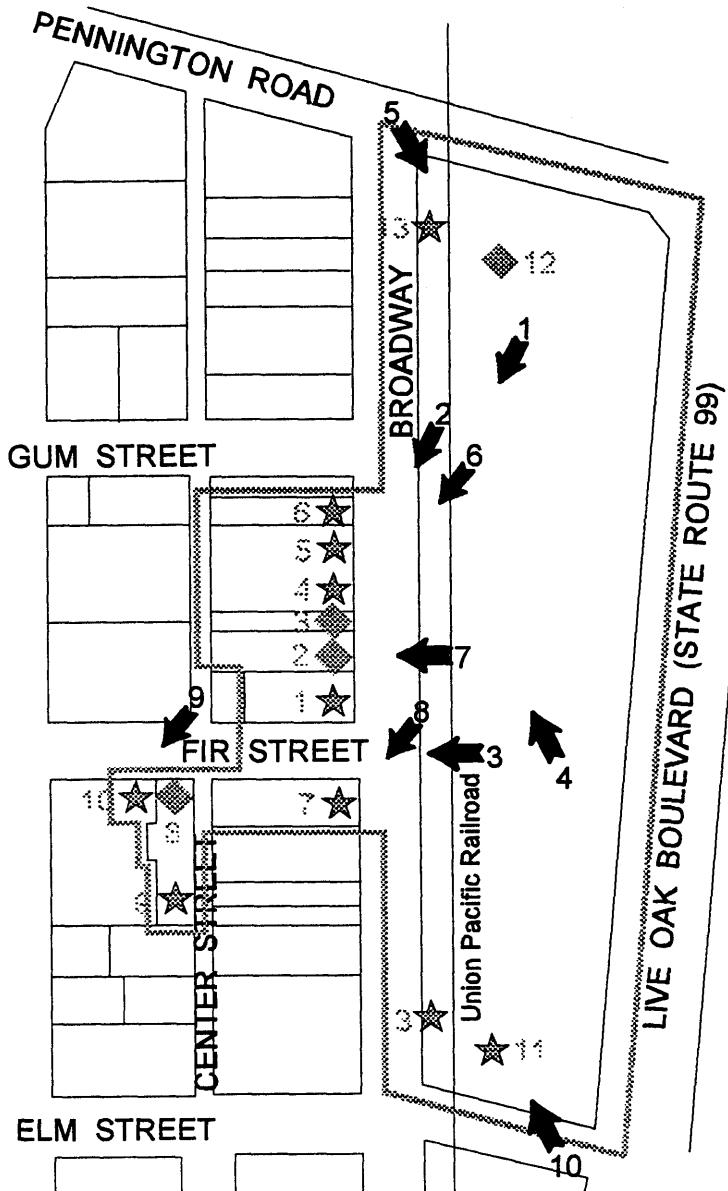
- ★ Contributor  
◆ Non-contributor

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NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

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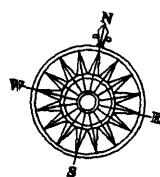


LIVE OAK  
HISTORIC  
COMMERCIAL  
DISTRICT

PHOTO KEY

Scale  
0 100' 200'

Boundary



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

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Name of Property

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County and State

Section number \_\_\_\_\_ Page \_\_\_\_\_

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Name of multiple property listing (if applicable)

**Live Oak Depot  
Live Oak Commercial Historic District  
Live Oak  
Sutter County, CALIFORNIA 97001657**

**PROPOSED MOVE APPROVED**



*[Signature]*

Keeper of the National Register

4/1/10

Date



December 28, 2009

Milford Wayne Donaldson, FAIA  
State Historic Preservation Officer  
Office of Historic Preservation  
California Department of Parks and Recreation  
P.O. Box 942896  
Sacramento, CA 94296-0001

Re: Live Oak Railroad Depot Relocation

Pursuant to 36 CFR 60.14 (b), approval is requested to relocate the Live Oak Railroad Depot listed as a contributor to the Live Oak Historic Commercial District and placed on the National Register on January 23, 1998.

**The reasons for the move:** Currently, The Depot is partially located on Union Pacific Railroad's right-of-way. Southern Pacific, Union Pacific's predecessor, ceased use of the Depot in 1959. In the 1990's, the Railroad decided to demolish the building because transients and vandals were getting into the building creating a safety problem. Since the Depot is an important part of the community's heritage, the City of Live Oak took action to save the building from destruction. The City nominated the Live Oak Commercial District for inclusion on the National Register, acquired title to the Depot and acquired a parcel of land adjacent to the Railroad's right-of-way for the purpose of relocating the Depot and rehabilitating it for a new use. During the National Register process, Union Pacific Railroad formally objected to listing the Depot stating that:

*"Operating issues (including but not limited to safety concerns) preclude any restrictions on the Railroad's ability to remove and/or construct improvements in/on the right-of-way and any adjacent Railroad owned property."*

Trains no longer stop in the City of Live Oak but up to 8 high speed trains per day travel along this section of track. Safety concerns including evidence of recent homeless occupation require immediate action.

**The effect on the property's historical integrity:** The Depot will remain within the boundaries of the Live Oak Historic Commercial District. The Depot's orientation will remain as-is with the long axis parallel to the tracks. Site improvements will be minimized to reflect the historic utilitarian nature of the general environment and immediate setting. No elements that will visually sever the Depot from the tracks are proposed. The proposed relocation will not affect the Depot's historic integrity.

**The new setting and general environment of the proposed site, including evidence that the proposed site does not possess historical or archeological significance that would be adversely affected by the intrusion of the property:** The City of Live Oak proposes to move the Depot off of the Railroad's right-of-way approximately 50 feet onto the Depot's currently undefined parking and loading area. No historic site features exist; trucks accessed the cargo docks at random. Currently the City of Live Oak and the California Department of Transportation (Caltrans) are

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installing traffic signals at the corner of Elm Street and Highway 99 which bound the Depot site. Since the signalization Project will receive Federal funding, an Historic Property Survey Report (HPSR form 09-10-07) was undertaken pursuant to Section 106 of the National Historic Preservation Act. The Report recognizes the Depot and its site as Historic-era resources within the APE. The Summary of Identification Efforts also states:

*"No prehistoric sites have been recorded or otherwise identified within the APE boundary or within a one-quarter mile radius of the APE on records maintained at the Northeast Information Center. No prehistoric sites, traditional use areas or other cultural issues have been identified by the Native American groups and individuals contacted. The Native American Heritage Commission has no record of Sacred Land listings within, adjacent or close to the project area. No prehistoric sites were encountered during the pedestrian survey of the APE."*

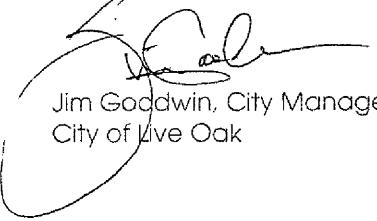
**Photographs showing the proposed location:** The Live Oak Depot will be moved forward (southeasterly) on to the currently paved area. A preliminary Site Plan is attached. The row of palms, listed as contributors to the District are on the west side of the tracks and will not be affected by this Project.



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The City of Live Oak proposes to start work on this Project by mid-February to early March so your approval is requested as soon as possible.

Thank you,



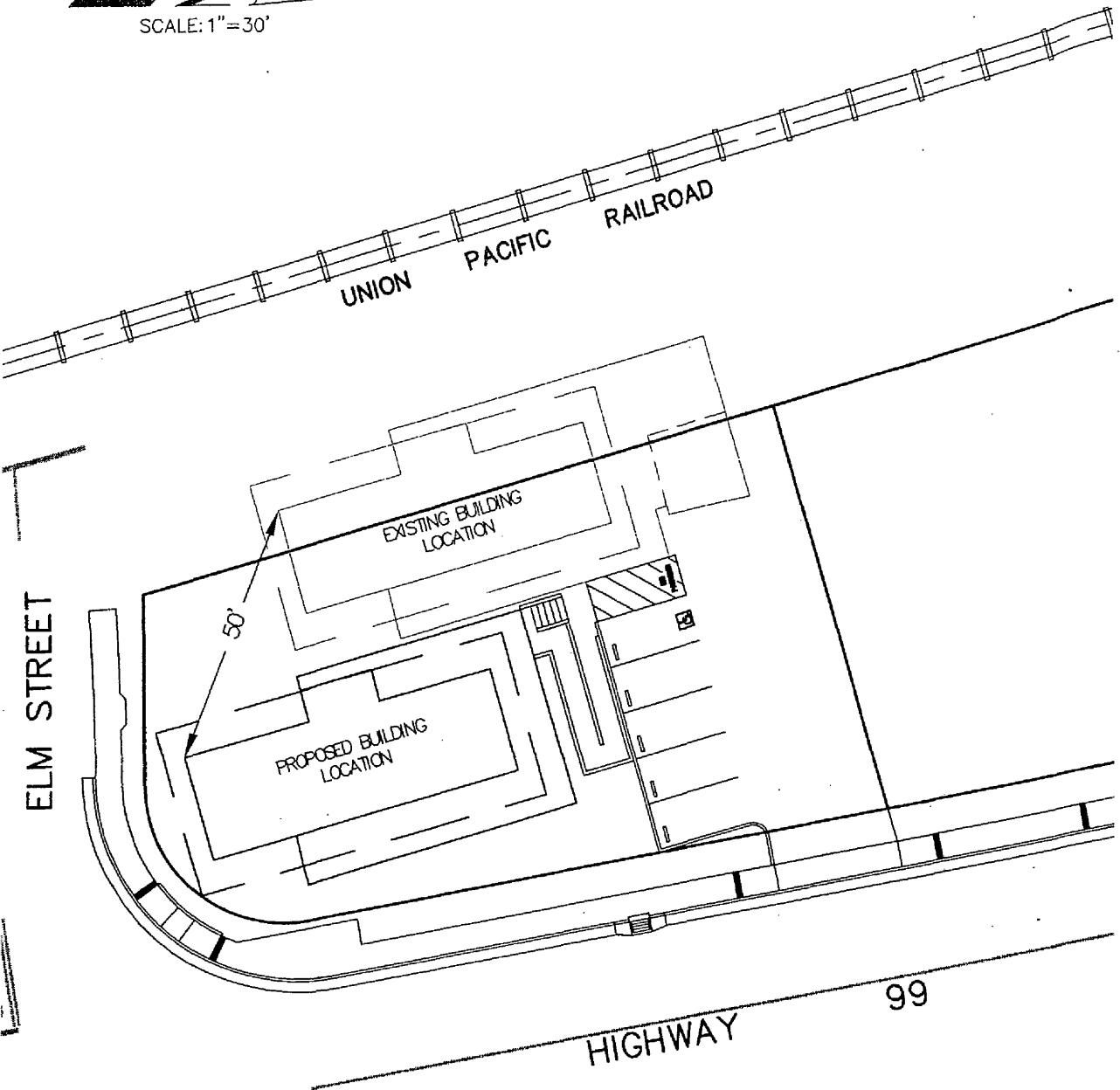
Jim Goddwin, City Manager

City of Live Oak

Cc: John Correia, Registration Unit, SHPO  
Lucinda Woodward, Local Government Assistance Unit, SHPO  
Tamara Miller, MPM/Engineering  
Scott Rolls, RAR



SCALE: 1"=30'



PRELIMINARY  
SITE PLAN  
LIVE OAK DEPOT

 **RAR**  
ROLLS ANDERSON & ROLLS  
CIVIL ENGINEERS  
115 YELLOWSTONE DRIVE • CHICO, CALIFORNIA 95973-5811  
TELEPHONE 530-895-1422



