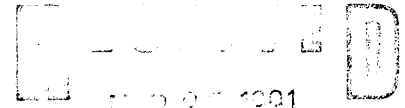


DEC 20 1990

United States Department of the Interior
National Park Service



National Register of Historic Places Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Fire Station No. 6
other names/site number _____

2. Location

street & number 3414 4th Avenue N/A not for publication
city, town Sacramento N/A vicinity
state CA code CA county Sacramento code 067 zip code 95817

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	_____ buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ structures
	<input type="checkbox"/> object	<u>1</u>	_____ objects
			<u>0</u> Total

Name of related multiple property listing:
N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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.

Kathryn Sullivan 3/20/91
Signature of certifying official Date
California State Historic Preservation Officer
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

5. National Park Service Certification

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): _____

Entered in the
National Register

Melanie Bryan 4/25/91

[Signature] Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

GOVERNMENT: Fire Station

Current Functions (enter categories from instructions)

Recreation and Culture: Museum

Other: Artists' Studios

7. Description

Architectural Classification

(enter categories from instructions)

Prairie School

Materials (enter categories from instructions)

foundation Concrete

walls Stucco

roof Asphalt

other

Describe present and historic physical appearance.

Station Number 6, the Oak Park Fire Station, is a rectangular, two story structure and tower whose architectural style reflects Prairie School design. The stucco-surfaced building is approximately seventy four feet wide, fifty three feet deep, and thirty feet in height, with a sixty three foot tall tower at the rear. The Firehouse stands on the lot line of Fourth Avenue, adjacent to the alley between 34th and 35th Streets. It has a shallow shed roof penetrated by three skylights, and stands on a concrete slab floor. The first floor, tower, and stairwell/equipment core are constructed of reinforced concrete, while walls of the second floor are of hollow clay tile. The roof and interior walls and floor of the second level are framed and surfaced with wood. A cornice projects from the roof above the four bay facade, clad with sheet metal impressed with a decorative pattern. Metal-sash, multi-paned casement windows occur on the second floor on all elevations. Each of the metal truck doors in the bays contain six smaller windows. A five story, hip roofed, bell/training/hose tower projects above the building at the rear.

The structure has recently been rehabilitated and serves as an art gallery, with artist studios on the second floor. The structure has retained most of its integrity, principal changes being replacement of the original truck doors during the 1930s and the closure of the rear stall opening on the east with the construction of interior first floor office space, between 1920 and 1930. Some second floor room divisions were modified for current uses during rehabilitation.

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The first floor of the two story building, the tower, and the interior stair well/service area core are constructed of reinforced concrete. The second floor is of hollow clay tile, surfaced with stucco.

The facade of the structure contains its principal stylistic references and ornament. The two story composition is divided horizontally at the first floor level. The ground level contains four large truck bay or stall openings, each enframed by a shallow raised molding. A shallow cornice projects from the facade above the openings at belt course height, decorated with a strip of egg and dart molding. The second floor contains six pairs of metal sashed, multi-paned casement windows, one each above the far truck stalls, and two above the center stalls. Raised panels and slender strips of raised molding visually connect the windows and organize them into a horizontal element of the overall composition. The truck stalls and windows are, in turn, enframed by a shallow strip of molding that intersects the belt course. A cornice projects from the roof above the facade, clad with sheet metal impressed with a decorative repetitive pattern. The soffit beneath the cornice is paneled and vented. The central panel of the second floor, between paired windows, originally contained a Fire Department crest which has since been removed. The truck doors, approximately ten feet by ten and one half feet, are metal, with a paneled pattern, and contain at about mid-height a horizontal row of six windows, each approximately sixteen inches by eighteen inches. Original doors of wood were replaced by these doors during the 1930s. Two small glass and metal lamps in a modified Craftsman style flank the second floor window bank. Existing metal casement windows apparently replaced wood ones when the truck doors were changed prior to the 1930s. Window boxes beneath the second floor windows were added after the construction of the building and have since been removed. An insignia, originally attached to the facade between windows of the second floor and naming the Fire Station, has been removed.

The eastern elevation is a simple, undecorated surface penetrated by a standard door and two small metal sash windows on the first floor, and a row of seven metal sashed, multi-paned casement windows and two small attic vent openings covered with small metal grilles on the second floor.

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The surface of the western elevation is also undecorated and holds five windows, four of which are the same metal sashed, multi-paned casement windows that occur on the other elevations. There are two small attic vents covered with decorative metal grilles on the second floor.

The rear or south elevation contains the hip roofed bell/hose/training tower, approximately sixty three feet in height, and eleven feet by fourteen feet. The rear elevation contains five standard door openings, and two former truck openings, now sealed, on either end of the building at the ground level. The truck stall on the western end was originally the entrance for the horses and steamer equipment. The opening has been closed and two metal sashed, six light windows installed in the space. The second floor contains eight window openings, one of which is wood framed and inserted in the tower. The other seven windows are of the metal sashed, multi-paned casement type found on the other elevations. The five story tower contains four tripartite louvered openings on its top level, one on each elevation, beneath a shallow hip roof, the central portion of which is larger than the flanking elements. The tower has additional window openings on the south, north and east elevations at the third and fourth levels. There are four small attic vent openings below the roof parapet. The shallow shed roof contains three glass and metal skylights.

The interior of the ground floor of the building contains an office area on the southeast corner, a central core area containing a stairwell, mechanical equipment and toilet facilities, and the square concrete columns that divide the bays and support the upper portion of the building. The interior wall surfaces are painted concrete, and divided into bays by engaged square columns. The ceiling is tongue and groove planking. Large metal steam heating ducts are suspended from the ceiling of the open stall areas. The office has been separated from the rest of the stall area by a wood wall that contains four multi-paned wood casement windows and a swinging glass-paned wood door, all opening into the east stall area. Wood wainscoting of narrow tongue and groove siding surfaces the lower walls of the office which is divided into work areas. The building contains 2900 square feet and the first floor interior is fourteen feet in height.

A central core area with concrete walls contains four areas; an entry or lobby between the eastern office area and the tower base, the stair well, the tower base, and the combined mechanical equipment/restroom.

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The stall on the west end of the building originally housed the steamer and horses. The floor of the stall contains the remnants of the steamer connection in a small, shallow pit below floor level. The pipe originally connected to the large gas generated steam boiler. The horses and steamer would enter this bay through the rear truck door, and face the front of the building. The horses were said to have been stabled in the back portion of this stall when the building was first constructed, but their use was apparently phased out soon after construction. The concrete floor of this stall was textured to provide better footing for the horses. The west stall is partially enclosed on its east side by the walls of the tower and equipment room. A square window-like opening in this wall has been covered.

Metal firepoles, twenty two feet tall, remain in place in the northeast, northwest, and southwest corners, and the center of the building on the north between the two middle truck doors, four in all. The firepoles have pneumatic landing mats. These are said to be the last such poles remaining in place in any fire station in Sacramento.

Records indicate that the second floor contained sleeping quarters, a locker room, kitchenette, drying room, gymnasium, showers and restrooms, and a reading room. A hallway provides access to the second floor rooms. The sleeping quarters may have been located in the two rooms on the front of the building, said to have been utilized for hay storage when horses were still in use. The long room on the eastern end of the second floor may have been the gymnasium. The locker room appears to have been west of this long room in the middle of the building, and the drying room next to it on the south. A small arch occurs in the hallway on the west, and a larger one in the center room adjacent to the hall on the west, formerly the kitchenette. A wood bookcase stands, back to the tower, in the room at the end of the hall on the southwest corner. This room, accessed also by a swinging door from the former kitchenette area, was probably the reading or recreation room. The restroom area contains shower stalls, toilets, and sinks, and the floor is surfaced with small hexagonal white tiles. The interior of the tower on the second level contains a balustraded landing area. A metal ladder attached to the south wall extends from the ground floor to upper levels, and the framework holding the hooks for hanging the hose to dry.

Station Number 6 was closed and vacated in 1979. The structure was rehabilitated to essentially its original appearance in 1988-1989 for use as an art gallery on the ground floor with artist studios on the second floor.

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Alterations and modifications are described as follows. Some minor alterations occurred soon after construction, apparently an expansion or rearrangement of the sleeping quarters for firemen. A news article early in the year of its completion discusses an addition, but there is no apparent physical evidence of an addition. The original wood truck doors were replaced with the present metal ones in the late 1930s. Original wood casement windows were apparently replaced by the existing metal ones at that time. The rear stall opening on the east was apparently closed during the 1930s, when the office was installed. The closure was first framed in wood, surfaced with siding, and then with concrete. Office surfacing was installed on the interior. The office itself is not apparently original to the building, as evidenced by the closure of the door in the concrete core wall that leads to the lobby, with office wainscoting and siding. The construction date of the office is not known, but appears to have occurred between 1920 and 1930. The current interior wall partition across the front of the office is not the first one, but a newer one, installed in 1953. The inner office partition dates from the same era. The earlier office wall extended farther forward toward the front of the stall than at present, as indicated by the wainscoting and ceiling paneling remaining exposed within the bay.

The rear of the west stall has also been filled in with concrete, but apparently at an earlier date than the rear of the stall on the east end. This opening may have been sealed when the use of horses and the steamer became obsolete, probably by the early 1920s. Two fixed-pane windows have been installed in the sealed opening. The current condition of the closure indicates an early construction date.

The tower bell was removed when the station was closed in 1979. It has since been dedicated to lost firefighters and installed in the Sacramento City Cemetery. An original window opening in the north wall of the tower on the second floor, next to the shower rooms, was apparently closed off at an early date to allow construction of the shower/toilet rooms. The rear door originally leading from the lobby to the office has been closed off, and a former door to the mechanical room from the lobby has been partially closed to form a window. A window opening in the west wall of the mechanical room has been closed and duct work extends through its upper portion. Air conditioning equipment has been installed in a window on the south and on the east elevations of the second floor. A door on the east facade near the north corner of the building has been closed. The original window boxes and department crest on the facade have been removed.

The condition of the building is good. The structure has recently been restored to its original appearance and opened to new use as an art gallery, with studio space on the second level. The Sacramento Housing and Redevelopment Agency has helped coordinate its purchase, rehabilitation, and new tenancy plans.

8. Statement of Significance

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

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

COMMUNITY DEVELOPMENT

ARCHITECTURE

Period of Significance

1915-1940

Significant Dates

1915

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Givan, Albert

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Oak Park Firehouse No. 6 is significant under Criterion A, as an important example of its type of structure within the region and as contributor to the evolution of Sacramento's first suburb, and under Criterion C, as an unusual and competent example of its style of architecture in Sacramento, and the work of a locally important engineer and designer.

The Oak Park Firehouse, Station No. 6, was the largest and best equipped firehouse in Sacramento and the region when constructed in 1915. It was designed by a notable Sacramento area civil engineer whose projects have had a significant effect upon flood control and water regulation in the Sacramento Valley and Delta region from 1920 to the present. The building is a stylistic example that is unusual in the city, and a rare remnant of its era of construction. The firehouse was the first such structure constructed in the city's first suburb, the large Oak Park annexation of 1911. The firehouse symbolized a new era in the evolution and growth of the capitol city. The development of the Oak Park suburb reflected the social and economic evolution of Sacramento, with its strong and working class population and diverse ethnic composition. There are no other public buildings from this era remaining in the Oak Park area.

When constructed, Station Number 6 was the largest, the only four bay fire building, and the best equipped firehouse in Sacramento, a city with a long history of firefighting. Research indicates that few fire stations currently listed in the National Register of Historic Places throughout the country matched this one in size for its era. The Firehouse tower was used by the city as its first and only fire training tower until approximately 1938.

As such, the Firehouse constitutes a significant architectural, cultural, and historical resource, that represents a rare architectural style and design, is associated with a notable engineer involved in significant regional projects, was an outstanding element of its own department in its era, and was representative of the first major new expansion phase in the development of the city since the days of the Gold Rush.

The period of significance is 1915 to 1940. The structure continued its operation as a Fire House until 1979. However, the significance of the property between 1940 and 1979 was not exceptional and therefore the arbitrary fifty year cutoff date was selected.

X See Continuation Sheets

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The tradition of fire fighting in Sacramento is a long one. In its early years, the city experienced several devastating major fires. To respond to these disasters, in February of 1850, a group of Sacramento citizens established one of the first volunteer fire companies on the Pacific coast. In August of 1852, the Department incorporated as the Fire Association of the City of Sacramento. As an Association, members had a voice in the election of chief, officers, and their foremen. By 1861, eleven Engine or Hook and Ladder companies had been formed, manned by volunteers.

Although under one department, the individual companies were essentially independent. They were apparently fiercely competitive, and subject to political pressures of Council activity. Membership in a Company was a prized privilege bestowing special social status and prestige. Contributing to Company status, Department recognition was bestowed selectively, and newly organized companies were often denied recognition. Nevertheless, the fire department grew and by the early 1870s, the department consisted of 400 volunteers. In 1873, volunteers were eliminated and firefighting became a paid department of the city. Sacramento, one of the first cities on the Pacific Coast to establish a volunteer company, now became the first in the Pacific to have a fully paid, professional fire department.

Fifty five years after the establishment of the first volunteer department in Sacramento, citizens of the Oak Park area, which was not yet annexed by the city, formed a volunteer department. Hose cart companies #1 and #2 were put into service on November 10, 1905. Within five years, the hand drawn carts had been replaced by horse drawn wagons. The Oak Park District Fire Service was reorganized in 1910. When the area was annexed to the city in 1911, the volunteer department was incorporated into the regular Sacramento Fire Department. With it went whatever facilities had been utilized by the volunteer association.

Two serious fires in Oak Park over the next year highlighted the need for increased fire protection for the rapidly growing area. Funds for a new firehouse were subsequently budgeted by the City Council and plans for a new building to meet the needs of the large new subdivision begun.

The first design for the Firehouse was prepared in 1913, and reflected Craftsman style influences. The city initially planned to build the structure in two stages. The first phase would accommodate a fire engine, hose wagon, four horses, dormitories for four men, and storage space coal and hay. This design was later changed to one reflecting Prairie School style, and was apparently enlarged. Construction of the building was completed in 1915. Shortly after its construction, it was expanded to provide better sleeping accommodations for the firemen.

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The Firehouse, Station No. 5, was a significant facility constructed in Oak Park, Sacramento's first suburb and a major annexation, accomplished in 1911. The construction of the Firehouse was a key event during the major era of development in Oak Park. A brief history of the area demonstrates the historical context within which the Firehouse evolved.

The large suburban area to the east and south of the original city grid that became Oak Park served as farmland for most of the nineteenth century. Prominent among the early settlers was William Curtis, who settled on 126 acres of land west of Franklin Boulevard, adjacent to present-day Oak Park, and began dairy farming. Another important early settler was an Italian-Swiss immigrant named John Bonetti who settled in the area near Stockton Boulevard in the 1850s, and also began a dairy. Bonetti subsequently opened a saloon and hotel named "Swiss Station" that became a popular regional road house. By 1880, Bonetti had also introduced viticulture to the area through the planting of some 22,000 grape vines, representing 33 different varieties. Upon Bonetti's death, the ranch was subdivided, a portion becoming the site of the Donner School, and another, a land subdivision of an early area land entrepreneur, H.J. Goethe. A third notable early settler in this area was William Doyle, an Irish blacksmith who purchased property in present day Oak Park in 1874 and built a two story, ten room house near the corner of Broadway and Franklin Boulevard. In 1887, after working the land as a ranch for several years, Doyle sold the property, except for his homesite, to Edwin K. Alsip.

The sale of land to Alsip essentially marked the beginning of the development of the suburb of Oak Park, part of which was then called Oak Grove. The central Oak Park area soon became a focus for late 19th, early 20th century real estate development activities generated by Alsip. An ambitious local real estate man, he recruited investors and funding to form a corporation known as the Oak Park Association. A widely advertised public auction was held to open the subdivision promotion, and full page newspaper ads announced "The Greatest Sale Ever Held in California".

The subdivision, with its modest sized lots, appears to have been targeted toward the city's working class and economic strata. The economy of the Sacramento area, with its strong railroad and agricultural industries, had generated a need for low cost working class housing. This new subdivision was largely geared to answer those needs. A major sales attraction was the promise of the construction of an electric railway or streetcar line, connecting Sacramento with the new development. Another advertised attraction was the lack of city taxes for the new buyers. Not so widely advertised was the lack of city sewer, water, police, or fire protection services.

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Initial growth lagged due to the purchase of a number of lots by speculators rather than potential residents, and the delay in establishing the streetcar line. Technological problems with the car line generated a loss of enthusiasm for the project by the Oak Park Association, and in 1890, most of their interests and the majority of control of the Central Street Railway went to J. H. Henry, a San Jose businessman. Only L.L. Lewis of the original Oak Park Association remained, and he and Henry succeeded in opening the streetcar service in 1891. As company manager, Lewis expanded the line, replacing horsecars with cars powered with steam from the coal burning plant of the Sacramento Gas Company. The development of an amusement park in conjunction with the streetcar line was initiated to spur new growth and land sales. In 1894, with eight separate trolley routes and 23 miles of track, the company was sold to the Sacramento Electrical Power and Light Company, then completing the hydroelectric power plant in Folsom that "electrified" Sacramento. The new plant provided better power for the streetcar lines and immediately boosted the growth of the Oak Park area, particularly near its terminus and the Oak Park amusement center.

Between the turn of the century and the 1911 annexation of Oak Park, considerable growth occurred in Sacramento. By 1910, this suburb had developed its own commercial district and a wide range of professional services, as well as the local Oak Park Ledger newspaper and community churches.

Oak Park has remained, through time and various eras of development, an area of modest income, serving primarily a working class population. As such, the district remains representative of an important socio-economic category contributing to the evolution of the city.

As the area grew, so did its need for public services such as water and sewer service and fire protection. In 1911, with city annexation, a new sewer system and improved fire protection were addressed. At the time of annexation, the area had only a volunteer fire department. Two serious fires in the area soon after annexation, pinpointed the need for better protection, and an expanded alarm system and additional hydrants were installed. By 1913, a city budget appropriation for a new fire station was approved. By May of 1915, this station, Engine Company Number 6, had been completed and was dedicated. In response to the considerable expansion in the size of the city by annexation, and new growth in the area, this new firehouse was constructed to be the largest in the city and the only one with four truck bays.

Upon its completion, the firehouse was widely lauded as the largest firehouse in Superior California. It being the largest in the city, and Sacramento being the largest city north of the Bay Area at that time, the firehouse may well have been the largest in California north of the Bay Area. The building contained the most up to date equipment and firefighting techniques facilities in the city. The new building was planned to

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contain five pieces of apparatus; a pumping engine, a hose wagon, auto chemical engine, truck, and district chief's auto. The four bays were intended to house one piece for each of the four departments of apparatus. On the second floor there were sleeping dormitories for the men, a reading room, locker room, drying room, gymnasium and kitchenette. The entire building was steam heated. The large tower with its firebell was the only drill tower in the city, and also served as a hose drying tower. It was one of the largest and best appointed firehouses in northern California at the time of its construction.

The Firehouse is important under Criterion C as an example of the work of the well-known Sacramento civil engineer and utility facility designer, Albert Givan; and as an unusual and competent example of Prairie School architecture in the city.

Mr. Givan served Sacramento as both a private civil engineer and the City Engineer, and as the first General Manager and Chief Engineer of the Sacramento Municipal Utility District (SMUD). In his early days, Givan worked for railroads, designed land subdivisions, and worked on irrigation and pumping works design in land reclamation projects in the Sacramento area. He was involved in the large Rancho Del Paso, 45,00 acre subdivision, and made flood studies on the Mokelumne and Cosumnes Rivers. As City Engineer in 1912 to 1914, he made extensive studies of flood protection facilities for Sacramento. He designed the Sacramento Weir and relief channel, as well as the levees that protect the city. He handled the building of the Hall of Justice, instituted street lighting projects, and designed the Oak Park Firehouse. In private practice from 1914 to 1920, he worked on street, sewerage, disposal works, reclamation, and irrigation projects, did appraisals, and rate studies. He designed and built a 217 foot concrete arch bridge, and made hydrologic studies on the Yuba, American, Cosumnes and Mokelumne Rivers.

Givan served as Assistant to the State Engineer for California and as Chief Engineer for the Excelsior Water and Power Co., for whom he engineered the development of their project on the south fork of the Yuba River. As City Engineer from 1921 to 1924, he oversaw the construction of the new filtration plant on the Sacramento River. He also made the first plans for the development of power resources from the Upper American River watershed, utilizing water that later provided energy for the Sacramento Valley. In addition to street work projects undertaken during his tenure, the city also built new concrete wharves on the Sacramento River using an hydraulic method for placing the concrete piles. A new garbage incinerator was constructed, and the Memorial Auditorium was built during this period.

In 1924, he became General Manager and Chief Engineer of the Sacramento Municipal Utility District (SMUD). In this capacity he promoted, designed and put into operation facilities for serving the 650 square mile District. Designs and plans for the development of hydroelectric power on the South Fork of the American River and its

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tributaries (the "Silver Creek Project") were made and implemented. His subsequent position with SMUD was Consulting Engineer, his work focusing upon the District's hydroelectric development on the American River. As both designer and implementor of Sacramento's critical flood protection system, and a wide panorama of important public projects whose impacts affected the entire region, Givan played a significant role in the growth and evolution of the Sacramento Valley.

Primarily prominent for his engineering design, Givan's Fire Station No. 6 appears to be the only known example of his architectural work in Sacramento.

The Firehouse is important under Criterion C as a competent representative of an unusual style in Sacramento. The structure is a modest but competent example of Prairie School design, a relatively unusual architectural style in Sacramento. The Craftsman mode originally planned for its design was a much more common style in Sacramento at the time, and one utilized widely in Oak Park residential construction of the era. The use of the Prairie School style in a government building heightens its rarity during a period which decorated its civic structures with classical motifs, and reflects the city's concept of Oak Park as a separate suburb of the city with its own character. Notable Priarie School design elements include a strong horizontal emphasis as evidenced in the proportions and roof line of the structure. Also representative of the mode the shape and design of the windows, and the dramatic soffit with its overhanging eave.

The principal structure using this style in Sacramento is the Merrium Apartment building in the downtown area. Several residences within the city possess some related stylistic influences in their sweeping horizontal roofs and detailing, among them the Bills Residence, the Didion Residence, and the Rudolph Herold Residence. A firehouse near Herold's Residence once bore minor Prairie School influences but has largely been remodeled. After the Merrium Apartments, currently slated for demolition, the Oak Park Firehouse is one of the best remaining statements of the style in the city.

9. Major Bibliographical References

See continuation Sheet

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: _____

10. Geographical Data

Acreeage of property .138 Acres

UTM References

A

1	0
Zone	

6	3	3	4	4	0
Easting					

4	2	6	7	8	1	0
Northing						

C

B

D

See continuation sheet

Verbal Boundary Description

The east one-half of Lots 1 and 2 on the west half of Block 54 as shown on the assessor parcel map of the City of Sacramento, Book 13, Page 14, Block No. 142, Parcel No. 31.

See continuation sheet

Boundary Justification

The boundary includes the entire city lot that has historically been associated with the property.

See continuation sheet

11. Form Prepared By

name/title Historic Environment Consultants/John Holcomb

organization "3414 4th Avenue Joint Venture" date 5/10/90

street & number 4545 9th Avenue, Suite 200 telephone _____

city or town Sacramento, state CA zip code 95814

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National Register of Historic Places Continuation Sheet

Section number Photos Page 1

Photographs and Descriptions:

The following information pertains to Photograph #1:

1. Firehouse No. 6
2. Sacramento, California
3. Sacramento Bee
4. May 18, 1915
5. Sacramento Bee files, Sacramento, CA

The following information pertains to Photograph #2:

1. Firehouse No. 6
2. Sacramento, California
3. In: J.J. McGrath 1925:55
4. 1923
5. Sacramento Fire Dept., 1231 I Street, Sacramento, CA 95814

The following information is the same for the following numbered photographs: 3, 14, 15.

1. Firehouse No. 6
2. Sacramento, California
3. John Holcomb
4. February, 1986
5. 8579 La Riviera Drive, Sacramento, CA 95826

The following information is the same for the following numbered photographs: 4-13.

1. Firehouse No. 6
2. Sacramento, California
3. Paula Boghosian
4. October, 1988
5. 8579 La Riviera Drive, Sacramento, CA 95826

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number Photos Page 2

The following information is the same for the following numbered photographs: 16-19

1. Firehouse No. 6
2. Sacramento, California
3. Paula Boghosian
4. April, 1990
5. 8579 La Riviera Drive, Sacramento, CA 95826

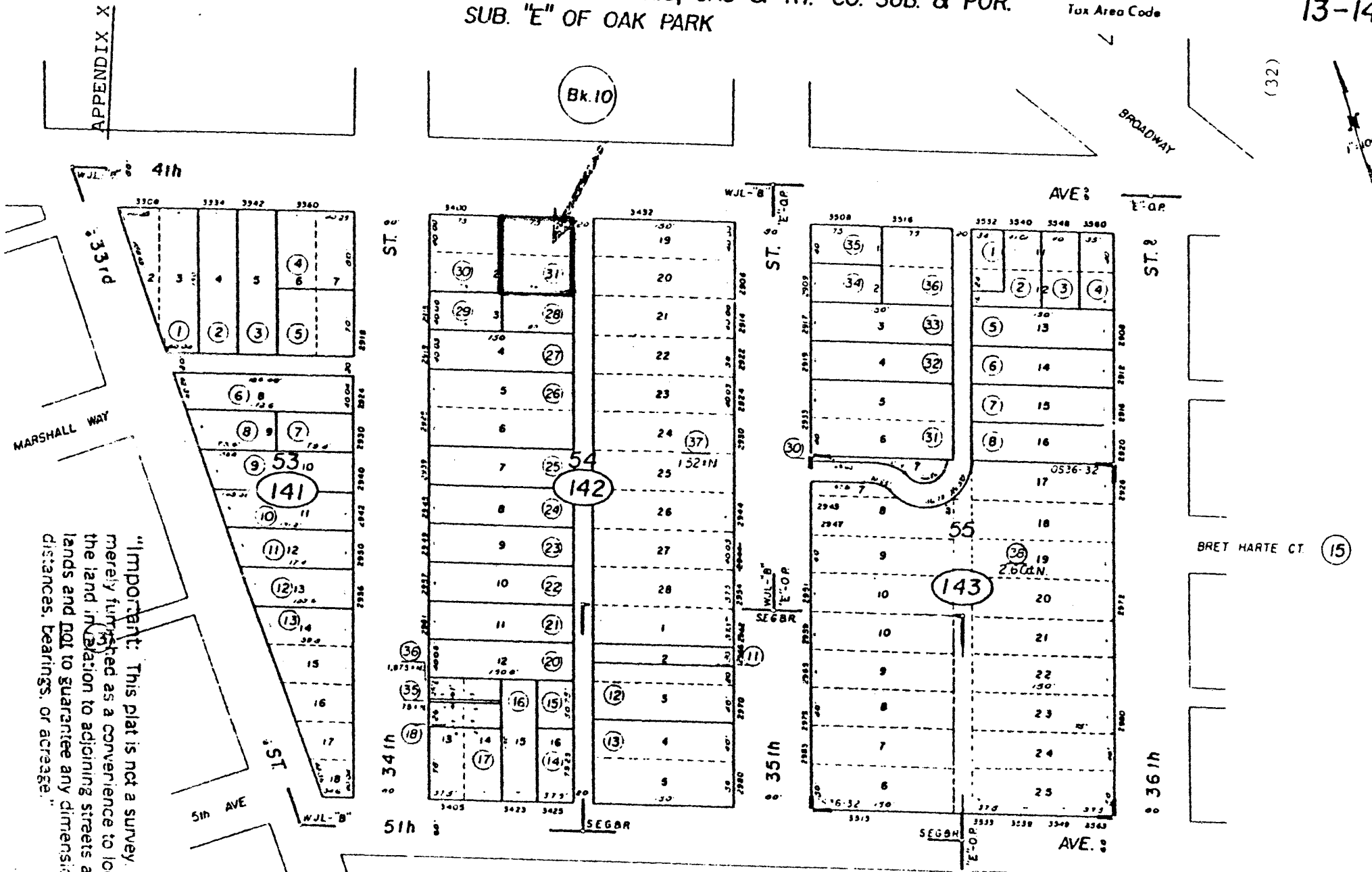
Photo List

- * 1. Facade; 1915. View to southwest.
- * 2. Facade; 1923. View to south.
- * 3. Facade; view to southeast
- * 4. Facade; view to southwest
- * 5. Rear elevation; view to northwest
- * 6. Facade; cornice detail
- * 7. Facade; molding detail
- * 8. Facade; lantern
- * 9. Tower; view to northeast
- * 10. Interior; first floor, office area, view to south
- * 11. Interior; first floor, office area, view to west
- * 12. Interior; first floor, truck bays, view to west
- * 13. Interior; first floor, firepole, view to northwest
- * 14. Interior; second floor hall arch, view to south and upward
- * 15. Interior; tower shaft and ladder at second floor, view to west
- * 16. Exterior; front (north) elevation, view to south
- * 17. Exterior; north and west elevations, view to southeast
- * 18. Exterior; north and east elevations, view to southwest
- * 19. Exterior; south and east elevations, view to northwest

W.J. LANDERS SUB. "B" OF OAK PARK, SACTO. ELECTRIC, GAS & RY. CO. SUB. & POR.
 SUB. "E" OF OAK PARK

Tax Area Code

13-14



"Important: This plat is not a survey merely furnished as a convenience to loc the land in relation to adjoining streets a lands and not to guarantee any dimensions, bearings, or acreage."

Fire Station #6
 3414 4th Avenue
 Sacramento, CA 95817

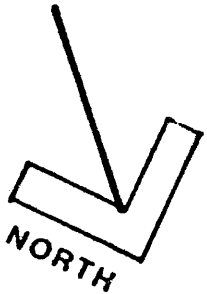
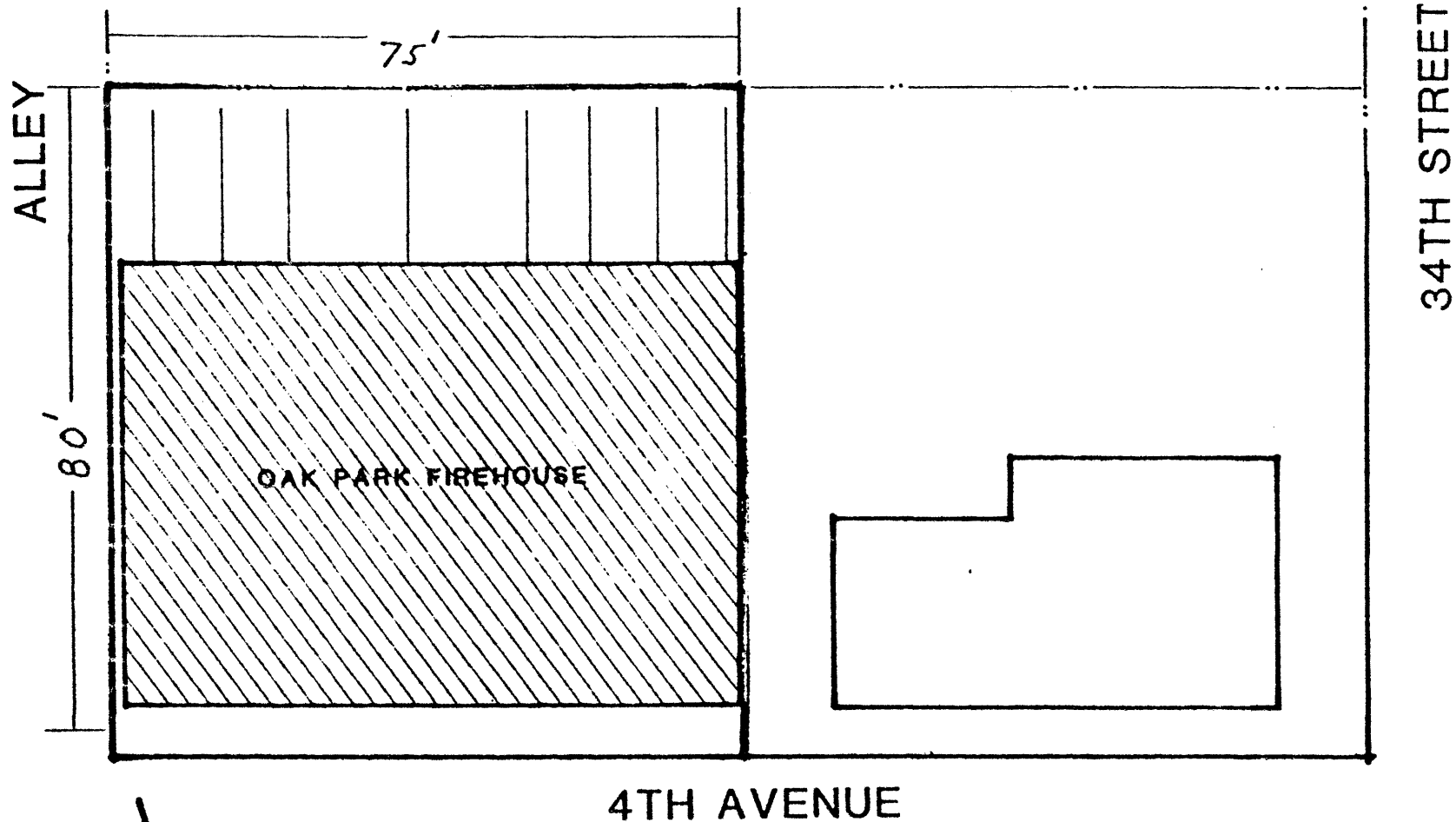
Scale: 1" = 136.36'

Official Survey, O.S. Bk. 36 Pg. 32 (19-25-81)

Parcel No. 013-142-3100

NOTE - Assessor's Block Numbers Shown in Ellipses.
 Assessor's Parcel Numbers Shown in Circles.

CITY OF SACRAMENTO
 Assessor's Map Bk. 13 - Pg. 14
 County of Sacramento, Calif.



VICINITY MAP
1" = 20'-0"

Fire Station #6
3414 4th Avenue
Sacramento, CA 95817
Scale: 1" = 20'