

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY  
RECEIVED FEB 26 1979  
DATE ENTERED APR 20 1979

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

AND/OR COMMON

Railroad Square District

2 LOCATION

roughly bounded by

STREET & NUMBER (see Item #7)

Bounded by Third, Davis, Fifth, Wilson, Sixth Streets, & Santa Rosa Cree

CITY, TOWN

Santa Rosa

CONGRESSIONAL DISTRICT  
2nd

STATE

California

VICINITY OF

CODE

06

COUNTY

Sonoma

CODE

097

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL <input checked="" type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME Multiple Ownership (see continuation sheet)

STREET & NUMBER

CITY, TOWN

STATE

VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Sonoma County Recorder's Office

STREET & NUMBER

2555 Mendocino Avenue

CITY, TOWN

Santa Rosa

STATE

California

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

State of California Historic Resource Inventory

DATE

May 1977

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Office of Historic Preservation

CITY, TOWN

Sacramento

STATE

California

D

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Railroad Square Historic District comprises 15 significant structures ranging in construction dates from 1888 to 1923. 4th Street, the main thoroughfare through the District begins at a tree shaded park located next to a 1904 Railroad Depot constructed from locally quarried stone. The Depot is one of four such structures located within the District, all of which are of significant historic and architectural value. Along 4th Street is a series of one story brick commercial buildings built from 1915 to 1925. Adjacent to the railroad tracks, which form a ribbon through the western end of the District, is a series of brick warehouses built from 1888 to 1914. The commercial brick buildings located in the District are of particular importance because the 1906 and 1969 earthquakes, plus urban renewal, destroyed most of those found within the Santa Rosa city limits.

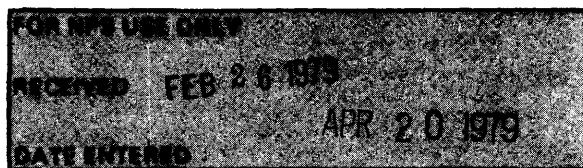
The District is a homogeneous mixture of building styles and construction techniques, not found elsewhere in the city, that reflect its commercial development during the railroad era, and the final onslaught of post World War II freeway systems which effectively divided the District from the central 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 apposed to the rest of Santa Rosa. Only recently has remodeling and restoration begun in the Railroad Square area.

### A. Buildings and Sites of Major Focal Point

- Photo A, B
1. 74-05 La Rose Hotel (5th and Wilson): 1907; a 3-story, unreinforced locally quarried stone hotel building with two triangular dormers on front and side elevation, windows have flat arched detailing and the second and third stories distinguished by a lighter colored stone coarsing, a National Register property, little alteration.
  - K 2. 74-07 Tirone Building (105,107,109 4th St.): c. 1913; a 3-bay, 1-story, unreinforced brick commercial building with simple store fronts with transoms and a recess in the parapet for signing, the only 1-story brick store front in the area not painted, little alteration. Structural work and restoration rehab. pending.
  - K 3. 74-08 Jacobs Building (111, 115 4th St.): c. 1910; a 4-bay, 2-story, unreinforced clinker brick hotel built by Frank Sullivan, Mission Revival commercial shaped false front and hooded extension shading, little alteration. Structural work and resotration rehab. pending.

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	<u>PROPERTY OWNERS</u>	Assessor's Parcel No.
✓1.	Stan Tatum c/o Santa Rosa Realty 824 Mendocino Ave., Santa Rosa, CA 95401	74-05
✓2.	Richard Murphy 115 4th Street, Santa Rosa, CA 95401	74-07
3.	Richard Murphy 115 4th Street, Santa Rosa, CA 95401	74-08
✓4.	Northwestern Pacific Railroad c/o H. B. Fowler, District Superintendent P. O. Box 629, Willits, CA 95490  Bob Stone 800 Mendocino Ave. Santa Rosa, CA 95401	89-01
✗5.	Northwestern Pacific Railroad c/o H. B. Fowler, District Superintendent P. O. Box 629, Willits, CA 95490	166-03
✓6.	Louis J. and Lucille E. Salvador 701-2A Kings Row San Jose, CA 95112	166-06
✓7.	Northwestern Pacific Railroad c/o H. B. Fowler, District Superintendent P. O. Box 629, Willits, CA 95490	171-04
8.	Northwestern Pacific Railroad c/o H.B. Fowler, District Superintendent P. O. Box 629, Willits, CA 95490	171-05
✗9.	Northwestern Pacific Railroad c/o H. B. Fowler, District Superintendent P. O. Box 629, Willits, CA 95490	171-05
✓10.	North Bay Investment Co., Inc. 1116 Mendocino Ave. Santa Rosa, CA 95401	171-11
✓11.	North Bay Investment Co., Inc. 1116 Mendocino Ave. Santa Rosa, CA 95401	171-12

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✓12. Margaret E. Noble 2090 Broadway, Apt. 201 San Francisco, CA 94115	4	75-07
✓13. Exchange Linen Service of California 1575 Indiana Street San Francisco, CA 94107		75-11
✓14. Geary Rea, c/o Santa Rosa Realty 824 Mendocino Ave. Santa Rosa, CA 95401		171-07
✓15. Albert Nicholson and Bette Mc Clish 1372 Los Alamos Road Santa Rosa, CA 95405		171-10
✓16. Paul R. Marcucci P. O. Box 151 El Verano, CA 95433		74-09
✓17. Marie Bertolucci 575 Santa Rosa Ave. Santa Rosa, CA 95404		74-12
✓18. Brunson and Kurlander 4060 Angeline Court Santa Rosa, CA 95405		74-13
✓19. Robert D. and Lynda D. Angell P. O. Box 3335 Santa Rosa, CA 95402		74-15
✓20. Paul Speer 422 Wilson Street Santa Rosa, CA 95401		75-01
✓21. Welfare League 126 4th Street Santa Rosa, CA 95401		75-02
✓22. Nan Taylor Nelson 112 4th Street Santa Rosa, CA 95404		75-03

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- |       |   |        |
|-------|---|--------|
| ✓ 23. | Enrique and Olga Seitz<br>116 4th Street<br>Santa Rosa, CA 95401                                | 75-04  |
| 24.   | North Bay Investment Co, Inc.<br>1116 Mendocino Ave.<br>Santa Rosa, CA 95401                    | 171-12 |
| ✓ 25. | One Twelve and One Fourteen Fourth Street Partnership<br>112 4th Street<br>Santa Rosa, CA 95401 | 75-05  |
| ✓ 26. | Warren and Lenora Williamson<br>2080 Geary Dr.<br>Santa Rosa, CA 95404                          | 75-06  |
| ✓ 27. | Ammann-Worthen Investments, Inc.<br>490 Canal Street #9<br>San Rafael, CA 94901                 | 75-09  |
| ✓ 28. | Schurley E. and Margaret Schluer Jr.<br>P. O. Box CC<br>Santa Rosa, CA 95403                    | 75-10  |
| ✓ 29. | Monte and Judith Kurlander<br>1420 Lorraine Way<br>Santa Rosa, CA 95404                         | 74-16  |
| ✓ 30. | Exchange Linen Service of California<br>1575 Indiana St.<br>San Francisco, CA 94107             | 75-11  |
| ✓ 31. | The Strand<br>1160 Franquette Ave.<br>Santa Rosa, CA 95405                                      | 74-01  |
| ✓ 32. | Herbert and Flora Kurlander<br>P. O. Box 371<br>Santa Rosa, CA 95402                            | 74-10  |
| ✓ 33. | Robert Trombetta c/o T E A Properties<br>P. O. Box 11648<br>Santa Rosa, CA 95406                | 171-09 |

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- |       |   |        |
|-------|---|--------|
| ✓ 34. | Richard Murphy<br>115 4th Street<br>Santa Rosa, CA 95401                            | 74-04  |
| ✓ 35. | Pete and Gentilina Maffei<br>770 Mendocino Ave.<br>Santa Rosa, CA 95401             | 74-06  |
| ✓ 36. | Marc M. and Gladys O. Praplan<br>482 Juan Ct.<br>San Rafael, CA 94901               | 75-08  |
| ✓ 37. | Exchange Linen Service of California<br>1575 Indiana St.<br>San Francisco, CA 94107 | 75-12  |
| ✓ 38. | Louis and Lucille Salvador<br>701-2A Kings Row<br>San Jose, CA 95112                | 171-14 |

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- 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.
- O 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.
- Open Space 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.
- Open Space A 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 monitors.
- M 11. 171-12 Water Tower: c. 1925; a metal frame water tower with painted metal water tank, wood structure below.

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B. Buildings and Sites of Major Focal Point with Minor Non-conforming Additions or Alterations

- I.S. 12. 75-07 Lee Bros. Building (100 4th St.): c. 1906; a 1-story brick building with five steel columns and classic details, decorative cornice above the pierced brick parapet, arcade altered c. 1930 from the original wood store front.
- None 13. 75-11 Exchange Linen (145 3rd St.): c. 1920; a large 1 story, concrete false front, stucco finish, three false front parapets each side, run cornice moldings, fluted pilasters, minor alterations early, some bays enclosed.
- D.C. 14. 171-07 Western Hotel (10 4th St.): c. 1903; a 2-story locally quarried stone hotel building, arched openings on facade not original, false front parapet with name plate, major sensitive addition to rear after 1908.
- None 15. 171-10 Electroscale (15 3rd St.): c. 1890; a large brick warehouse with a 1900 addition to the rear, structure expressed in exposed pilasters, horizontal bond course, shaped parapet and some arched openings.

C. Buildings and Sites Visually Contributing to the Character of the District

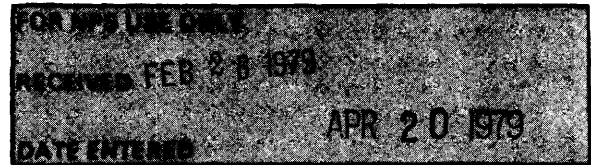
- (K) 16. 74-09 Chapala (117 4th St.): c. 1915; a 1-story single bay commercial painted brick false front with corbeled cornice, wood awning, alterations in store front.
- L 17. 74-12 Troy Chem (129 4th St.): c. 1925; a 1-story, two bay, stucco, Mission Revival false front, tile spandrels and decoration added later.
- None 18. 74-13 Silver Dollar (133, 135 4th St.): c. 1925; a 1-story, 2 bay, stucco, Mission Revival theme false front, conforming structural rehab. in 1978.

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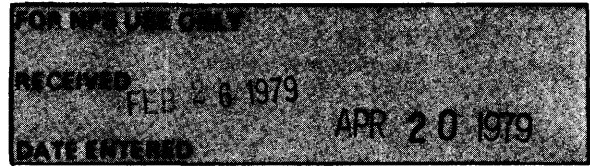
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- L 19. 74-15 Gardner Printing (125 4th St.): c. 1925; a 1-story two bay, stucco. Spanish Colonial Revival false front with cast plaster decoration, one bay original, one bay non-conforming alterations.
- J 20. 75-01 Donahue's Whistle Stop (130, 132 4th St.): c. 1915; a 1-story, four bay, painted brick commercial false front with a corbeled parapet, two bays original, two bays altered c. 1930.
- " 21. 75-02 Welfare League (126 4th St.): c. 1925; a 1-story two bay, stucco, commercial false front with a run cornice mold, glazed tile in bays.
- " 22. 75-03 Vacant (122 4th St.): c. 1915; a 1-story, 2½ bay, unpainted brick false front with corbeled parapet, now undergoing structural rehabilitation.
- " 23. 75-04 Seitz Garage (116 4th St.): c. 1915; a 1-story three bay, painted brick commercial false front with corbeled parapet.
- M 24. 171-12 Warehouse (46 W. 6th St.): c. 1920; a concrete and wood industrial building with glass monitors.
- (J) 25. 75-05 Omelette Express (112, 114 4th Street): c. 1915; a 1-story, two bay, commercial brick false front, front altered with plaster and glazed ceramic tile c. 1955. Altered, but reversible.
- (") 26. 75-06 Wink Process (108, 110 4th St.): c. 1915; a 1-story two bay, commercial false front, front altered with plaster and wood, c. 1950. Altered, but reversible.
- None 31. 74-01 Tocchini Building (5th and Davis): c. 1910; a 1-story, five bay, concrete commercial building with theatre, some classic details in parapet, major remodel in 1978, bays enclosed with structural members, solar panels on roof. Altered, but reversible.

-contd-

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33. 171-09 Sourdough Rebo's (24 4th St.): 1927; a 1-story stucco Spanish Revival with low pitched gable roof and wrought iron balcony, extensively remodeled in 1978 adding wood features and decoration. Altered, but reversible.

D. Buildings and Sites not Visually Contribution to the Character of the District.

27. 75-09 (Third and Wilson): c. 1920; a 1-story tin building with stepped false front, front altered with plaster and wood, small concrete block addition c. 1950.

28. 75-10 National Auto Glass (111 3rd St.): c. 1920; a 1-story tin building with stepped false front, front altered with plaster and wood c. 1950.

E. Non-conforming Intrusions Visually Detracting from the Integrity of the District.

29. 74-16 Truck Transfer (5th St.): tin warehouse.

30. 75-11 Exchange Linen (145 3rd St.): loading dock with concrete block wall in front, c. 1960.

32. 74-10 Kurlander (123 4th St.): c. 1885;\* plain stucco, covered brick 2-story commercial building, extensive remodel.

F. Vacant Lots

- 34. 74-04
- 35. 74-06
- 36. 75-08
- 37. 75-12
- 38. 171-14

\*Sanborn Maps show a brick structure built in 1885, extensive changes in building between 1908 and 1969, still brick construction.

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1888-1923

BUILDER/ARCHITECT Various

## STATEMENT OF SIGNIFICANCE

The preservation of the Railroad Square District will not only serve the residents of Santa Rosa with a history of the built environment during a particular era, but will also serve as a link with the rest of the state and nation. The development of the West was greatly assisted and promulgated by the building of the transcontinental railroad during the Civil War. The development of local rail lines not only linked small towns with larger cities but provided a resurgence of growth during a dormant period. In 1871, with the arrival of the railroad, the city population increased from 1000 to 6000 within 5 years. (Atlas of Sonoma County, 1877.)

The Railroad Square Historic District is separated from central downtown Santa Rosa by US 101 Freeway and a large block of commercial property that is being developed into a contemporary shopping center. To enter the District is to step back into the early part of the 20th century when citizens of Santa Rosa awaited the arrival of the trains that brought mail, consumer goods, and visitors. The preservation of Railroad Square Historic District will provide residents and visitors with an architectural link to the city's and state's past. Not only does the Square reflect this heritage with the era of railroad transportation but it further, and very importantly, pays tribute to the Italian-American heritage in the area. Within the area are four structures constructed from locally quarried stone by immigrant stone masons who left Italy at the beginning of this century bringing their tools and skills to leave their mark on Santa Rosa and Sonoma County. Many of these immigrants stayed in the District hotels before finding housing in the nearby West Side Neighborhood, mainly inhabited by Italian-American residents.

The District has remained reasonably intact since it was rebuilt following the destructive 1906 earthquake. Many significant structures from the railroad era remain which represent the transportation development of the early 1900's. Only a few detract from the general harmony of the District built between 1906 and 1920 (approximately). The key buildings in the District are: the four cut basalt stone buildings built by the Italian stone masons between 1903 and 1907, the classic detailed commercial building known as Lee Brothers built around 1907, and the Jacob's Building, a clinker brick false front hotel with a Mission Revival parapet. Also of note are the brick buildings on 4th Street between Wilson and Davis Streets, representative of early 20th Century simple, one-story brick commercial storefronts

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Sheets

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 23.0 A

QUADRANGLE NAME NW/4 Santa Rosa 15

QUADRANGLE SCALE 1:2400

UTM REFERENCES

DA	1,0	52,41,8,0	4,25,43,3,0	C-B	1,0	52,41,8,0	4,25,40,0,0
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
B-C	1,0	52,46,3,0	4,25,40,0,0	A-D	1,0	52,46,3,0	4,25,43,3,0
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
E				F			
G				H			

VERBAL BOUNDARY DESCRIPTION

See Continuation Sheet

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

## 11 FORM PREPARED BY

NAME / TITLE

Dan Peterson AIA and Associates

ORGANIZATION

Dan Peterson AIA and Associates

STREET & NUMBER

930 Mendocino Ave.

CITY OR TOWN

Santa Rosa, CA 95404

DATE

707-545-0895

TELEPHONE

California

STATE

## 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

*K. Mox Mellon*

2-5-79

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

4-20-79

KEEPER OF THE NATIONAL REGISTER

ATTEST:

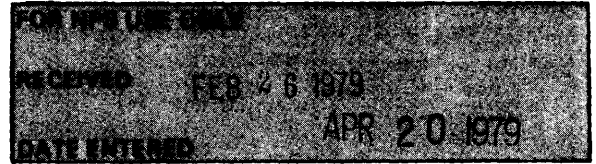
DATE

4-19-79

CHIEF OF REGISTRATION

UNITED STATES DEPARTMENT OF THE INTERIOR  
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which have become extinct in Santa Rosa. Further examples of brick construction techniques are found in a series of brick warehouses built from 1888 to 1914 along the railroad tracks. With the construction of the freeway in the 1960's, this area was separated from the rest of the city and has slowly decayed. Conversely, it was the increased development of auto transportation that saved the District, for the Freeway not only cut the District off from the central downtown area, but as developers looked to other off-ramps and exits, Santa Rosa's link with the railroad era remained virtually unchanged.

In 1884, Historian R.A. Thompson wrote in his book, Resources of the Santa Rosa Valley and in the town of Santa Rosa that 4th Street from the railroad depot (Railroad Square) to the Sonoma Road (approximately where Montgomery Drive intersects the old S.P.R.R. r/w) was the leading business street in Santa Rosa. The Railroad Depot at the most westerly end of 4th Street was in the area where most of Santa Rosa's industry was built following the arrival of the railroad in 1871. This area eventually became the terminal for three railroads: the San Francisco and North Pacific; the Petaluma and Santa Rosa; and the Santa Rosa Mc Donald Street Railroad. According to Mr. Thompson, there were such industries in this area as: the Santa Rosa Tannery; the Santa Rosa Brewery; the Marble Factory; the Santa Rosa Roller Flouring Mills; the Santa Rosa Woolen Mills; and the famed De Turk Wine Cellars which produced a half million gallons of wine annually. Much of this wine and the products of other local wineries was shipped by rail to the rest of the state, making Sonoma County one of the leading contributors to the state's wine consumption. It is evident that this District was once the heart of Santa Rosa's industry and the **remaining** buildings give a strong sense of this past.

Early development in the District began after the arrival of the San Francisco and North Pacific Railraod, the first company in the County to actually connect the major towns by rail. The railroad ran north from Petaluma through Santa Rosa to Cloverdale. Steamer service connected Petaluma with San Francisco, joining the rich agricultural regions of Sonoma County with the Bay Area markets. There was also an excursion train that , in years to come, brought hundreds of passengers through Santa Rosa to recreation spots on the Russian River. On November, 1906, the line was incorporated as the Northwestern Pacific and is now a subsidiary of Southern Pacific.

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During the railroad era, from 1870 to 1936, Santa Rosa became the service center for the County, and the railroad did a lucrative freight business with local industries. Businesses and factories employing numerous workers, surrounded the Railroad Square area in convenient proximity to rail transport and accommodating hotels. The Petaluma and Santa Rosa Electric Railway began operation in the District after construction was completed (from Sebastopol) in 1905. The Petaluma and Santa Rosa acquired the various horsecar railways in Santa Rosa in 1903 and a few years later electrified the Mc Donald Street Railway line which ran down 4th Street from Railroad Square to its terminus at Mc Donald Avenue.

In October of 1870 the first regular passenger train arrived in Santa Rosa. A two-story, wooden, single platform depot was built on the site of the present Northwestern Pacific stone depot at 4th and Wilson Streets. It served the needs of many passengers to and from Santa Rosa until it burned in 1903. It was replaced by the present single platform stone depot, which was begun in January 1904, and was completed on June 21, 1904. A park was laid out on the Wilson Street side of the depot, and trees were planted, creating an attractive space that easily accommodated large intermittent crowds. The perimeter park curbing and trees still exist and contribute to the historic quality of the Square.

In the mid-1870s, cobblestone quarries began to appear in Sonoma County, large due to the demand for paving stones in San Francisco. Railroads provided vital transportation for the local stone industry. Cobblestones were in great demand, both locally and regionally, from the 1870's to the 1910's. But the increased use of the automobile and the need for smoother pavements "caused a slump in the business". (California Division of Mines and Geology - Mines and Mineral Resources of Sonoma County, 1913).

The most significant buildings in Railroad Square are the four stone buildings surrounding a central park. These buildings are constructed of stone extracted from local quarries, and they stand as the most concentrated grouping of early stone buildings in Sonoma County.

The four stone buildings; the Northwestern Pacific Railroad Depot (1904); the Western Hotel (1903); the La Rose Hotel (1907); and the REA Express Building (circa 1915) were all built by a group of Italian stonemasons who immigrated to Sonoma County around the turn of the century because of political unrest at home. They had acquired the skill of cutting

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hard stone in the quarries of Northern Italy. Peter Maroni, Natale Forni, Massimo Galeazzi, Angelo Sodini, and others collaborated on the stone buildings in Railroad Square; as well as other stone buildings in Sonoma County. These include hop kilns, wineries, and Jack London's Glen Ellen houses. Stone was obtained from nearby quarries in east Santa Rosa and Kenwood, dropped from bunkers into horse-driven wagons, and conveyed to the building site where stone was then finish cut and set in place.

With the increased passenger traffic on the railroad and with growth of industry in the Railroad Square area, there was a need for lodging and retail shops catering to both travelers and residents. The Western Hotel (1903) and the La Rose Hotel (1907) were constructed to accommodate overnight guests as well as workers in the area requiring room and board. Both hotels featured bars and moderate rates and were convenient to the depot. The 1906 earthquake caused an exterior wall to collapse on the Western Hotel. It was repaired, however, and soon reopened for business. Sometime after 1908, an addition was made to the rear of the hotel to create more accommodations.

Most of the historic buildings in the district were constructed after the 1906 earthquake, which hit Santa Rosa particularly hard. It had demolished much of the town including numerous commercial buildings situated near the freight and passenger depots in Railroad Square. The buildings which survived the 1906 earthquake were the brick warehouses at 15-3rd Street, the double brick warehouse at 46 West 6th Street, the Western Hotel at 10-4th Street, and the Northwestern Pacific Depot at the foot of 4th Street.

As part of the rebuilding which occurred after 1906 in Santa Rosa, a series of simple brick commercial buildings were built along 4th Street. They housed retail shops displaying a variety of goods in large plate windows. A streetcar line ran in front of the shops on 4th Street, providing convenient transportation for many customers. In 1911, some of the stores offered produce, hardware, candy, shoes, real estate, lumber and liquor for sale. Later, buildings in the Mission/Spanish Revival style were built for commercial purposes. Today, they help maintain the integrity of the 4th Street environment.

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The Railroad Square District was a thriving commercial center in Santa Rosa which provided the necessary services for the great number of rail passengers during the railroad era. With the Depression of the 1930's and competition from automobiles and trucks, passenger service declined. Commercial development was no longer as dependent upon rail transportation, although the Northwestern Pacific Railroad continues to operate freight service with offices in the stone depot.

The selection of the District boundaries was based on the visual aspects of the existing buildings which are harmonously interrelated in mass and scale and illustrate an era spanning time from 1890 to 1930. The Santa Rosa Creek clearly defines the western edge and change of environment. On the east, Davis Street, the frontage road for the elevated freeway, clearly shows an edge of the District with no historic buildings on the east side between Davis St. and the Freeway. The southern boundary, Third Street, was chosen because of the major visual change from the District to cleared land and newer construction. To the North, the boundaries (5th, Wilson and 6th Streets) divide the District and exclude the areas which have lost their integrity due to alterations, demolition and newer construction. This was reviewed by the California State Historic Preservation office staff and found to be quite obvious in the boundaries.

The District has undergone several studies and local citizens are interested in developing it to its potential. Because of the tax reform act incentive, investors have become interested in the area for development, restoration and preservation. The city of Santa Rosa has been looking at the area under the Freeway which borders the District for future development and at the area south of the District for a future convention center. East of the Freeway is an area being vigorously developed by urban renewal into a major shopping center. The City of Santa Rosa is drafting an ordinance to use Department of Interior guidelines for design review within the District. On November 21, 1978 the City Council unanimously passed a resolution (#13572) supporting the National Register application for the Railroad Square Historic District.



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Verbal Boundary Description

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).