

**RICHMOND GROVE  
NEIGHBORHOOD HISTORIC  
CONTEXT STATEMENT & HISTORIC  
DISTRICT NOMINATION**

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**Sacramento, California**



**BRUNZELL HISTORICAL**

**June 1, 2022**

**Prepared for: Preservation Sacramento**

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# 1. INTRODUCTION

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## Project Description

### PREPARERS

Brunzell Historical prepared this Historic Context Statement. The project was designed and overseen by Kara Brunzell, who holds a Master's Degree in Public History from California State University, Sacramento (CSUS). Ms. Brunzell is qualified as a Historian and Architectural Historian under the Secretary of Interior's Professional Qualifications Standards. She is experienced in the recordation, inventory, and evaluation of historic resources using the National Register of Historic Places (NRHP) and the California Register of Historic Resources (CRHR) guidelines. Her expertise includes preparing survey evaluation reports and making recommendations for federal, state, municipal, and private entities regarding Section 106 review and compliance as well as the California Environmental Quality Act (CEQA). In addition, Ms. Brunzell has experience in municipal preservation planning and non-profit historic preservation.

Ynez Barber, Architectural Historian, B.A. in History of Art and Visual Culture acted as architectural historian, assisting with field work, research, and historic context preparation. Ms. Barber has five years of experience in cultural resource management, contributing field photography and research to NHPA and CEQA compliance documents.

Tatyana Dunn, Research Assistant, B.A.s in Art History and History, also assisted with the project. Ms. Dunn has two years of experience in cultural resource management, contributing field photography and research to NHPA and CEQA compliance documents.

### METHODOLOGY

This Historic Context Statement identifies important architectural styles, events, themes, and periods of significance in the Richmond Grove neighborhood. The document provides a framework for evaluation of the neighborhood's historical resources. Kara Brunzell and Ynez Barber performed an intensive-level field survey of the neighborhood, walking each street and photographing the buildings within neighborhood boundaries. Brunzell Historical personnel performed extensive research online and through Sacramento archives to uncover the specific history of the neighborhood and its built environment. Archives and repositories utilized included: the Center for Sacramento History (CSH), the California Room at the California State Library, the Sacramento County Assessor's Office, and the Sacramento County Recorder's Office. Sources consulted include: Sacramento histories, historic newspapers, city directories, historic maps, building permits, U.S. Census rolls, and Sacramento County Assessor's map books. Information gathered was used to create the narrative history found in this document and to analyze the neighborhood's built resources according to the themes developed. The attached DPR 523 D form recording the neighborhood as a historic district includes a property table with basic

information about each property including architectural style and status as a historic district contributor, historic district non-contributor, or individual landmark. A full set of DPR 523 or NRHP 10-900 forms has been created for several properties recommended individually eligible by this study and not currently listed on the Sacramento Register of Historic and Cultural Resources. DPR 523 primary forms have also been produced for all district contributors in order to provide a baseline record of building features and conditions.

## **ACKNOWLEDGMENTS**

This project was undertaken with funding and support from Preservation Sacramento. A non-profit preservation organization, Preservation Sacramento promotes preservation and enhancement of the quality of life for Sacramento's residents, businesses, and visitors, working to increase awareness of the irreplaceable historic, architectural and cultural resources of the City. The members of the survey committee, including Bill Burg, Karen Jacques, and Gretchen Steinberg, have provided additional help, research materials, direction, and advice. Sacramento's archives, libraries and repositories and the people who staff them have also proved invaluable to this effort. I am also grateful for the assistance provided by Sean De Courcy of the City of Sacramento.

## **Historic Register Criteria**

### **NATIONAL REGISTER OF HISTORIC PLACES & CALIFORNIA REGISTER OF HISTORIC RESOURCES**

The NRHP is the United States' comprehensive listing of historic resources. Administered by the National Park Service, it lists buildings, structures, sites, objects and districts that have been found significant for American history, architecture, archaeology, engineering, or culture. Typically, buildings are considered eligible for the NRHP if they are over 50 years old and meet four criteria for significance (A – D), which are listed below. The CRHR is a similar listing compiled by the State of California. It follows similar significance criteria, which are listed numerically (1 – 4).

Eligibility for the NRHP or CRHR rests on meeting the following significance criteria:

- A/1. Properties that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B/2. Properties that are associated with the lives of significant persons in our past; or
- C/3. Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D/4. Properties that have yielded, or may be likely to yield, information important in history or prehistory.

In addition to age eligibility and significance, eligibility rests on integrity, which affects a property's ability to convey the qualities that make it significant. Seven types of integrity are considered: location, design, setting, materials, workmanship, feeling, and association.

### **SACRAMENTO REGISTER OF HISTORIC AND CULTURAL RESOURCES**

The Sacramento Register is a local historic register of historic properties. Significance criteria are based on standards set forth by the National Park Service for the NRHP, though they are stated slightly differently.

A property or district is eligible for the Sacramento Register when it meets the following significance criteria:

- i. It is associated with events that have made a significant contribution to the broad patterns of the history of the city, the region, the state or the nation,
- ii. It embodies the distinctive characteristics of a type, period, or method of construction,
- iii. It embodies the distinctive characteristics of a type, period, or method of construction,
- iv. It represents the work of an important creative individual or master,
- v. It possesses high artistic values, or
- vi. It has yielded, or may be likely to yield, information

In addition to meeting one or more of the above significance criteria, a property must retain integrity in order to be locally eligible. A resource that meets the above criteria will be locally listed if it has significant historic or architectural worth, and its designation as a landmark is reasonable, appropriate and necessary to promote, protect and further the goals and purposes of the City of Sacramento's Historic Preservation Program.

### **Survey Location**

The Richmond Grove Historic District is located within the Richmond Grove neighborhood, south of the center of the City of Sacramento. It is roughly bordered by the R Street Corridor on the north, 19<sup>th</sup> Street on the east, U.S. Route 80 on the South, and 12<sup>th</sup> Street on the west. The area studied is outlined on the map below. The specific boundaries of this survey and the potential Richmond Grove Historic District have been drawn to include the postwar Japantown on South 10<sup>th</sup> Street and to exclude blocks between S and U streets that are included in the Southside Extension historic district. Likewise, X Street was excluded from the survey because the I-80 freeway creates a physical barrier that disrupts the continuity of the neighborhood between W and X streets. For these reasons, properties outside mapped survey locations are not district



contributors; because these areas were historically contiguous with the neighborhood and share its history, they have been included in historic context research.

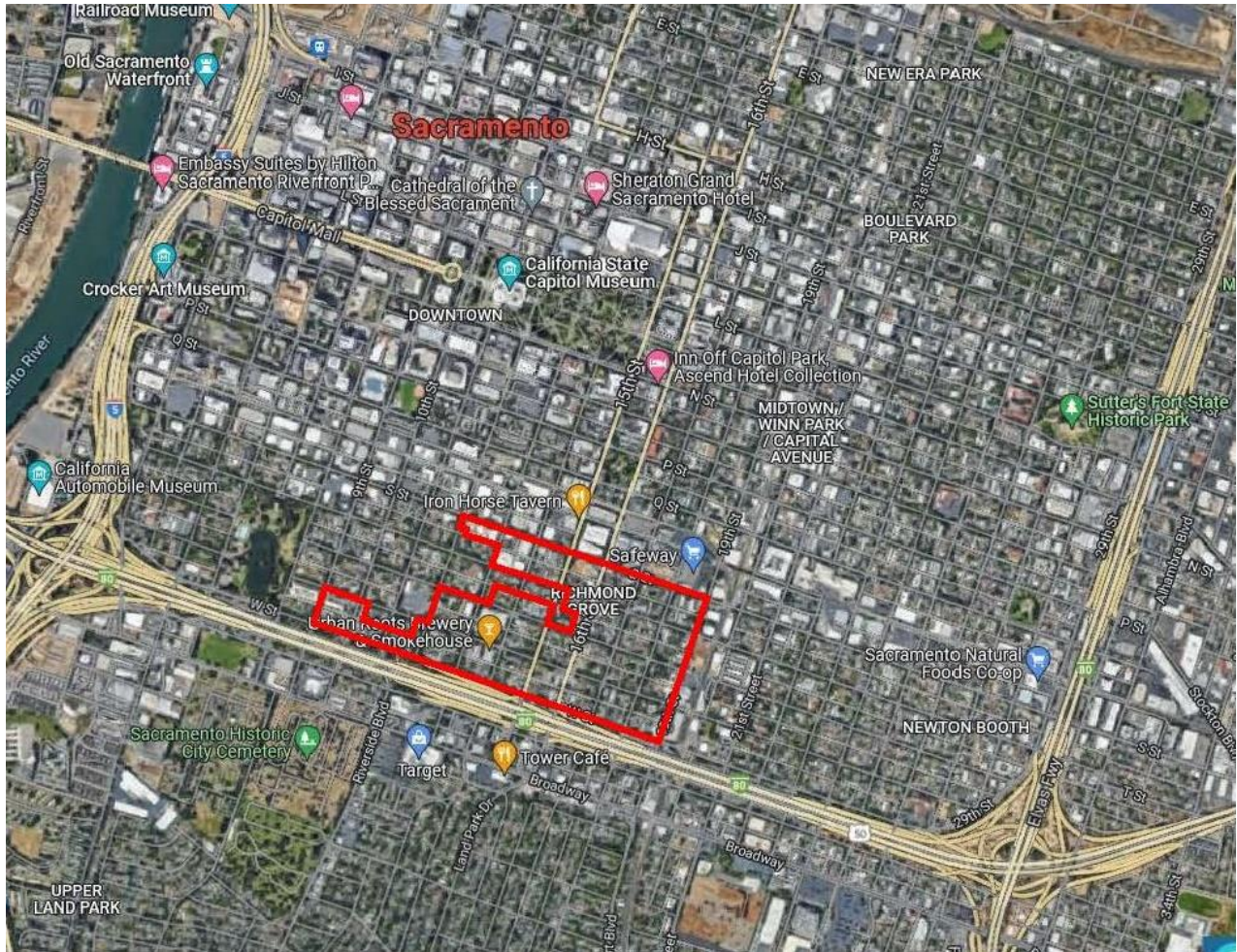


Figure 1: Survey location and vicinity, survey boundaries outlined in red, 2022 (Google satellite image, 2022).

## 2. GUIDELINES FOR EVALUATION

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### Summary of Significant Themes

This document divides the history of Sacramento and the Richmond Grove Neighborhood into themes based on events important to Sacramento and Neighborhood development.

- Early Richmond Grove
- Mission Trecho Subdivision
- Transportation
- Residential Development
- Institutional Development
- Commercial and Industrial Development
- Japantown

### Architectural Style

The Richmond Grove neighborhood features buildings constructed between the 1860s through the twenty-first century in a variety of architectural styles. The principal styles utilized during the neighborhood's historic Period of Significance (1860 – 1970) are briefly discussed below. The neighborhood also features other historic architectural styles, but they are few in number.

#### QUEEN ANNE

Queen Anne architecture was popular worldwide from about 1880 to 1900. It was named and popularized by English architect Richard Norman Shaw. The style gets its name from the monarch, Queen Anne, but has stylistic roots in earlier English buildings. Queen Anne houses were mainly constructed in Richmond Grove from 1890 through 1910.



Figure 2: Queen Anne property, c1890, 1714 S Street (Kara Brunzell, June 2021).



Figure 3: Queen Anne property, c1895, 1818 S Street (Kara Brunzell, June 2021).

Characteristics include:



- Steeply-pitched hipped or gabled roofs
- Vertical orientation
- Frequent use of turrets or towers
- Partial or full-width porch with turned posts and other ornamental features
- Asymmetrical massing
- Elaborate decorative motifs and multiple surface textures
- Decorated gables
- Tall double-hung wood sash windows, frequently featuring decorative colored panes or transoms

## FOLK VICTORIAN

Prevalent nationwide from roughly 1870 – 1910, Folk Victorian houses are similar to folk houses of earlier and later eras in that they generally are modest in size and feature simple plans. The otherwise straightforward buildings are elaborated by decorative elements inspired by high-style mansions, most frequently Queen Anne. These characteristics are found in various types of working-class dwellings of the period, including cottages and multiple-unit flats. The use of Victorian-style architectural details in vernacular houses stretched into the twentieth century in Richmond Grove, at least a decade after they had fallen out of fashion with architects and their wealthy patrons.



**Figure 4: Folk Victorian house, c1915, 1621 W Street (Kara Brunzell, June 2021).**



**Figure 5: Folk Victorian, c1860, 2127 12<sup>th</sup> Street (Kara Brunzell, June 2021).**

Characteristics include:

- Rectangular or L-shaped plan
- Steeply-pitched hipped or gabled roofs
- Partial or full-width porch
- Horizontal wood siding
- Double-hung wood sash windows



- Occasional decorative windows featuring single large pane surrounded by multiple small panes
- Modest ornamentation, including turned posts on porches and decorative elements at eaves and gables

## AMERICAN FOURSQUARE

American Foursquare is considered the vernacular form of the Prairie Style, which was based on designs by Frank Lloyd Wright. The Prairie style was introduced around the turn of the century and was popular nationwide only until about 1920. During its brief heyday, it was adapted to both high-style and simple vernacular houses. The simpler Foursquare style was disseminated throughout the nation with standardized pattern books and kit homes.

Foursquare appeared in Richmond Grove about 1880 and was constructed into the 1920s.



**Figure 6: Foursquare house, c1910, 2204 10<sup>th</sup> Street (Kara Brunzell, June 2021).**



**Figure 7: Foursquare house, c1910, 1610 S Street (Kara Brunzell, June 2021).**

Characteristics include:

- Simple square or rectangular plan
- Two-story (or one-story above raised basement) cubical shape
- Hipped roof with dormer or multiple dormers
- Wood cladding
- Double-hung wood sash windows
- Wide porch, usually full-width
- Craftsman-influenced details, including exposed rafter tails at the eaves

## CRAFTSMAN

Popular nationwide from 1905 – 1930, the Craftsman Style was a reaction to the decorative excesses of late Victorian-period architecture. With roots in the English Arts & Crafts movement, Craftsman architecture in the United States was heavily influenced by brother architects Charles Sumner Greene and Henry Mather Greene, as well as furniture designer Gustave Stickley. As with the American Foursquare style, pattern books and kit homes helped

to spread the style nationwide. In about 1906, the Craftsman house was introduced to the Richmond Grove neighborhood. After 1910, the style gained momentum locally, and it was the ascendant architectural style in the district through the 1920s, with later examples including small, modest dwellings.



**Figure 8: Craftsman house, c1919, 2216 12<sup>th</sup> Street (Kara Brunzell, June 2021).**



**Figure 9: Craftsman house, c1912, 2116 24<sup>th</sup> Street (Kara Brunzell, June 2021).**

Characteristics include:

- Usually 1 or 1½ stories
- Low-pitched roofs, occasionally hipped but usually gabled
- Broad, open eaves with exposed rafter tails
- Decorative brackets at the eaves
- Wood or occasionally stucco cladding
- Double-hung wood sash windows
- Wide porches with heavy battered columns
- Masonry elements, often natural stone or clinker brick

## **TUDOR**

Tudor buildings generally feature steeply pitched roofs and elaborations that refer to medieval English architecture. Although the Tudor style, broadly speaking, stretches back to 1890 and includes architect-designed landmarks, the examples of the style in the Richmond Grove neighborhood date from about 1920 to 1940 and are similar to Minimal Traditional-style houses.





**Figure 10: Tudor house, c1923, 2030 14<sup>th</sup> Street (Kara Brunzell, June 2021).**



**Figure 11: Tudor house, c1937, 1721 T Street (Kara Brunzell, June 2021).**

Characteristics include:

- Steeply-pitched gabled or cross-gabled roofs
- Minimal eave overhang
- Stucco, brick, or wood cladding
- Half-timbering or other medieval-inspired decorative elements
- Steel casement or double-hung wood sash windows

### **MINIMAL TRADITIONAL**

The Minimal Traditional style grew out of an attempt to build houses based on traditional forms during the difficult economic conditions imposed by the Great Depression. The modest houses often resemble simplified versions Tudor Revival houses of the same era. Minimal Traditional houses were constructed in Richmond Grove from the 1920s through the 1950s.



**Figure 12: Minimal Traditional courtyard apartment, 1939, 1415-1319 U Street (Kara Brunzell, June 2021).**



**Figure 13: Minimal Traditional house, 1952, 1804 V Street (Kara Brunzell, June 2021).**

Characteristics include:

- Low-pitched cross-gabled roofs (occasionally hipped), minimal eave overhang
- Stucco cladding, sometimes with wood trim
- Steel casement or double-hung wood sash windows
- Lack of ornamentation

## STREAMLINE MODERNE

Streamline Moderne was an offshoot of Art Deco, which was popular nationwide from about 1920 through 1940. Initially inspired by Finnish architect Eliel Saarinen, after 1930 the style began to incorporate design elements derived from the streamlined appearance of airplanes and ocean liners. The Richmond Grove neighborhood has commercial and residential examples of the style constructed between 1920 and the early 1940s.



**Figure 14: Streamline Moderne property, c1940, 2201-2207 16<sup>th</sup> Street (Kara Brunzell, June 2021).**



**Figure 15: Streamline Moderne house, c1941, 2131 17<sup>th</sup> Street (Kara Brunzell, June 2021).**

Characteristics include:

- Flat roofs
- Smooth stucco wall cladding
- Glass block windows
- Decorative horizontal grooves intended to invoke streamlining

## MIDCENTURY MODERN

The Midcentury Modern style grew out of the Modern movement and was popular from about 1945 to 1969. The style softened the austerity of academic Modernism with natural materials or decorative concrete masonry units. Midcentury Modern buildings were mainly constructed in Richmond Grove from the 1950s through the 1970s. Distinguished examples in the neighborhood are more likely to be commercial; many multi-family residential examples of the style lack architectural distinction.





**Figure 16: Midcentury Modern property, c1952, 2126 17<sup>th</sup> Street (Kara Brunzell, June 2021).**



**Figure 17: Midcentury Modern property, 1958, 2114 19<sup>th</sup> Street (Kara Brunzell, June 2021).**

Characteristics include:

- Low-pitched gable or flat roofs
- Clean, simple lines
- Lack of applied ornamentation
- Concrete masonry units arranged in decorative patterns
- Steel casement or aluminum sliding-sash windows
- De-emphasis of entryways

## Definition of Property Types

Property types in the Richmond Grove neighborhood are primarily residential but also include commercial, civic/institutional, and industrial properties. Although agricultural activities took place in the area, there are no extant agricultural properties within neighborhood boundaries.

### RESIDENTIAL PROPERTIES

The bulk of the properties constructed within the Period of Significance (1860 – 1970) are residential. The majority of historic residential properties are single-family residences constructed between about 1880 and 1950 (although there are a handful of houses constructed between 1860 and 1889 within the district). There also are significant numbers of multiple-family residential buildings. Historic-era multiple-family residential buildings in the neighborhood fall into three principal subtypes:

- Two- and three-flat houses (1890 – 1920)
- Courtyard bungalows (1936 – 1947)
- Apartment buildings (1936 – 1970)

Most of the single-and multi-family residential buildings constructed in the neighborhood prior to 1950 are significant examples of one of the architectural styles discussed above and qualify as district contributors if they retain integrity. Many apartment buildings found in the Richmond Grove neighborhood were constructed within the Period of Significance, but most of those built after 1955 are utilitarian examples of Modern architectural styles and lack the significance required for historic listing. Therefore, only a handful qualify as historic district contributors.

### **INSTITUTIONAL PROPERTIES**

A limited number of institutional properties were developed within the Richmond Grove historic district, which since the late nineteenth century has been a primarily residential neighborhood. Only one is extant: the Japanese Koyasan Temple, a relatively small building developed as a Christian church in the 1930s and later remodeled with Japanese-style details. (Although the William Land School has been an important institution in the history of the greater neighborhood, it lies outside the boundaries of the historic district.)

### **COMMERCIAL AND INDUSTRIAL PROPERTIES**

Commercial properties constructed within the Period of Significance (1860 – 1970) are concentrated on 10<sup>th</sup>, 16<sup>th</sup>, and S streets, with scattered examples of commercial buildings on streets dominated by residential construction. The earliest commercial properties developed within the neighborhood were land-intensive ventures such as creameries and livery stables; no trace of this early development remains in the built environment. Neighborhood-serving retail ventures were developed beginning in the first decade of the twentieth century after the Southside was opened to development. Surviving historic-era commercial properties include purpose-built retail properties and converted single-family residential buildings. Extant commercial buildings that contribute to the historic district were constructed between 1904 and 1972. The most significant architectural styles for contributing commercial properties in the district are Queen Anne, Streamline Moderne, and Midcentury Modern.

Industrial properties in the Richmond Grove Historic District are concentrated near its northern border, which is close to the railroad tracks. They were constructed between 1916 and 1936 and exhibit early twentieth century utilitarian industrial architecture, featuring brick construction, large windows for daylighting, and minimal ornament. By the middle decades of the twentieth century, the large parcels in the neighborhood were mostly built out and it was too densely populated to be attractive for new industrial development.

### 3. HISTORIC CONTEXT

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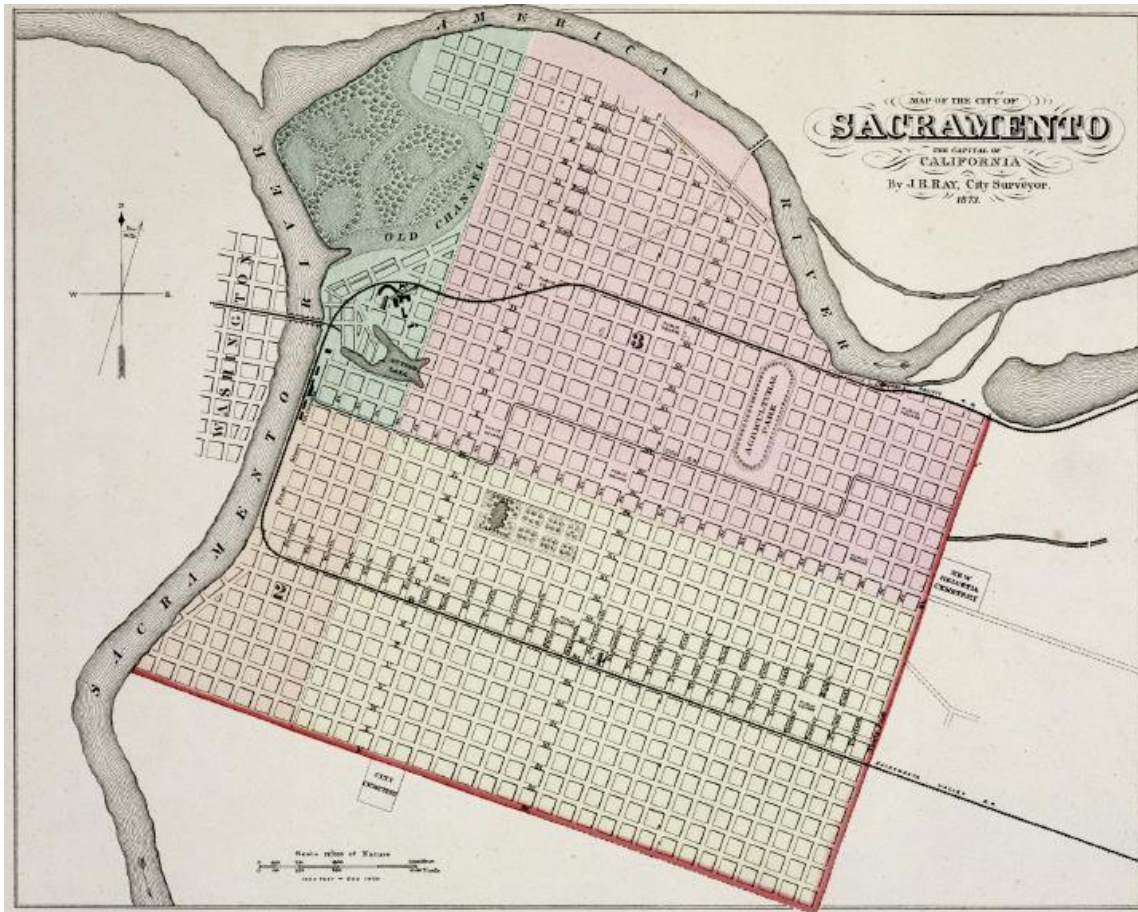
The information in this section is focused on the specific history of the Richmond Grove neighborhood. This historic context is focused on the period between roughly 1880 through 1970, the era during which most extant historical resources within the neighborhood were constructed. A brief historic context of the City of Sacramento is also included in order to provide a framework in which to evaluate the history of the Richmond Grove neighborhood.

#### Sacramento

The Nisenan, a branch of the Maidu people, occupied the area near the confluence of the American and Sacramento Rivers before the arrival of Europeans. The Spanish explored but did not settle in the region, and the first permanent non-native resident was Swiss immigrant John Sutter, who arrived in 1839. Sutter's Fort (approximately  $\frac{3}{4}$  mile northeast of Richmond Grove) became a waystation for immigrants traveling overland to California in the 1840s. When Sutter's employees discovered gold near the end of the decade, Sam Brannan and other speculators laid out Sacramento near Sutter's Fort. A dry winter in 1848 – 49 allowed Sacramento's founders to ignore the great drawback of the site: its position in the flood plain. Surveyors platted an enormous three-mile area, giving the east-west streets letter names and numbering the north-south streets (see Figure 18). Sacramento became the gateway to California's gold fields. Its influence was made enduring in 1854, when Sacramento became the permanent state capital. Completion of the transcontinental railroad in 1869 further established Sacramento as a hub for commerce. As the nineteenth century progressed, agriculture began to overtake mineral extraction as the most important economic pursuit in the Sacramento Valley.<sup>1</sup>

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<sup>1</sup> "Sacramento Bird's Eye View," *The Daily Record-Union and Weekly Union*, 1890s; *Sacramento Daily Union*, 6 October 1881, 3 col.1; Sanborn Insurance Maps, Sacramento, California, 1895; Steven M. Avella, *Sacramento, Indomitable City* (Charleston: Arcadia Publishing, 2003), 31-32, 41, 49, 58.



**Figure 18: J.R. Ray Map of the City of Sacramento, California, 1873; Richmond Grove is south of the railroad line on R Street and east of the city cemetery (California State Railroad Museum Library).**

California's first successful rail line was the Sacramento Valley Railroad (SVRR), which began service from Sacramento to Folsom in 1856. Theodore Judah was SVRR's chief engineer, and while working on it devised a plan for a transcontinental railroad with its terminus in Sacramento. In 1861, he recruited Collis P. Huntington, Mark Hopkins, Leland Stanford, and Charles Crocker (the "Big Four") to the Board of Directors of the Central Pacific Railroad (CPRR). When Stanford became governor later that year, he was able to push legislation that favored railroad construction in California, and the CPRR broke ground in 1863. Despite political and technical difficulties as well as Judah's premature death in 1863, the transcontinental railroad was completed in 1869. Sacramento was positioned as a hub for products of the mines and California's growing agricultural sector. Travel to and from Sacramento, which had declined as the gold rush petered out, increased substantially after the railroad's completion. In 1865, the CPRR purchased the SVRR, folding the local line into its transcontinental system. The CPRR then merged with potential rail competitor Southern Pacific



(SP) and took on its name. The SP shops in Sacramento became the city's largest employer and remained so for many years, even after management moved to San Francisco.<sup>2</sup>

As Sacramento matured from a frontier tent encampment to a permanent city, it became clear that flooding would be a recurring problem. Beginning in 1862, Sacramento undertook a series of flood control projects that were considerably more ambitious than initial attempts to build levees. Civic leaders raised streets just east of the Sacramento River and re-channeled the mouth of the American River. A flood in 1878 prompted the creation of the first comprehensive flood control plan for the Sacramento Valley in 1880. The first structure of note in the southern part of Sacramento was the R Street levee, initially constructed from Front to 19<sup>th</sup> Streets in order to protect downtown from floods. The R Street levee acted as a de facto barrier to the development of the southern portion of city limits.<sup>3</sup>

Despite its huge street grid, early Sacramento development was concentrated near the waterfront. The State Capitol on 10<sup>th</sup> Street and the rail yards to the northwest stimulated West End development during the nineteenth century. Commercial activity was concentrated at the western end of K Street and near the rail yards. Establishment of streetcar service allowed residential development to push eastward along the streetcar lines beginning in the 1870s. During the nineteenth century, many residences were in the Homes District east of the Capitol as well as mixed with businesses along K Street. As Sacramento's population grew around the turn of the century, K Street became a robustly commercial area, and single-family residences were pushed out. During the first two decades of the twentieth century, development densified the West End with multi-story retail, office, hotel, and apartment buildings replacing many smaller nineteenth century buildings. The "Homes District" to the east became a middle-class enclave. Sacramento's population growth was further stimulated as new levees lessened flood danger and streetcars were electrified, and by 1910, the city had nearly 45,000 residents.<sup>4</sup>

After the turn of the century, the entire southern part of the Sacramento street grid was opened to development when the city demolished the R Street levee in response to advocacy from the Southside Improvement Club. More areas were opened to development in 1911, when

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<sup>2</sup> William L. Willis, *History of Sacramento County, California: With Biographical Sketches* (Los Angeles: Historic Record Company, 1913), 183; Richard Orsi, *Sunset Limited: The Southern Pacific Railroad and the Development of the American West, 1850 – 1930* (Berkeley: University of California Press, 2005), 7, 12-18; William Burg, *Sacramento's Streetcar* (Charleston: Arcadia Publishing, 2006), 7; Steven M. Avella, *Sacramento, Indomitable City* (Charleston: Arcadia Publishing, 2003), 58.

<sup>3</sup> Sacramento Area Flood Control Agency, *Sacramento Area Flood History*, SAFCA, 2008, <http://www.safca.org/history.html>, accessed 6 February 2014; Sacramento Archives and Museum Collection Center and the Historic Old Sacramento Foundation, *Sacramento's Midtown* (Charleston: Arcadia Publishing, 2006), 71.

<sup>4</sup> Environmental Science Associates, "Historical Resource Impact Analysis Report, Sacramento Entertainment and Sports Complex," prepared by JRP Historical Consulting, October 2013, 13.

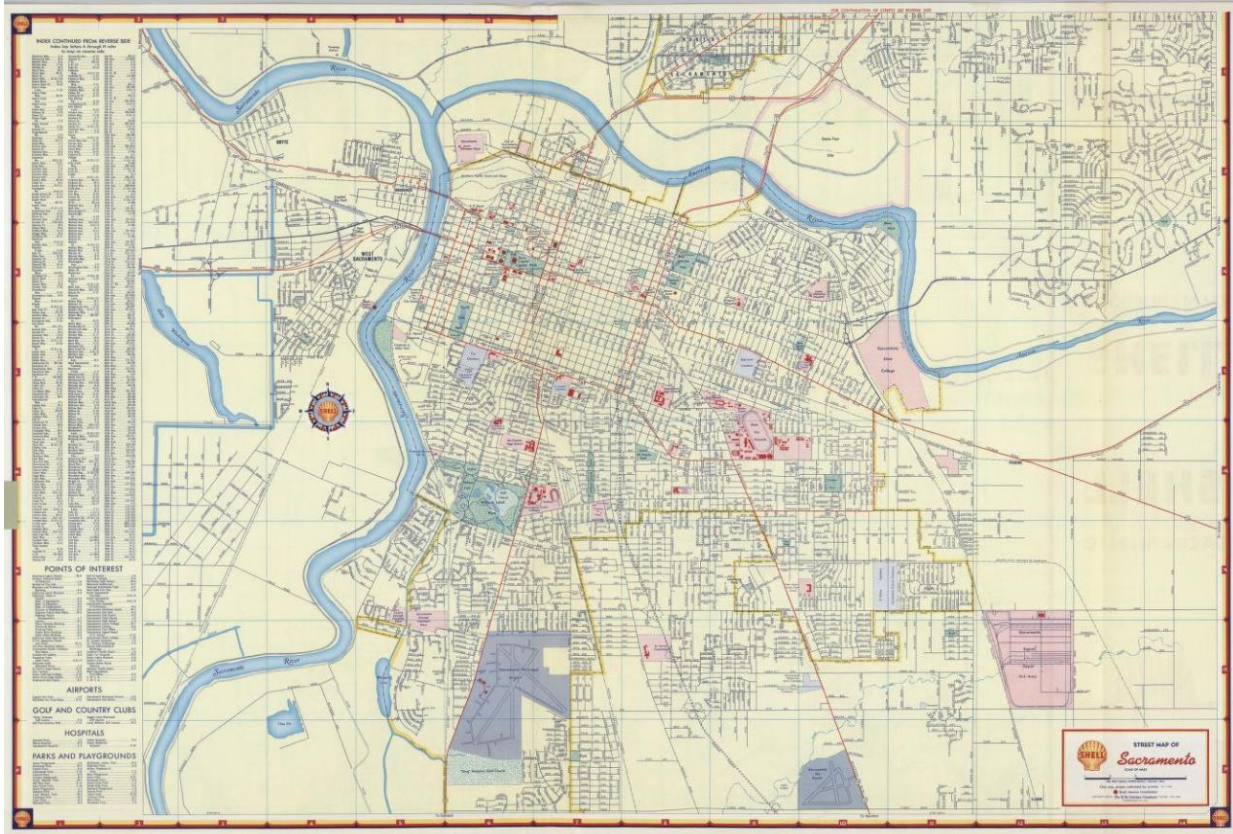
annexation of areas east and south of the original grid added 6,000 acres of land and further boosted population. Growth slowed during World War I, but by the 1920s a booming economy was fueling rapid development and population expansion in Sacramento. The built environment was reshaped with the addition of institutional buildings like lodges, churches, Memorial Auditorium, and a new hospital as well as substantial downtown commercial development. Commercial expansion fueled population growth, which necessitated new residential neighborhoods as well as schools and a junior college. The onset of the Great Depression in 1930 halted most construction and began an era of hardship for Sacramento. The railyards and canneries, major local employers, laid off workers in considerable numbers. Population growth, however, continued, along with continued development of educational buildings in the 1930s.<sup>5</sup>

The entry of the US into World War II in 1941 prompted the establishment or reactivation of three military installments in Sacramento County: Mather Field, McClellan Supply Depot, and Sacramento Signal Depot. The bases, located outside city limits, stimulated suburban commercial and residential development and drew new residents to the area. Development also signaled a shift from an economy based on agriculture and the railroad to one where military bases and state government offices were the biggest local employers. As California's population exploded during and after World War II, state government grew, and the City of Sacramento expanded far outside its original boundaries into former agricultural areas. Between 1946 and 1955, twenty-seven annexations added ten square miles to Sacramento's urban footprint (see Figure 19). The shift toward the personal automobile in the post-war period facilitated this trend, making commutes outside the traditional street grid feasible; by 1960, the population of Sacramento's suburbs had surpassed that within city limits. Completion of the Elvas Freeway (Business 80) in 1955, US 50/99 in 1961, and Interstates 5 and 80 in the late 1960s further encouraged development in Sacramento County's rural areas. The 1960s and 1970s saw more substantial annexations, after which growth slowed but did not stop.<sup>6</sup>

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<sup>5</sup> William Burg, *Midtown, Sacramento: The Creative Soul of a City* (Charleston: The History Press, 2014); *The Sacramento Bee*, 25 October 1944, 6; Steven M. Avella, *Sacramento, Indomitable City* (Charleston: Arcadia Publishing, 2003), 80, 90-92.

<sup>6</sup> City of Sacramento, General Plan Technical Background Report, Prepared by Ascent Environmental, August 2014, 81-82, 94, 113; County of Sacramento, County History, 2018, accessed 28 November 2018, <http://www.saccounty.net/Government/Pages/CountyHistory.aspx>; Norwood, 2004.



**Figure 19: Map showing expanded area of urbanization around the original Sacramento street grid, 1956 (Shell Street Guide of Sacramento).**

Redevelopment beginning in the 1950s led to the destruction of much of Sacramento’s original urban fabric, including its historic Japantown. Meanwhile, continued suburban development and the intrusion of freeways into historic neighborhoods led to disinvestment and population loss in much of the original city grid. The 1980s brought the decline of Sacramento’s most significant, long-standing industries: the railyards, canneries, and military bases. Loss of these industries was only partially offset by growth of the technology sector and the ongoing employment provided by state government. By 2013, the City of Sacramento encompassed nearly 100 square miles and by 2019, the metropolitan area had over half a million residents.

## Richmond Grove

### EARLY RICHMOND GROVE

#### John W. Richmond

The area that would become the Richmond Grove neighborhood<sup>7</sup> was within the original Sacramento street grid (see Figure 18). The name Richmond Grove originated with John W.

<sup>7</sup> Richmond Grove will refer throughout this document to the neighborhood roughly bounded by 10<sup>th</sup>, 19<sup>th</sup>, S, and X streets. The following narrative history will refer to this general neighborhood. The historic

Richmond, a dairy farmer who moved from New York to Sacramento in 1850. The dairy he started with his brother in 1851 encompassed most of what would become a Sacramento neighborhood as the end of the century approached. The house he built in 1881 was located north of the Richmond Grove neighborhood on P Street. Richmond developed a park at Q and 20<sup>th</sup> Streets which he named Richmond Grove; it was close enough to Sacramento's settled residential neighborhoods to be a popular picnic destination and Richmond made it available for public musical performances and dances during the late nineteenth century (see Figure 20). The name Richmond Grove came into use to describe the neighborhood in the 1990s in reference to this history.<sup>8</sup>



Figure 20: Advertisement for Richmond Grove picnic, April 23, 1870, (Sacramento Bee).

The railroad tracks and levee along R Street were barriers to growth, and the area south of them, including Richmond Grove, remained mostly undeveloped until late in the nineteenth century. A bird's-eye map of Sacramento from the 1890s shows only about 35 buildings in the expansive area bounded by 10<sup>th</sup>, 19<sup>th</sup>, S, and Y streets (see Figure 21). Richmond Grove was home to a small population by 1900, mainly consisting of white working-class families. While more than half were native Californians, a number had moved from other states or European countries. Many residents were skilled or unskilled laborers, most of whom were employed by the railroad or associated industries; others were small business owners. The widely-scattered

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district boundaries will be somewhat smaller because of the intrusion of the freeway between W and X streets as well as the Southside Park district extension.

<sup>8</sup> Nancy Goldenberg, "Richmond Grove Historic District," Historic Resources Survey, prepared by Carey & Co., Inc. for the City of Sacramento Planning Department, 22 August 2003.



early houses in the neighborhood exhibited Queen Anne, Italianate, or folk Victorian styles (see Figure 22).



**Figure 21: Sacramento Bird's Eye View Detail, showing R Street railroad tracks dividing the Southside from the more intensively developed area of Sacramento (red arrows at intersection of tracks and 10<sup>th</sup> and 19<sup>th</sup> streets), 1890s, (Daily Record Union and Weekly Union).**



**Figure 22: Queen Anne style residential buildings constructed around the turn of the twentieth century at 1823, 1827, and 1831 T Street (Kara Brunzell, June 14, 2021).**

## Mission Trecho Subdivision

### HENRY J. GOETHE AND HARRY A. MCCLELLAND

Henry J. Goethe (1850 – 1928) came to Sacramento from his native Australia in the 1870s and entered the mortgage banking business. As Sacramento grew during the late nineteenth century, Goethe formed a real estate development company with two of his adult sons as partners. The H.J. Goethe Company purchased expansive tracts of land in and around Sacramento, subdividing them for resale as residential lots. At the time of his death, the Goethe estate was worth over \$300,000, with subdivisions in the Sacramento area as well as holdings in San Francisco, El Dorado, Placer, and Sutter counties. Harry A. McClelland (1870 – 1916) came to Sacramento around the turn of the twentieth century, shortly after he married Josie Lindstrom in Oakland, where they both lived at the time. He went into business as a real estate broker, forming the H. A. McClelland Company. McClelland promoted many popular residential subdivisions within Sacramento, including Mission Trecho, originating small payment plans for modest houses and developing a reputation for fairness. The Goethe and McClelland partnership apparently began in 1906 with Mission Trecho; they worked together for the next several years and by 1910 were claiming to have established 200 subdivisions. In the mid-1910s, McClelland ran into financial trouble, and he sold his business in 1915, a year before his death.<sup>9</sup>

### SUBDIVISION AND DEVELOPMENT

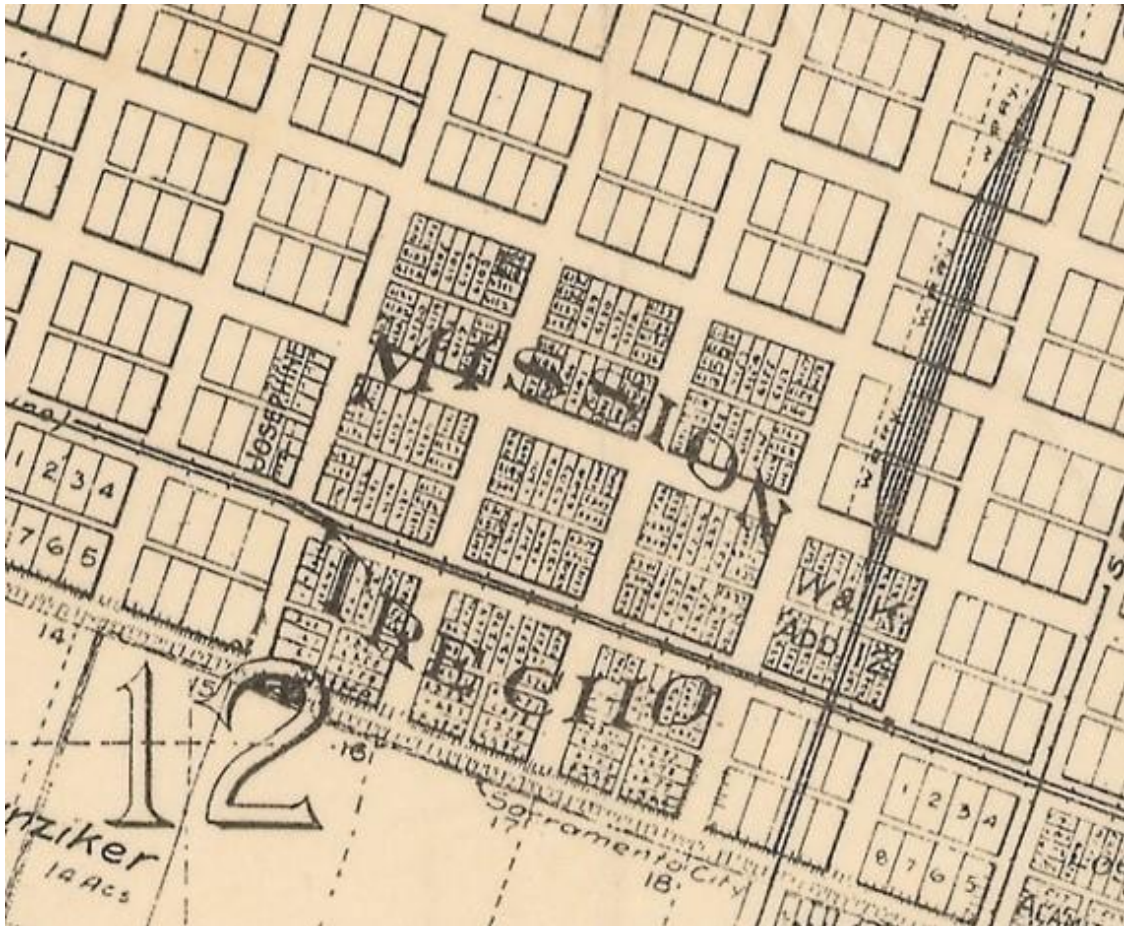
As transportation advances made the neighborhood more accessible, real estate speculators became interested in the land in Richmond Grove. In 1906, Augustus Buchanan and his wife Nellie sold 30 acres/nine blocks bounded by 16<sup>th</sup>, 19<sup>th</sup>, V, and Y Streets to the H.J. Goethe Company through H.A. McClelland. Augustus Buchanan was a successful ranch manager, and his wife Nellie a member of a wealthy Sacramento pioneer family: the couple lived in a more fashionable neighborhood and appear to have acquired the land in Richmond Grove as a speculative investment. The transaction was the second largest of 1906, and the *Sacramento Bee* noted that it was the last undeveloped area of any size located within city limits, and that future development would require extension into surrounding farmland. McClelland and Goethe undertook street grading and other improvements and named the tract Mission Trecho (see Figure 23).<sup>10</sup>

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<sup>9</sup> Early Financier Called by Death, *Sacramento Bee*, 17 August 1928; Estate Left by Henry Goethe is worth \$320,000, *Sacramento Bee*, 26 November 1928; Suicide of H.A. McClelland a Great Blow to Whole City, *Sacramento Star*, 29 March 1916.

<sup>10</sup> Big Transfer of Real Estate, *Sacramento Bee*, 22 February 1906.





**Figure 23: Sacramento Map Detail, showing Mission Trecho subdivision roughly bounded by 15<sup>th</sup>, 19<sup>th</sup>, V, and Y streets, 1908 (C.M. Phinney Official Map of Sacramento City and Suburban Tracts).**

H.A. McClelland and the H.J. Goethe Company announced sales of lots in the Mission Trecho tract in February of 1906, emphasizing the oiled, rolled and graded streets. Other infrastructure provided by the developers included sidewalks and extensive, uniform plantings of trees. The developers did not build on the individual lots, however, but left house construction to the purchasers. The amenities they provided were heavily touted in advertisements. Within several days, over \$50,000 and then \$70,000 worth of lots were sold. By March 9, one week after sales opened, only 15 of the original 203 lots remained unsold. By March 28, the H.A. McClelland and H.J. Goethe Companies were embroiled in a legal battle with the city over the rights to the dirt in the tract. The city arrested several of their employees and charged them with a violation of a city ordinance forbidding anyone to dig up public streets; the developers maintained that because they were building the neighborhood, their removal of dirt from the tract was a public good. After a representative of the Goethe Company promised to return control of the streets to the city once the neighborhood was built, the Board of Trustees allowed them to continue work. Sales continued, and by mid-April, \$150,000 worth of lots had been sold; parking (which in that era meant planting trees and creating planting strips adjacent to sidewalks), sidewalk-laying,

and installation of water and electric infrastructure continued simultaneously with sales through the spring.<sup>11</sup>

Mission Trecho lots were marketed for their convenient location; advertisements touted the neighborhood as being a 15-minute walk from Sacramento while also noting the railways under construction (see Figure 24). The lack of saloons and stores was also promoted as a selling point in advertisements, reflecting the growing strength of the temperance movement of the time and prefiguring the kinds of zoning restrictions that would later become the norm. Another selling point was affordability (see Figure 25). At first, lots were largely sold by the McClelland and Goethe companies. However, by 1908 other development companies (first the Carmichael Company and Robertson-Govan, and later the Fred J. Johns Co. and others) were advertising houses within the development.<sup>12</sup>

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<sup>11</sup> "Property Going Like Hot Cakes," *Sacramento Star*, 6 March 1906; advertisement, *Sacramento Star*, 26 February 1906; advertisement, *Sacramento Star*, 7 March 1906; advertisement, *Sacramento Star*, 8 March 1906, advertisement, *Sacramento Bee*, 8 March 1906; advertisement, *Sacramento Star*, 9 March 1906; "Colony Makers Claim they were Bent on Doing Public a Service: Matter of the Arrest of the Workmen Comes Up in the City Justice's Court," *Sacramento Bee*, 29 March 1906; "Mustn't Dig Their Own Real Estate: Even to Improve It and the City, Seems to Be the Attitude Against Owners of Mission Trecho," *Sacramento Star*, 29 March 1906; "Mission Trecho Improvements," *Sacramento Bee*, 3 April 1906; *Sacramento Bee*, 18 May 2021.

<sup>12</sup> Advertisement, *Sacramento Star*, 17 September 1906; *Sacramento Bee*, 18 May 2021; "12 Mission Trecho Resales Yesterday," *Sacramento Star*, 29 January 1907; advertisement, *Sacramento Star*, 26 February 1908; advertisement, *Sacramento Star*, 14 January 1911.



**15 MINUTES' WALK**

**FROM SACRAMENTO**

Within fifteen minutes' walk from the city, you may see gangs of men with teams working upon three different railways with Sacramento as the objective point. When these roads are finally completed, you may look for times in Sacramento being even better than they are now, and its population will surely greatly increase.

We have a few choice lots left in the best part of Mission Trecho (this comprises the nine blocks between 16th and 19th, and V and Y streets).

Prices of these lots are lower than any others as advantageously located. We guarantee to grade, curb and oil roll the streets, lay cement sidewalks and plant uniform shade trees.

Remember, the new cross-town car line will pass very close to these lots, and when all the improvements are made, it will be the most beautiful part of the city.

**The Terms Are \$5.00 Down and \$5.00 Per Month**

**BRAND-McCLELLAND CO**  
426 J STREET

Figure 24: Mission Trecho advertisement highlighting walkability, Sacramento Star, September 17, 1906.

## Transportation

When Theodore Judah began construction of the SVRR in 1855, he chose the R Street levee as the route from downtown Sacramento to Folsom. The levee was extended out through the future Richmond Grove neighborhood to carry the railroad tracks above the marshy ground in the area. The R Street route continued in use after the SVRR was absorbed by the CPRR. The tracks and levee were barriers to growth, and the area to their south remained mostly undeveloped until late in the nineteenth century. Most development consisted of small houses, and many blocks had no buildings whatsoever. Agricultural uses remained common in the neighborhood, and the six blocks north of V Street between 12<sup>th</sup> and 15<sup>th</sup> streets were completely vacant. By 1895, the area was still so sparsely developed that it was not included on the Sanborn

**Have You Been Out to Mission Trecho Lately?**

Have you ever noticed that pretty home section between Sixteenth and Nineteenth Streets south of "V"? It is Mission Trecho. More new homes have been built here during the past two years than in any other section of the city. Lots are constantly changing owners, and profits are being made on every transaction.

You should turn your attention to Mission Trecho. Prices are low here—a tempting feature for the man with small capital. Our list of Mission Trecho lots is unusually good. Here's a

**Fine Corner for \$1300**

Nicely terraced. Sidewalks laid. Situated on "V" Street. New homes all around. Only two blocks from car service on "T" or "X" Street. It's cheap. See it TO-MORROW.

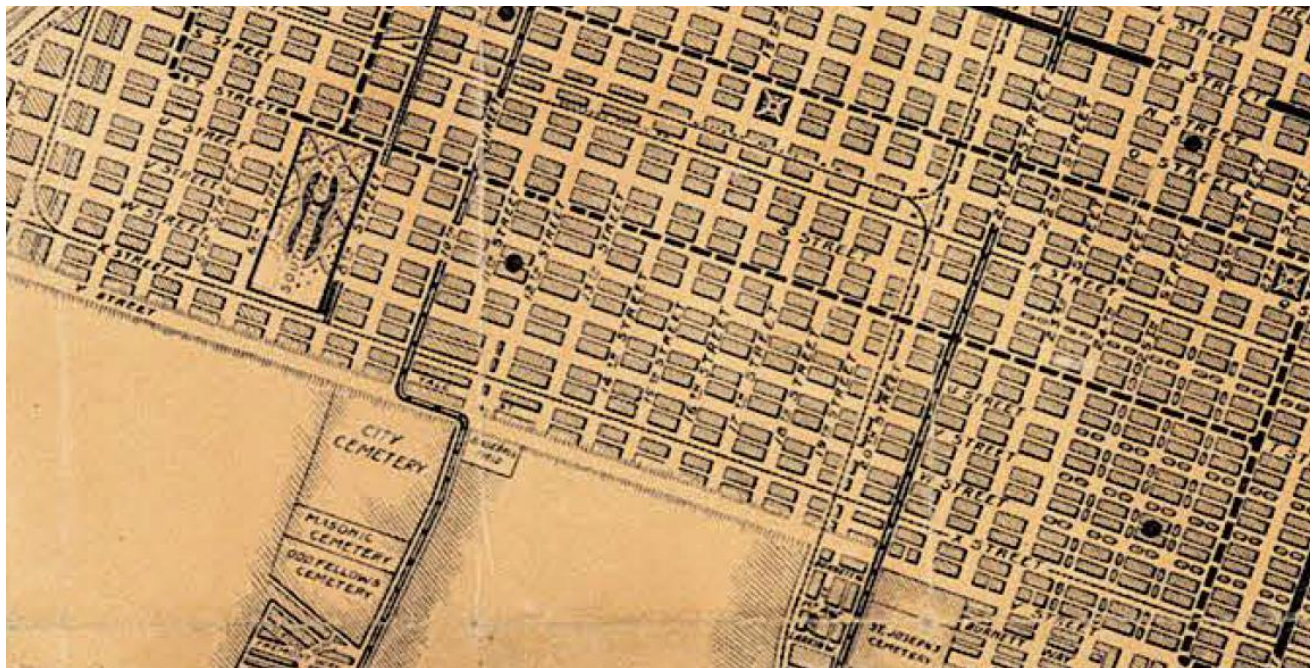
Look for our signs. They evidence good value.

ROBERTSON-GOVANCI 1911  
ROBERTSON-GOVANCI 1911

Figure 25: Mission Trecho advertisement, Sacramento Star, April 8, 1911.

Maps. Houses in the neighborhood were spaced widely; there were around three on each block.<sup>13</sup>

As the railroad expanded its operations, it began constructing levees farther south and east; a new levee was soon built at Y Street, and the levee at R Street was no longer necessary. In 1903, urged by the Southside Improvement Club, the City demolished the R Street levee and the railroad laid new tracks on R Street, effectively opening the area to the south to intensive development. The Sacramento Electric, Gas, and Railway Company began work on its T Street Line, which ran from 3<sup>rd</sup> Street to 28<sup>th</sup> Street, in 1908, and it opened the following year, spurring further development in the southeastern section of Sacramento's street grid (see Figure 26). Sacramento's streetcar system served the city limits and inner suburbs until the 1940s, when many residents had acquired private cars and streetcars were replaced with buses.<sup>14</sup>



**Figure 26: Detail showing railroads, streetcar lines (dotted black lines), and state highways (heavy black lines) in and near the neighborhood, 1923 (C.G. Brown Map of the city of Sacramento).**

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<sup>13</sup> Sacramento Archives and Museum Collection Center and the Historic Old Sacramento Foundation, *Sacramento's Midtown* (Charleston: Arcadia Publishing, 2006), 71; Daily Record-Union and Weekly Union, "Sacramento, Bird's Eye View," 189x; United States Federal Census, 1900.

<sup>14</sup> *Sacramento Daily Union*, 23 May 1909; Sacramento Archives and Museum Collection Center and the Historic Old Sacramento Foundation, *Sacramento's Midtown* (Charleston: Arcadia Publishing, 2006), 71; The Western Railroader for the Western Railfan, "Street Railways of Sacramento," Vol. 19 No. 12, October 1946, 3; The Kenfield-Fairchild Publishing Company, "Electric Traction Weekly," 18 July 1908, 727; Steven M. Avella, *Sacramento, Indomitable City* (Charleston: Arcadia Publishing, 2003), 66.

During the nineteenth century, local transportation within the Richmond Grove neighborhood would have largely been limited to delivery wagons and other horse-drawn conveyances. Although wealthy Sacramentans might keep carriages, working- and middle-class residents of the neighborhood would have walked to most of the places they visited daily or used horse-drawn omnibuses. Freeport and Riverside Boulevards connected Sacramento to communities to its south, entering city limits near the western and eastern boundaries of Richmond Grove. As the area outside city limits urbanized and cars began to become common during the first half of the twentieth century, these old rural wagon roads were gradually widened and improved so they could carry more traffic. Sacramento was formally integrated into the state highway system after passage of the first State Highway Bond Act in 1909, and by the 1920s Freeport Boulevard was part of California Highway 24, which connected Sacramento to Los Angeles. In the 1920s the highway was routed straight up 21<sup>st</sup> Street. In the 1930s it was rerouted again to jog west at Y Street (Broadway) at the southern boundary of Richmond Grove and north along 16<sup>th</sup> Street through the heart of the neighborhood. According to maps of the era, 16<sup>th</sup> Street was the most heavily traveled north-south route through Sacramento at the time. By the 1950s, 15<sup>th</sup> and 16<sup>th</sup> streets were one-way highway routes cosigned as US 99 W. and US 40 (see Figure 27).<sup>15</sup>

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<sup>15</sup> Challenger Tom, "Highways In And Around Old Sacramento; Us 40, Us 99w, Ca 16, Ca 24, Ca 70, Ca 99, Ca 275, And More," December 14, 2018, <https://www.Gribblenation.Org/2018/12/Highways-In-And-Around-Old-Sacramento.Html>, Accessed May 11, 2022.





**Figure 27: Map detail showing state highways along 15<sup>th</sup> Street, 16<sup>th</sup> Street, and Broadway, 1956 (Shell Street Guide of Sacramento).**

After streetcar service was discontinued in the 1940s, Sacramento began planning for freeway construction. Richmond Grove was spared the devastation of a planned freeway route that would have obliterated S, T, and U Streets. In the mid-1960s, however, the X-Y Freeway destroyed several blocks of the neighborhood and divided it at its southern edge. During this era Interstate 5 was constructed just west of the Sacramento River, creating a convenient new north-south route through Sacramento and removing pressure from the old highway system that had been routed along city streets. While the railroad tracks still form the northern and eastern boundaries of twenty-first century Richmond Grove, the neighborhood is bounded to the south by Interstate 80 (the Golden State Highway) (see figures 28 and 29).





**Figure 28: Demolished area of Richmond Grove during freeway construction, view from 19<sup>th</sup> Street, 1966 (Center for Sacramento History).**



**Figure 29: Golden State Highway, view from 17<sup>th</sup> Street, 1967 (Center for Sacramento History).**

## Residential Development

### SINGLE FAMILY RESIDENCES

Queen Anne architecture dominated residential development in Richmond Grove through the turn of the twentieth century (see Figures 30 and 31). After 1906, emerging styles such as Craftsman, Prairie, and American Foursquare began to supplant Victorian-era styles in popularity. The first building permit for Mission Trecho was issued in August 1906 to William Gregory, Jr., who constructed a house near the southeast corner of the neighborhood. Gregory was a regional developer who would continue building in the area for decades; this house appears to have been one of many of his speculative investments. Over the next few years, development in Richmond Grove/Mission Trecho boomed, and it became the fastest-growing part of Sacramento. Development patterns, however, remained traditional, with developers or property owners constructing one house at a time, or at most, a handful of grouped residences.

As the population of the neighborhood expanded, it became more diverse, with Portuguese and Asian immigrants as well as Black Americans from the South moving into new houses.



**Figure 30: Corner of 18<sup>th</sup> Street and U Street, March 25, 1950 (Eugene Hepting, Center for Sacramento History).**



**Figure 31: Corner of 12<sup>th</sup> and S streets, February 22, 1951 (Eugene Hepting, Center for Sacramento History).**

In 1909, the Western Pacific Railroad constructed its line between 19<sup>th</sup> and 20<sup>th</sup> streets, creating a physical barrier between Richmond Grove/Mission Trecho and the Newton Booth

neighborhood to its immediate east. The depot was several blocks north of the neighborhood, and the increased transportation infrastructure appears to have further stimulated development in southern Sacramento. The price of new houses in Mission Trecho/Richmond Grove increased significantly in just a few years.

By 1915, Sanborn Maps show that many parcels between S Street and V Street had been developed, most with modest-sized single-family residences (see Figure 32). Craftsman, Prairie, and American Foursquare were the dominant residential styles constructed during this era. Parcels were subdivided gradually, with many double and even quarter-block lots remaining in 1915. There were a handful of businesses such as laundries, a soda-bottling plant, a liquor store, and a carpenter shop. Businesses were interspersed within residential areas, and the neighborhood lacked the north-south commercial corridors that developed later in the twentieth century, reflecting its subdividers' vision of a strictly residential district. Small garages, sheds, or ancillary dwellings were located along the alleys. With many vacant lots between the houses, some alley buildings were sizable barns, stables, or light industrial buildings (for instance, a hay and coal storage building).<sup>16</sup>

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<sup>16</sup> Sanborn Maps, Sacramento, 1915; Advertisement, *Sacramento Bee*, 16 April 1906; building permits, *Sacramento Star*, 4 August 1906; advertisement, *Sacramento Bee*, 28 January 1907; advertisement, *Sacramento Bee*, 8 April 1911; Nancy Goldenberg, "Richmond Grove Historic District," Historic Resources Survey, prepared by Carey & Co., Inc. for the City of Sacramento Planning Department, 22 August 2003.



**Figure 32: Map detail, area bounded by 17<sup>th</sup>, T, 17<sup>th</sup>, and V Streets, 1915 (Sanborn Insurance Company).**

For most blocks, the early pattern of development continued well into the twentieth century. A typical parcel had a residential building near the street with a shed or ancillary dwelling on the alley. As cars became more common in the 1920s and 1930s, the carriage houses and small barns from the neighborhood's early years of development were converted to garages, and most new residential development included purpose-built car storage. Scattered light industrial uses, such as auto repair or metal fabrication, also persisted along the alleys behind residences. The southern portion of the neighborhood was eventually developed as intensively as the area north of V Street, mostly with single-family residential construction but also neighborhood serving retail (see Figure 32). This area, however, was lost to freeway development in the mid-1960s.





**Figure 33: Northeast corner of 12<sup>th</sup> and X streets, 1963 (Eugene Hepting, Center for Sacramento History).**

The neighborhood population expanded significantly between 1900 and 1940. While still made up of working-class families, the Richmond Grove had become more racially diverse. Unlike other parts of Sacramento, the Southside never implemented racial restrictions on land ownership, and there were Black property owners by 1912 and Asian property owners by 1923 in Richmond Grove. In the 1930s, the Negro Women’s Civic Improvement Club (a mutual-aid society operated by Black women) acquired a house in Richmond Grove, which it utilized as a boarding house for young women. Some neighborhood residents still worked for the railroad, but many others were retail clerks or in other service positions. Most lots in the neighborhood were developed by 1940; a single block in that year contained almost as many houses as the entire neighborhood had in 1900. In the 1930s and 1940s, Minimal Traditional and Tudor architectural styles came to dominate new construction. At least one remarkable Streamline Moderne/Art Deco residence (a style rarely used in residential construction) was also built. After 1940, new residential construction in Richmond Grove tended to be higher-density multifamily apartment buildings rather than single-family residences. Large undeveloped parcels such as those near the intersections of 17<sup>th</sup> and U streets and 17<sup>th</sup> and V streets (see Figure 34) were particularly attractive for these more substantial residential buildings.<sup>17</sup>

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<sup>17</sup> Sanborn Maps, Sacramento, 1951; United States Federal Census, 1940; Ken Lastufka, “Redevelopment of Sacramento’s West End, 1950-1970: A Historical Overview with an Analysis of the Impact of Relocation,” Master’s thesis, California State University, Sacramento, spring 1985; *Sacramento Star*, 5 June 1923.



Figure 34: Map detail, area bounded by 15<sup>th</sup>, T, 17<sup>th</sup>, and V Streets, 1952 (Sanborn Insurance Company).

*Miller Residence, 1808 U Street*

The Miller family, who occupied 1808 U Street for nearly a century, was unusual in the length of their tenure but in many ways exemplified the residential development of the neighborhood. Henry Frederick Miller (1859 – 1927) acquired the property in 1895, apparently after he had built a house (see Figure 35) for his growing family on it in 1892. (The 1893 city directory shows him at this address.) Miller’s parents had traveled to California in the 1850s, not long before his birth, homesteading a section of land within the street grid just north of the Richmond Grove neighborhood. He learned to work as a tinsmith and a plumber, and in 1885, opened his own sheet-metal business on J Street, one of the first of its kind in Sacramento. The same year, he married Hattie Foss (1864 – 1942). Their son Grover was born in 1886 and daughter Delilah the

following year. Three more daughters, Vesta, Genevieve, and Brownie, were born between 1895 and 1903. Apparently, Miller did all the construction work on the house himself, and he was as skilled at carpentry as plumbing and metalwork, because he made its turned posts and other decorative features. Miller built another house next door (now demolished) that the family apparently sold.<sup>18</sup>



**Figure 35: 1808 U Street, c1892 (Karen Jacques collection).**

In 1903 or 1904, Miller constructed a small, screened cabin on the property that the family used as sleeping quarters during summer months. He built the wrought-iron fence in front of the property in about 1905 and the barn at the rear of the property about the same time. By 1910, Grover Miller had married a woman named Beulah and was working for his father. Vesta had a job as a bookkeeper, and the three younger children were still in school. The entire family of five adults and three children lived together in the house during this era. Vesta, who never married, stayed in the family home for almost her entire life, although she did live in San Francisco in 1913 and 1914 while studying for her nursing degree. She would go on to have a forty-year career as a nurse in Sacramento. By 1920, only Vesta, Henrietta, and Brownie (both of

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<sup>18</sup> US Census records, Sacramento, California, 1870; "Miller Family History," unpublished manuscript based on personal interview between Karen Jacques and Pamela Hunt, 1995; DPR 523 form, 1808 U St., January 27, 1976.



whom were still teenagers) remained at home with their parents. In the 1920s, Henry Miller moved his business to the barn at the rear of the property when J Street was redeveloped (see Figure 36). He had taken on a partner years earlier, and the business was known as Miller & Edler. In addition to sheet-metal work, they offered plumbing, roofing, and other services such as furnace repair. In 1927, Henry Miller died at the age of 67.<sup>19</sup>



**Figure 36: Barn at the rear of 1808 U Street (Kara Brunzell, June 14, 2021).**

Hattie and Vesta lived on in the house and Grover appears to have taken over his father's business. In 1930, he was living next door at 1800 U Street with his wife and their 17-year-old son. By this time, the Miller House was worth \$9000, more than any of the nearby residences. One of the oldest houses on the block, it was also on one of the large lots reflecting the nineteenth century development pattern of the neighborhood. The thriving business in the barn would also have added value to the property. In the 1930s, Hattie's bachelor brother Jared moved into the house with Vesta and Hattie. The rear addition was constructed in 1931, perhaps to make space for Hattie's brother. At some point, the basement space was also converted to residential use and the house was raised several feet. Hattie deeded the house to Vesta before she died in 1941; Jared Foss lived on with his niece until 1953. Vesta continued working as a nurse until 1961. Grover Miller died in 1944, after which the barn was used as

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<sup>19</sup> US Census records, Sacramento, California, 1910, 1920; DPR 523 form, 1808 U St., January 27, 1976.



storage, a wholesale florist business, and a refrigerator repair shop. During the 1950s, the main floor of the residence was divided into two apartments and Vesta rented part of the house to a non-relative named Ed Warner. It was probably about this time that incompatible midcentury-style trim was added to the porch. Vesta sold the house to Warner in 1980; she died in 1987. Karen Jacques and Ken Wilcox acquired the house in the 1990s and restored its original architectural details (see Figure 37).<sup>20</sup>



**Figure 37: 1808 U Street (Kara Brunzell, June 14, 2021).**

### **MULTI-FAMILY RESIDENTIAL**

By 1915, there were a handful of duplexes and four-unit apartment buildings in the neighborhood. These buildings were designed to closely mimic their single-family neighbors in scale, massing, and architectural style. 2218 10<sup>th</sup> Street (which is extant but heavily altered) was completed in 1914 as a four-unit building. With its large front porch, two-and-a-half-story massing, and Prairie-style cornice with decorative rafter tails, its quality of construction and appearance was similar to nearby houses (see Figure 38). Newspaper ads for the flats touted its modernity and then-popular features such as a wall bed and sleeping porch.<sup>21</sup>

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<sup>20</sup> US Census records, Sacramento, California, 1930, 1940; “Miller Family History,” unpublished manuscript based on personal interview between Karen Jacques and Pamela Hunt, 1995.

<sup>21</sup> New Five Room Flat, *Sacramento Bee*, 14 March 1914.



**Figure 38: Multi-family building at 2218 10th Street, 1923 (Eugene Hepting, Center for Sacramento History).**

The first (and still the tallest) apartment building in the neighborhood was designed by W.E. Coffman and constructed by Fair Oaks contractor William Gregory (who had built the first house in the Mission Trecho subdivision two decades before) in 1936. The building, 2114 16<sup>th</sup> Street, was owned by Adelina Prato, who lived in and managed the building when it was completed. Prato was a widow and an Italian immigrant; her husband Giovanni had given his occupation as scavenger on earlier census records and was apparently able to acquire enough capital to purchase land. 16<sup>th</sup> Street had recently been integrated into the highway system as a section of California Highway 24 and was becoming the principal commercial thoroughfare of the neighborhood during this era. Constructed during the depths of the Great Depression, the apartment building is an illustration of the fact that Sacramento and the Richmond Grove neighborhood were able to keep growing during this time of economic stagnation. Coffman was known for the fashionable residences he designed in the Fabulous 40s neighborhood. The three-story Streamline Moderne apartment building was designed about the same time and referenced the same fashionable architectural idiom as the theater, although in a much more restrained expression (see Figure 39). Its modernity was emphasized in its name, "Moderne Apartments," and in the newspaper ads that celebrated its completion, which repeatedly emphasized the up-to-date qualities of the building. Apartments were furnished and included

refrigerators, still something of a luxury in the 1930s. The building had a storefront on the ground floor and a garage for storage of personal automobiles, which were already the ultimate consumer symbol of modernity. It was one of the last projects Coffman completed before his untimely death in 1937.<sup>22</sup>



**Figure 39: Rendering for “Moderne Apartments” building on 16<sup>th</sup> Street, 1936 (Sacramento Bee).**

Between the late 1930s and mid-1940s, local contractor Tony Brazil (1900 – 1976) developed a half-block of duplexes and courtyard apartments along U Street between 14<sup>th</sup> and 15<sup>th</sup> streets, which increased residential density while giving residents access to outdoor spaces and garages similar to those enjoyed by residents of single-family homes. Courtyard apartments were popular during these decades in part because exterior entrances to each unit were visible from the street, and thus the units were considered safe and appropriate for single women (in contrast to hotel or boardinghouse accommodations where interior hallways allowed residents and visitors to enter a unit in more privacy). These units were attractive but small and featured simplified Tudor architectural details. Brazil was born in the Azores and worked as a plumber before and during his career as a contractor. In 1940, he lived south of Richmond Grove at 2600

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<sup>22</sup> Nancy Dingler, “Architect known for beauty, elegance and aesthetics,” July 18, 2004, Historical Articles of Solano County, [http://www.solanoarticles.com/history/index.php/vhcdb/architect\\_known\\_for\\_beauty\\_elegance\\_and\\_aesthetics/](http://www.solanoarticles.com/history/index.php/vhcdb/architect_known_for_beauty_elegance_and_aesthetics/), accessed May 13, 2022.



Sixteenth Street with his wife, Adella Brazil (1903 – 1957). He worked on various types of buildings, including houses at 1640 Tenth Avenue and 2702 Marty Way. During the development of the Richmond Grove projects, they were damaged by arsonists who targeted the new developments in the neighborhood. Brazil continued to construct buildings and subdivisions in the Sacramento area.<sup>23</sup>

By 1951, almost every parcel had been developed and neighborhood density had greatly increased from the first decades of the century. In most cases, empty lots were developed for single-family residences, although occasionally older houses or two-flat residences had been replaced with small apartment buildings. Modernist styles came into widespread use in Richmond Grove beginning in the 1950s, particularly with a notable number of Midcentury Modern residential and commercial buildings. Several early apartment buildings were architecturally significant, but as time passed multi-family housing became primarily utilitarian in design. During the 1960s and 1970s, infill construction of modest-sized apartment buildings was common.

One of the earliest postwar apartment complexes, and perhaps the most substantial, was constructed beginning in 1951 by builder-developer Jack W. Greene (1920 – 1979) on a large empty lot northeast of the intersection of V and 17<sup>th</sup> streets. Two buildings, each two stories with nine units and separate entrances, were completed in 1952, with a third building constructed shortly thereafter. When complete, the building advertised one-and two-bedroom furnished apartments with a laundry room in the complex. With flat roofs, wide eaves, and steel industrial-sash windows, the buildings exhibit the characteristics of immediate postwar architecture. Although they are much larger than prewar courtyard apartment buildings, the complex retains some space around the buildings for landscaping and balconies. Greene was a young World War II veteran just starting his career as a builder and he retained ownership and management of the building, living in the complex with his family after its completion. He went on to build many more large apartments and housing tracts in the Sacramento area.<sup>24</sup>

Another example of a carefully designed early postwar apartment building featuring large corner windows, a subtly elegant entry volume, and simple geometric trim can be found at 1314

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<sup>23</sup> “Tony Brazil,” U.S. Federal Census, 1940, *Ancestry.com*, Accessed 27 Sept. 2021; *Sacramento Bee*, “Six Unit Bungalow Court Will Be Built,” 17 Jan. 1940, 4; *Sacramento Bee*, “Home Building Activity Here Is Stimulated: Forty-Four Permits Were Issued In Week By City Department,” 9 March 1940, 6; *Sacramento Bee*, “28 Houses Are Authorized By City Inspector,” 23 March 1940, 2; *Sacramento Bee*, “New Houses Are Damaged Heavily,” 17 May 1940, 4; *Sacramento Bee*, “Partnership Dissolution, Accounting Are Asked,” 27 May 1948, 4; *Sacramento Bee*, “Super 3 Bedroom,” Feb. 8, 1952, 37, *Sacramento Bee*, “Finest Homes Ever Built for \$10,850,” June 21, 1952, 37.

<sup>24</sup> Jack Greene Apts., *Sacramento Bee*, 7 February 1952; Builder is Sued on Assault Complaint, *Sacramento Bee*, 8 November 1961.

V Street (see Figure 40). Constructed by local contractor Harry Yamasaki in 1950, Yamasaki had the building moved to its present location in 1959 after a redevelopment project took its original O Street location. As the 1950s progressed, cost consciousness became the paramount imperative governing design choices for Richmond Grove apartment buildings. Most multi-family residential buildings constructed from the mid-1950s on were simple boxes that occupied an entire parcel and lacked design distinction or substantial landscaping. 1308 V Street (immediately west of 1314 V Street) is the exception that proves the rule. It features modest decorative details such as a projecting flat-roofed entry volume and decorative cultured stone cladding with matching planter on the main façade. Although relatively restrained, they make this 1968 apartment building one of the most notable constructed during an era when utilitarian design was ubiquitous for multi-family residential development.

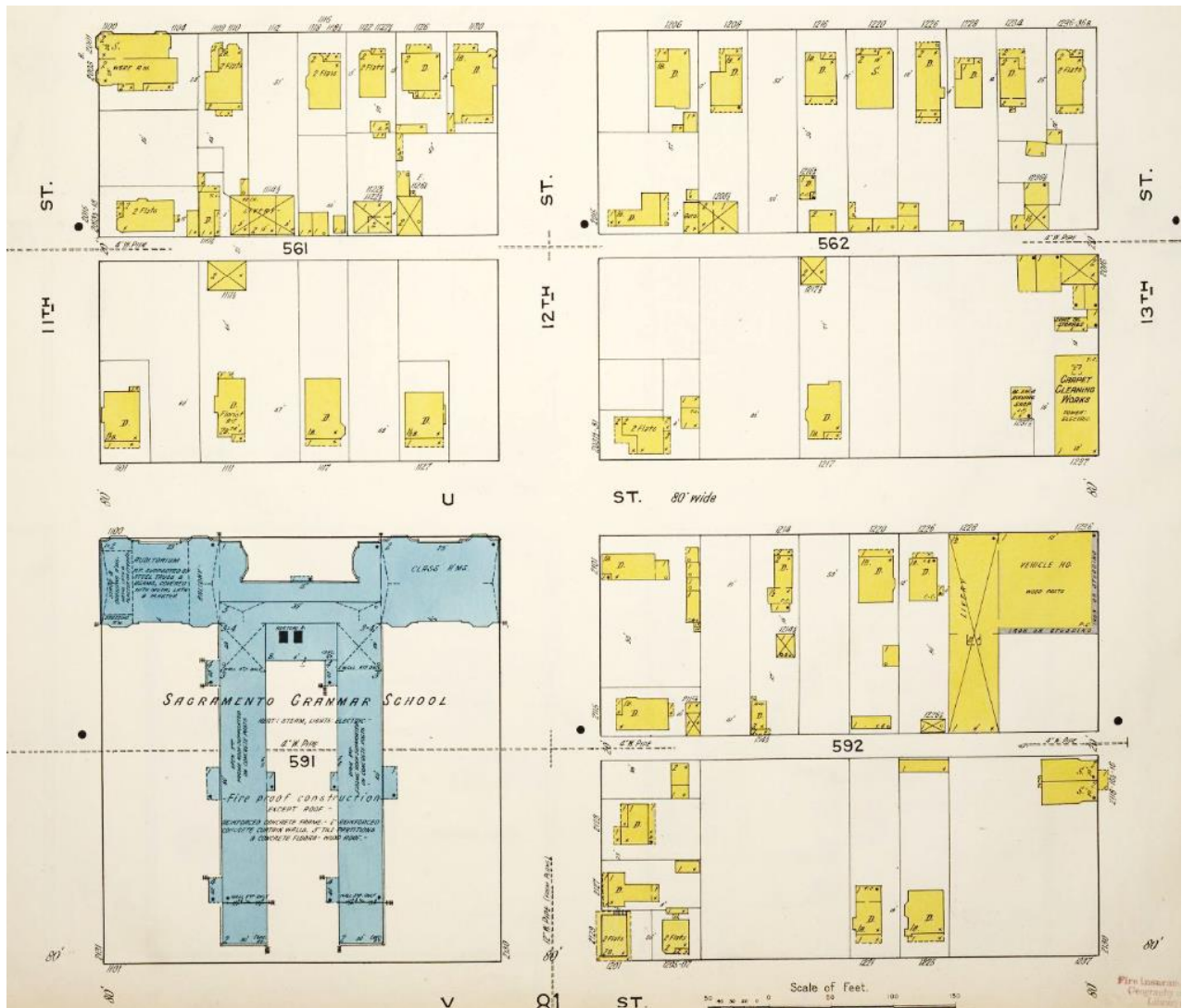


**Figure 40: Apartment building at 615 O Street prior to move, Sacramento Business and Taxpayers Association, 1954 (Collection of William Burg).**

## **Institutional Development**

During the early twentieth century, school construction inevitably followed residential development, and by 1912 plans were being made for the construction of William Land School to serve the neighborhood children who lived in the houses being developed. Located on the block bounded by 11<sup>th</sup>, 12<sup>th</sup>, U and V streets, the school was completed in 1915 and considered a

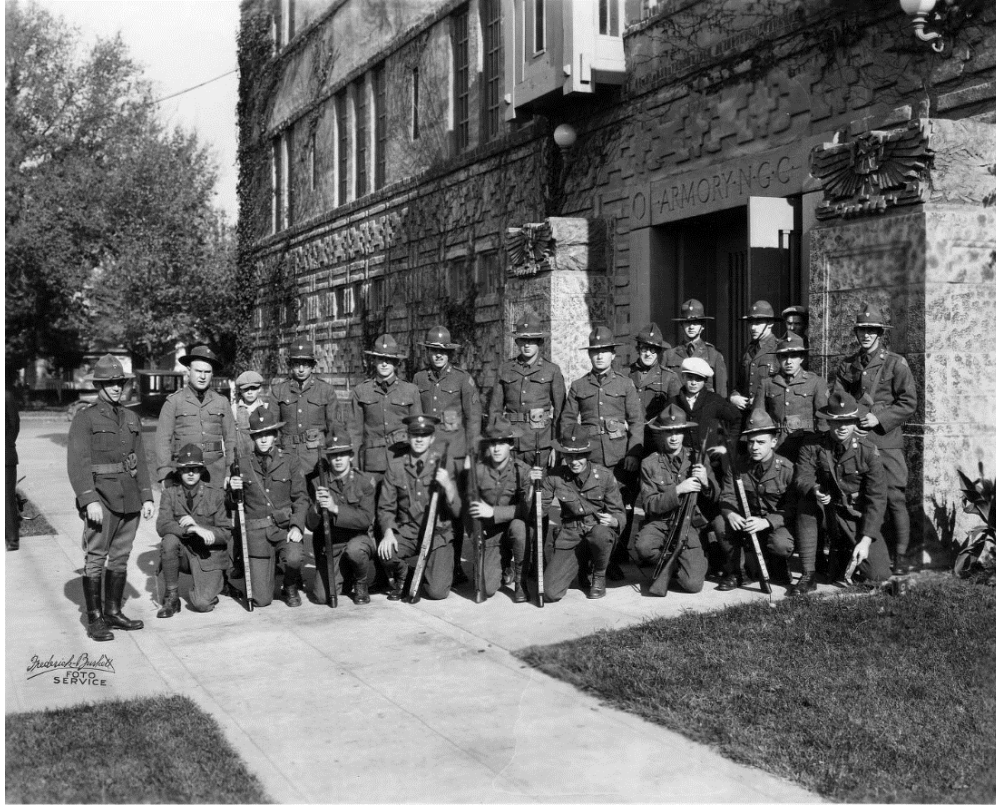
showplace for Sacramento (see Figure 41). It was a central institution in the life of the neighborhood, and although the building was demolished and replaced in the postwar era, the school has remained the most important educational institution in the neighborhood.



**Figure 41: Map detail, area bounded by 11<sup>th</sup>, 12<sup>th</sup>, and 13<sup>th</sup> Streets, 1915 (Sanborn Insurance Company).**

The most substantial buildings in the entire neighborhood were the National Guard Armory (see Figure 42) southeast of the intersection of 12<sup>th</sup> and W streets and school, which occupied a full block at U and 12<sup>th</sup> streets. Meanwhile, development in the southern portion of the neighborhood was less intensive, with entire blocks that remained vacant. The armory at 12<sup>th</sup> and W streets was completed in 1914. The impressive building was also the site of musical performances and other community events. It was razed in the mid-1960s to make way for freeway construction (see Figure 43).





**Figure 42: National Guard Armory, 1928 (Frederick-Burkett Foto Service, Sacramento History Room).**



**Figure 43: National Guard Armory under demolition, 1965 (Eugene Hepting, Center for Sacramento History).**

There was one religious institution (see Figure 44) in Richmond Grove by the late 1930s. The modest church, not much bigger than a residence, was originally constructed about 1937 and exemplifies the changing ethnic makeup of the neighborhood over the decades. It was a house

of worship for an Italian Christian congregation, a group of Italian immigrants and Italian Americans who adhered to a Pentecostal-style Christianity rather than Catholicism like the majority of Italians. Its modest size and lack of architectural pretension (see Figure 44) would have been consistent with a theology that rejected the rich trappings of the Roman Catholic church as well as a reflection of its comparatively small number of members. In 1970, it was converted to a Japanese Koyasan Buddhist Temple. In about 1979, its façade was updated with Japanese-inspired details to honor its new function (see Figure 45).



**Figure 44: Italian church at corner of 13<sup>th</sup> Street and U Street, c1950 (Center for Sacramento History).**



**Figure 45: Koyasan Buddhist Temple with members, 13<sup>th</sup> Street and U Street, 1979, University of Washington.**

The Negro Woman’s Civic Improvement Club (NWCIC) was an important institution with a short-lived but significant tenure in the neighborhood. In 1942, the club bought the property at 1830 T Street from J. D. Swift and used it as a boarding house or “girls’ home” (see Figure 46). This was the first residential facility for Black women who were newcomers to Sacramento. At the time, there were no suitable public accommodations for women and girls. Moreover, due to segregation and prejudice, young African American women arriving in Sacramento had great difficulty finding safe, decent housing. Viola M. Brooks (1887 – 1975), the founder and president of the club turned to the Woman’s Monday Club to help find a solution to suitable housing. Mrs. Brooks headed the project. In 1936, Brooks and twelve other women founded the “Negro Women’s Civic Improvement Club,” which became the Women’s Civic Improvement Club in 1951. After the group purchased the house at 1830 T Street in 1942, it became the first location of the NWCIC girl’s home. The property reverted to use as a private residence after the club bought a larger house in the late 1940s. The WCIC (as it later became known) continued to focus on providing programs and services for low-income and disadvantaged families in Sacramento.<sup>25</sup>

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<sup>25</sup> “WCIC History,” Women’s Civic Improvement Club of Sacramento, Accessed September 16, 2021, <https://www.wcicinc.org/wcic-history.html>; Ginger Rutland, “Blacks in Segregated Sacramento Took





**Figure 46: 1830 T Street, 1942 (Sacramento Women’s Civic Improvement Club).**

## **Commercial and Industrial Development**

Before the turn of the century, the only commercial ventures in Richmond Grove were enterprises that required substantial amounts of land, like agricultural uses and businesses such as livery stables. Removal of the R Street levee, subdivision of Mission Trecho, and subsequent residential development soon stimulated a handful of small-scale neighborhood-serving retail ventures. As Richmond Grove was becoming a residential neighborhood after the turn of the century, however, large parcels remained open, and it continued to house land-intensive commercial ventures like the creamery at T and 13<sup>th</sup> streets, which opened in 1915. The development history of the block bounded by U, 17<sup>th</sup>, V, and 16<sup>th</sup> Streets, which by 1915 had only two small dwellings, is illustrative of this pattern. Despite brisk sales and intensive residential developments on many blocks, large swaths of the neighborhood remained semi-rural into the 1920s.

In 1927, local florist Mark H. Ebel petitioned to rezone in order to develop a flower nursery with a greenhouse and conservatory. The Ebel family had operated a nursery at 10<sup>th</sup> and P Streets and a florist shop on K Street and must have been seeking a less congested yet easily accessible

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Care of Own,” *Sacramento Bee*, Mar. 29, 1999, 18; “WCIC History,” Women’s Civic Improvement Club of Sacramento, Accessed July 30, 2021, <https://www.wcicinc.org/wcic-history.html>; “Five Views: An Ethnic Historic Site Survey for California (Black Americans),” National Parks Service, Accessed July 30, 2021, [https://www.nps.gov/parkhistory/online\\_books/5views/5views2f.htm](https://www.nps.gov/parkhistory/online_books/5views/5views2f.htm).

neighborhood in which to grow and sell flowers. They constructed the nursery and office (see Figure 47) at the corner of 16<sup>th</sup> and V Streets later that year. The \$30,000 main building (described as being Italian- and Spanish-inspired by the *Sacramento Bee*) was designed by Starks and Flanders and adorned with a neon sign. Adjacent to the greenhouse, it served as showroom, conservatory, and flower packing/shipping house. Its main façade loggia was described as a modern convenience oriented toward motorists, and the business advertised ample parking. The onset of the Great Depression was not good for the cut-flower business, and by 1932 Ebel Nursery was bankrupt. By this time, most of Richmond Grove had been developed, and it no longer made sense for a small-scale agricultural use like a plant nursery. The greenhouse was torn down, making space for a used car lot, and from the mid-1930s through the 1960s, the building on the corner was used for a succession of bars and restaurants. The building was demolished in the late 1960s, and in 2022 the parcel was vacant and slated for redevelopment.<sup>26</sup>



**Figure 47: Ebel's Nursery, c1930, Center for Sacramento History.**

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<sup>26</sup> Planning Board to Meet on Ebel Zone Change, *Sacramento Bee*, 4 January 1927; Construction Started on new Florist Store at Sixteenth and V, *Sacramento Bee*, 2 April 1927.

The Queen Anne storefront commercial/second floor residential building at 1730 S Street, with its prominent tower, was developed between 1904 and 1907 and is the oldest surviving purpose-built commercial building in Richmond Grove. Research has revealed little about its first use, but by 1914 it housed the Monez and Azevedo Saloon. The architecturally significant building is extant, as is the more modest grocery store with a second floor flat at 1701 – 1703 T Street that was developed around the same time. Another early saloon was developed on the northeast corner of 10<sup>th</sup> and W Streets in about 1907. A few blocks west of the Mission Trecho subdivision, it was technically outside the “saloon free” area but still close enough to serve its residents. Its proprietor was Irish immigrant and former riverboat pilot George Thomas Ryan, who operated both a grocery store and saloon (and later a gas station) on the property until his death in 1919. The property was used as a meat market in the 1920s and reborn as the Armory Tavern in 1936 (after Prohibition had been repealed), becoming the Pelican Club in 1937 (see Figure 48). The building is extant at 2231 10<sup>th</sup> Street but has been heavily altered to the point that the only remnants of its historic-era form are its massing and heavy projecting cornice.



**Figure 48: Pelican Club (Ryan Saloon), 1950 (Eugene Hepting, Center for Sacramento History).**

In 1950, the Sacramento Builders Exchange announced construction of a new building on the northwest corner of 14<sup>th</sup> and T Streets. It was designed by Leonard F. Starks, who had designed the Ebel Nursery in Richmond Grove with his partner Edward Flanders two decades earlier, to house offices, blueprint booths, and a conference room (see Figure 49). It was completed in 1955 adjacent to the Graybar building, creating an industrial/commercial block between S and T



Streets. It is one of a handful of buildings in Richmond Grove designed by an architect and a notable example of the local transition to Modernism.<sup>27</sup>



**Figure 49: Sacramento Builders Exchange, 1951 (Center for Sacramento History).**

### **16<sup>TH</sup> STREET CORRIDOR**

16<sup>th</sup> Street was at the western edge of the Mission Trecho subdivision and developed slightly more slowly than the area to its east. By 1915, no more than half the lots on 16<sup>th</sup> Street south of U Street were developed, and many half-blocks were completely empty. There were more residences between U and S Streets, but there were still many vacant lots. By the early 1920s, the only businesses on 16<sup>th</sup> Street were a barbershop and laundry between X and Y streets (later demolished), and the open lots were becoming more attractive for commercial than residential development. By 1930, commercial uses had increased, with small scale businesses like laundries and an electrical supply warehouse interspersed with residential uses. A pharmacy and grocery store had opened, and there was a gas station and auto repair shop at 16<sup>th</sup> and Y streets. Integration of 16<sup>th</sup> and Y streets into California Highway 24 brought travelers through the neighborhood and accelerated commercialization of those thoroughfares. Between 1936 and 1941, development of the three-story Moderne Apartments building, a restaurant, a couple of bars, and the Big Town Market at 16<sup>th</sup> and V streets (see Figure 50) shifted the character of 16<sup>th</sup> Street away from the pattern of low-density neighborhood-serving commercial buildings interspersed with single-family residential that defined the larger neighborhood. The Moderne Apartments and Big Town Market projects also introduced the Streamline Moderne architectural style to the neighborhood.

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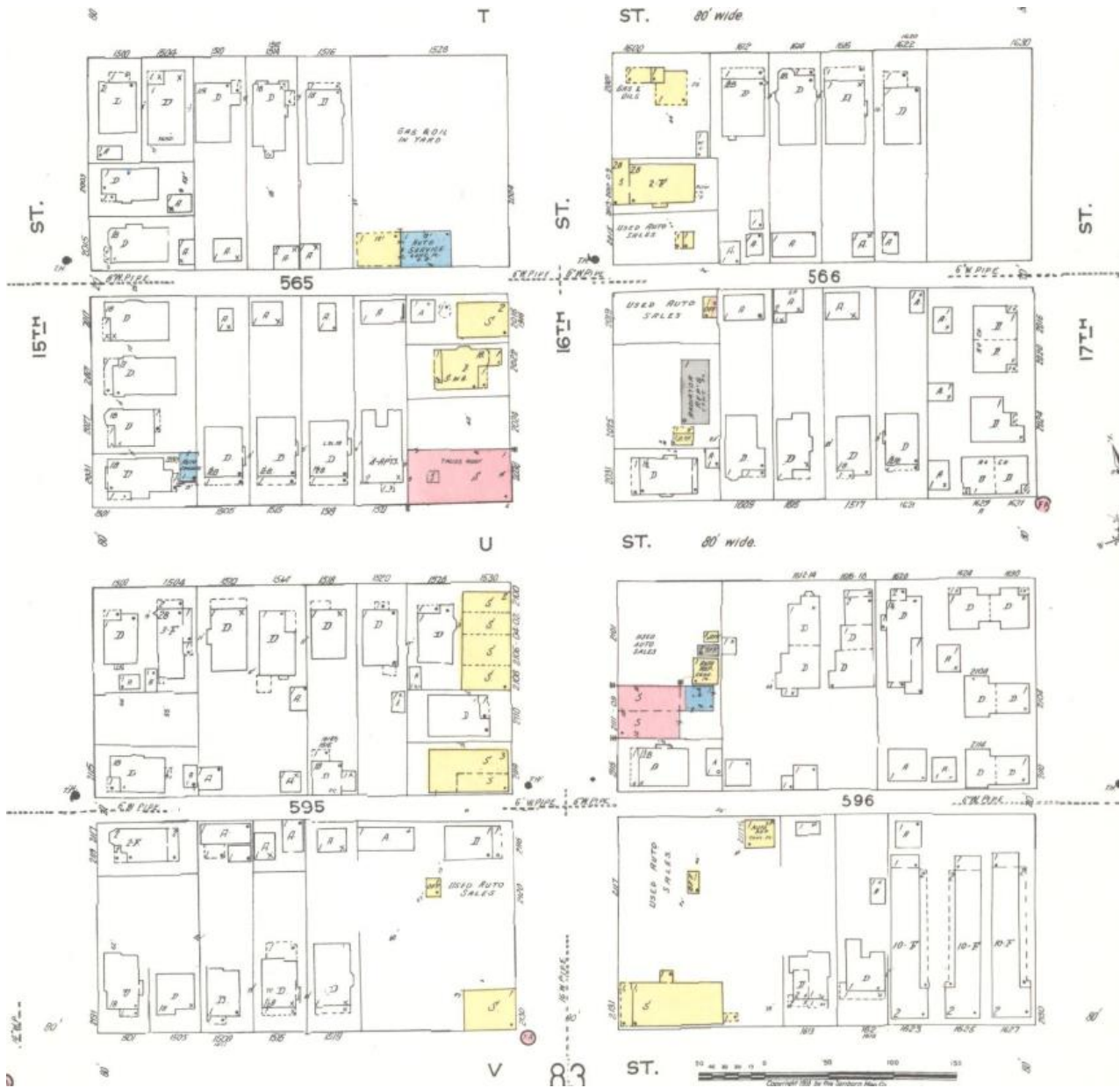
<sup>27</sup> "Builders Group Will Have New 25 Office Home," *Sacramento Bee*, 24 June 1950.



**Figure 50: Matchbook advertising Franklin Life Insurance Co. at 2200 16<sup>th</sup> Street (late 1940s).**

The most dramatic transformation came after World War II, when the highway route along 16<sup>th</sup> Street and increasing ubiquity of personal automobiles stimulated auto-related uses: empty lots were re-purposed and existing buildings demolished to make room for several used car lots. By 1947, there were at least six used car lots lining the street, along with other auto-related uses such as gas stations and repair shops; by 1952 there were eleven used car lots (see Figure 51). Although some of these businesses had small offices, others were simply large empty parcels. As automobile sales formalized their operations and grew in size over the second half of the twentieth century and the development of the freeway system in the 1960s took the heaviest traffic off city streets, most auto lots moved outside city limits, freeing parcels on 16<sup>th</sup> Street for postwar development. However, the corridor retains some automobile service businesses that date from the mid-twentieth century.<sup>28</sup>

<sup>28</sup> Sanborn Maps, Sacramento, 1915, 1951; Sacramento city directory, 1926, 1933, 1940; *Sacramento Bee*, 29 August 1947, 17; Sanborn Maps, Sacramento, 1951; *Sacramento Bee*, 11 August 1933.



**Figure 51: Map detail showing six used car lots, an auto service lot, and a gas station on 16<sup>th</sup> Street between T and V Streets, 1952 (Sanborn Insurance Company).**

As density increased, simple storefronts were added to existing houses and other old houses were converted to office/retail uses, especially on 16<sup>th</sup> Street (see Figures 52 and 53). The neighborhood became an incubator for small businesses, providing inexpensive access to commercial space and allowing local residents to develop their own small businesses over the decades. During the 1950s and 1960s, commercial buildings constructed in the neighborhood were chiefly Midcentury Modern architecture, with some utilitarian commercial buildings that lacked reference to any particular architectural style.



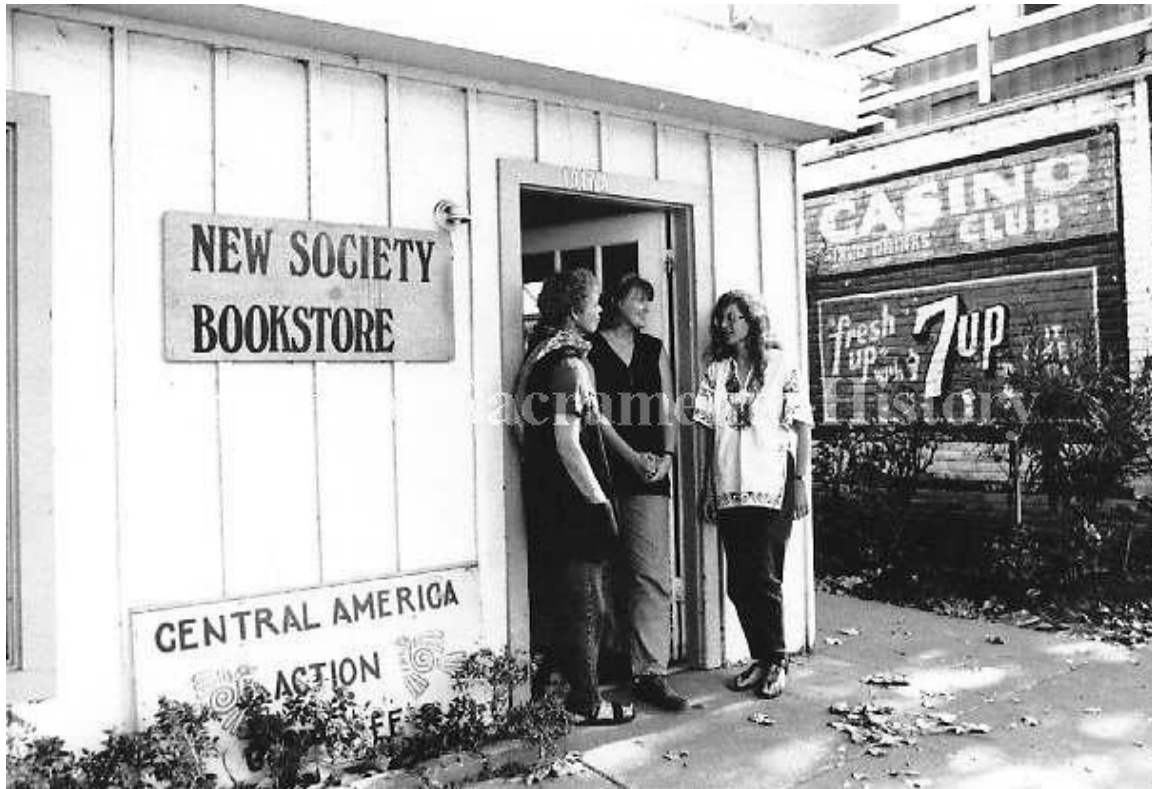


Figure 52: 1917 16<sup>th</sup> Street, Joni Foster and Darien Dern, 1981 (Center for Sacramento History).



Figure 53: 2215 16<sup>th</sup> Street, 1981, Owen Brewer, 1981 (Center for Sacramento History).

## Industrial Development

The S.S. Albright Co., an automobile manufacturing company, was founded by S.S. Albright in 1909. The company was quickly successful and outgrew its first plant within a decade. In October 1916, the S.S. Albright Co. moved into its new location on the corner of 13<sup>th</sup> and U Streets. The purpose-built factory (see Figures 54 and 55) was particularly noted for its sawtooth roof and large number of windows, which gave the interior a wealth of natural light; it was advertised as the “daylight plant.” All stages of automobile manufacture were executed within the building, including body manufacture, painting, and upholstery. In 1927, Albright bought a new site on Y Street between 13<sup>th</sup> and 14<sup>th</sup> Streets to upsize again. However, other industrial businesses remained nearby, and by the 1950s, the block of U Street between 12<sup>th</sup> and 13<sup>th</sup> Streets was entirely industrial, with a billboard factory, a garage, a tractor showroom, and a tractor repair shop.<sup>29</sup>



Figure 54: 1300 U Street, 1919 (Your Protection Magazine).

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<sup>29</sup> “The Daylight Plant,” *Your Protection Magazine*, May 1919; *Sacramento Bee*, 23 December 1916; “Fifteen Deals Are Closed for \$41,000; S.S. Albright Purchases New Site on Y Street for Industrial Plant,” *Sacramento Bee*, 4 January 1927; Sanborn Maps, Sacramento, 1951.



**Figure 55: S.S. Albright Company with completed car, 1923, McCurry Foto Co. (California State Library).**

Industrial buildings were also developed on the block of 14<sup>th</sup> Street south of S Street. In 1941, the Graybar Electric Company moved into a new plant and distribution center at the southwest corner of 14<sup>th</sup> and S Streets (see Figure 56). The company sold wholesale home appliances and electrical equipment, and the Sacramento plant was established in 1936. The move to Richmond Grove was necessitated when Graybar outgrew their first location on L Street. Early twentieth century industrial buildings were brick construction and primarily utilitarian, with some modest references to Streamline Moderne or Period Revival styles in cornice and façade details.<sup>30</sup>

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<sup>30</sup> *Sacramento Bee*, 29 August 1947, 17; “Electric Concern Will Be Moved,” *Sacramento Bee*, 5 July 1941.





**Figure 56: Graybar Electric Building rendering from opening announcement, July 19, 1941 (Sacramento Bee).**

## Japantown

Sacramento's original Japantown neighborhood was located to the northwest of Richmond Grove in the blocks between 3<sup>rd</sup>, 5<sup>th</sup>, L and O Streets. This Japantown recovered after Japanese internment during World War II, only to be destroyed by the Capitol Mall redevelopment project. When the Capitol Mall pushed out Japantown, a new Japanese neighborhood was established at the southwest of Richmond Grove, on 10<sup>th</sup> Street between T and W Streets. A number of existing businesses moved to the new Japantown, including Ouye's Pharmacy, the Senator Fish Market, and the Wakano Ura restaurant. For the most part, new buildings were not constructed to house these Japanese businesses, and the ethnic theme is reflected in signage rather than in architectural style. Owners of these longstanding local businesses were people like Harry K. Masaki, who opened the Senator Bait & Fish Market with Niro Sanada in 1946 in Sacramento's old Japantown. By 1962 Masaki owned it alone; he purchased a lot on 10<sup>th</sup> Street and demolished the existing house to build a new commercial structure there. His son, Akito Masaki, took over the business and operated it until 1995. The Senator Fish Market was replaced by Osaka-Ya, which still operates in the same location. Osaka-Ya is one of the very few Japanese-owned businesses that survived into the third decade of the twenty-first century (see Figure 57).<sup>31</sup>

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<sup>31</sup> "Post-Japantown business section has long history," Valley Community Newspapers, 5 February 2015.



Figure 57: Osaka-Ya at 2215 10<sup>th</sup> Street (Kara Brunzell, June 14, 2021).

## 4. PRESERVATION GOALS & PRIORITIES

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### Summary of Findings

Brunzell Historical performed extensive research and prepared a neighborhood historic context statement for the Richmond Grove Historic District, as well as researching the history of individually eligible properties and surveying the entire neighborhood. Brunzell Historical's field survey of the Richmond Grove neighborhood (project boundaries described on page 3) included photographic documentation of 495 properties. Properties that appeared to be age-eligible were evaluated for historic significance and integrity. 296 properties are recommended as potential contributors to a historic district. Fourteen properties within district boundaries are already listed as Sacramento Register Landmarks, while an additional thirteen properties are recommended eligible for listing as local landmarks by this study. The neighborhood features a sufficient concentration of contributing resources to form a Richmond Grove Historic District, which should be officially listed on the Sacramento Register. The goal of the creation of this district is to protect the eligible historic resources in the neighborhood from demolition or inappropriate modifications.

### Richmond Grove Historic District Boundaries

The boundaries of the Richmond Grove Historic District, which have been chosen to include areas with a high concentration of historic resources and to exclude areas within existing historic districts, are somewhat smaller than the historic neighborhood. Figure 58 below shows the boundaries of the Richmond Grove Historic District along with the parcel boundaries of properties within the district.





**Figure 58: Richmond Grove Historic District boundaries.**

## DPR 523 Forms

A DPR 523D form has been produced as part of this survey and documentation effort, and contains additional information regarding the Richmond Grove Historic District, including a detailed property table, district boundary justification, and specific boundary description. The property table includes construction dates, contributor/non-contributor status, and (where applicable) architectural style for all 495 properties within the district. In addition, DPR 523 primary forms have been prepared for all district contributors. A complete set of DPR 523 forms has also been prepared for each resource recommended eligible for individual listing by this study. These forms are appended to this report. Forms for resources recommended eligible as individual landmarks are also attached. The information contained in these forms, along with the Historic Context Report, can provide baseline information to guide future planning efforts in the Richmond Grove neighborhood.

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## Appendix: DPR Forms

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