Revised Draft Downtown Stockton

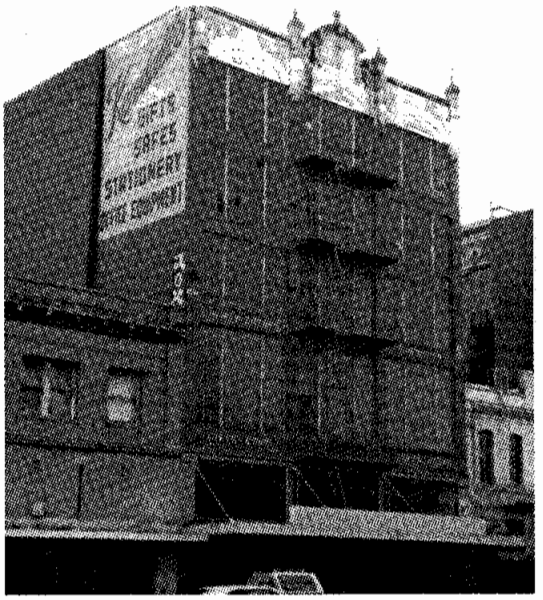
Historic Resources Survey

Volume I

for

The City of Stockton

Stockton, California



prepared for

The City of Stockton

Community Development Department

prepared by

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I. Introduction

The City of Stockton contracted with Architectural Resources Group (ARG) to survey historic structures within the vicinity of downtown Stockton. The survey area was defined by the City's Request for Proposal as bounded by Fremont Street at the north, the Southern Pacific Railroad at the east, Washington Street at the south, and Center Street at the west. A second, smaller survey area is located to the west of Center Street and is bounded by Center at the east, Washington Street at the south, Lincoln Street at the west, and Weber Street at the north. The inventory evaluates individual resources and historic districts using the criteria of the National Register of Historic Places (National Register) and the California Register of Historical Resources (California Register), as well as the Cultural Preservation Landmark Criteria identified in Stockton's Planning and Zoning Code.

Located within San Joaquin County, the City of Stockton, founded by Charles Weber and incorporated in 1850, currently has an approximate population of 243,600. The region's scenic environment is dominated by the Delta waters. Stockton's historic and cultural resources are a diverse collection of buildings, sites, objects, districts, cultural landscapes, and archaeological sites that relate to varied historic contexts. These include resources with statewide and national importance, as well as resources of primarily local significance.

Stockton has a rich and diverse history. The early settlement patterns of the late nineteenth and early twentieth century are still visible within Stockton today. There are many resources that relate to the historic contexts associated with Stockton. Within the survey area there are ten resources listed on the National Register. In addition, there are ten resources listed on the California Register, as National Register-listed resources are automatically entered into the California Register (California Code of Regulations Title 14, Chapter 11.5, Section 4851.3). Lastly, there are seventeen resources that have been designated Stockton Landmarks.

II. Methodology

The research design and methodology for the project was outlined by the consultant during the course of the project and incorporated guidelines recommended by *The Secretary of the Interior's Standards for Preservation Planning and Developing Historic Contexts*. In addition,

National Register Bulletin 24: Guidelines for Local Surveys: A Basis for Preservation Planning was consulted while developing the research design. Further discussion of the research design is in the following section.

For this project ARG conducted a reconnaissance survey, and researched properties for recordation on the appropriate State of California recordation forms (DPR 523 or DPR 523 A-L series). In addition, a context statement was formulated based on the findings of the survey, identifying such themes as historic settlement patterns, agricultural and commercial development as well as transportation developments and architectural trends. ARG has undertaken this project in accordance with *The Secretary of the Interior's Standards for Preservation Planning and Identification, Evaluation and Registration of Historic Resources*.

III. Reconnaissance and Intensive Survey

ARG staff members conducted a reconnaissance survey during April, 1999. This included a windshield survey of the project area as defined in the Request for Proposal. During the reconnaissance survey a list of over 200 buildings to be surveyed at the intensive level was developed. This list was formulated from field observations regarding age of resource and level of integrity remaining. It was the goal of the survey team to develop DPR forms those buildings within the survey area over 50 years in age and that retained integrity.

Based on the fact that portions of the northern end of the survey area are residential in character, the intensive survey focused on buildings between Lindsay Street to the north, the railroad tracks to the east, Washington Street to the south, and El Dorado Street to the west. Most of the resources documented at an intensive level were located within this concentrated area. Several resources did, however, fall outside these boundaries. The intensive-level documentation placed an emphasis on commercial buildings, with some residential and civic buildings also surveyed.

One of the survey goals was to formulate a general picture of the distribution of different building types and architectural styles, and of the character of different areas of downtown Stockton. Notes on the buildings, structures, and landscape features were taken during the reconnaissance phase. Closer inspection was made on foot where needed. The survey team carried Sanborn Maps of Stockton from the years 1895, 1917, and 1950 to compare with present

day streetscape configurations. Black and white, as well as color photographs, were taken of each resource surveyed at the intensive level.

Using the information collected during field visits and research sessions, ARG completed DPR forms assessing individual resource significance, as well as district contributors.

IV. Archival Research

For the purposes of this project the collections of the Stockton San Joaquin County Library, the Haggin Museum, the San Joaquin Historical Society, the University of California, Berkeley, the San Francisco Public Library, the California Historical Society, and a number of on-line research collections were consulted.

The published work *Stockton: Sunrise Port of the San Joaquin,* by Olive Davis, was a valuable resource for information concerning the history of the area. Published in 1998, this book covers a wide range of issues relating to the history and development Stockton. The research undertaken for this volume was extensive. The bibliography and information included within the publication proved especially informative during the formulation of the context statement.

Detailed maps of the survey are especially helpful to the surveyor. The Sanborn Map Company produced maps of municipalities for fire insurance purposes from the 1860s through American involvement in World War II with some mapping continuing to the present. The importance of the Sanborn Map Company dwindled during the 1950s and 1960s for numerous reasons, including new, less expensive methods to document properties. However, Sanborn Maps have become valuable resources for researching and documenting historic properties. Several Sanborn Maps exist for Stockton including the years 1895, 1917, and 1950. Copies of these maps were obtained from microfilm through the University of California, Berkeley for use in the survey and development of the context statement.

Assessors' records from San Joaquin County were searched through computer files at the City of Stockton Planning Department. Unfortunately, these records did not give a date of construction for the buildings.

City directories for Stockton were used at the Stockton Public Library. These cross-directories provide a street guide listing each building and its resident or business, as well as an alphabetical listing of residents with occupation noted in many cases. Classified advertisements in these directories also provided valuable information for the commercial properties surveyed.

The ARG survey team searched the property files from previous survey efforts located in vertical files at the Stockton Public Library. Relevant information was photocopied from these files. Library resources, as well as secondary sources, are identified in the bibliography at the conclusion of this document.

V. Historic Contexts

Cultural resources surveys can not be fully complete without linking resources to their associated historic contexts. The establishment of historic contexts is vital to targeting survey work effectively. In order to be able to make significance evaluations for resources within downtown Stockton, several historic contexts were identified and developed into a context statement.

Historic contexts are broad patterns of historical development in a community or a region that may be represented by historical resources and can be identified through consideration of the history of individual properties or groupings of properties within the surrounding area. The establishment of these contexts provides the foundation for decision-making concerning the planning, identification, evaluation, restoration, registration, and treatment of historic properties, based upon comparative significance. Historic contexts can be developed for all types of resources including, but not limited to, buildings, structures, objects, sites and historic districts. The methodology for developing historic contexts does not vary greatly with different resource types and they may relate to any of the four National or California Register criteria, as well as the criteria for local landmarks in Stockton.

At the core of historic contexts is the premise that resources, properties, or occurrences in history do not occur in a vacuum but rather are a part of larger trends or patterns. The following pages outline the relevant historic contexts for the survey area and historic resources present within the vicinity.

Context: Exploration and Settlement

Many of the first European pioneers in central and northern California were fur trappers. One of the earliest trappers was Jedediah Strong Smith, who established a base camp southeast of present-day Stockton in 1827. Not long after Smith established this settlement, the Hudson's Bay Company sent trapper Alex McLeod to California. McLeod traveled south as far as the future site of Stockton, and camped at what later became known as McLeod Lake. Not all of these early trappers were Americans; in fact, several Frenchmen, including Michel LaFramboise, camped near Stockton. The LaFramboise settlement still bears the name French Camp and is located south of Stockton.

In 1832, John Work led a large party of trappers to the San Joaquin Delta for the Hudson's Bay Company. Upon their arrival in the region, many in Work's party were sick with a fever that had claimed several lives during the journey. Work's company skirmished with native tribes, who were likely infected with the visitors' fever. The Native Americans did not have any resistance to European illness and were greatly impacted by these diseases. Later parties traveling through the region noted that the valley was significantly depopulated of Native Americans, likely as a result of infections brought by these first trappers.

In 1836, John Marsh arrived in California and purchased Jose Noriega's Mexican land grant, establishing one of the area's first cattle ranches. Marsh felt strongly that California should be part of the United States, and he wrote letters to many easterners encouraging them to migrate westward. Also intrigued by the possibilities of this new territory, John Sutter, of Swiss descent, came to California in 1839. Sutter was given permission by Mexican authorities to establish a settlement and fort in the Sacramento valley. It was felt that this fort would provide a barrier between the Mexicans and those who eyed their territory, namely the Americans, Russians and British.

The development of Stockton can largely be attributed to the energy and perseverance of Captain Charles M. Weber. Born in Steinwenden, Germany in 1814, Weber came to America in 1836. By 1841, Weber had joined one of the first overland parties to California, where he soon obtained employment at Sutter's Fort. In 1845, Weber acquired 55 square kilometers on the east side of the San Joaquin River, in what would soon become the city of Stockton. Weber utilized this land and developed a small settlement that he named after the American Navy Officer Commodore Robert F. Stockton who was responsible for driving the last Mexican forces out of California in the late 1840s.[1] Weber had part of his land surveyed by Walter Herron for development of a town site. The streets and lots set out in the 1840s (a district bounded by Weber Avenue, Center, Main, and Commerce Streets) formed the core of Stockton, and remain to this day. Portions of the town's original grid compose part of the survey area for this project.

The Mexican-American War began in April 1846 over territorial disputes in both Mexico and California. In July of that year, American forces, commanded by John Drake Sloat, peacefully

took Monterey and raised the American flag. When the war ended in February of 1848, Alta California officially became part of the United States. Unbeknownst to the Mexican government, gold was discovered near Sacramento only nine days before the Treaty of Guadalupe-Hidalgo was signed. Soon, California, now under American rule, would see an incredible influx of gold seekers from around the world including many Americans migrating from the east coast.

The growth of Weber's town, Stockton, increased following James Marshall's discovery of gold at nearby Coloma. As a result, the Stockton Channel became a port of call for sailing vessels and steamers delivering thousands of gold seekers and supplies to this new mining area. Weber's investment offered him a rich return. On July 23, 1850, the City of Stockton was officially incorporated and soon began to assume a cosmopolitan appearance. With the city becoming the supply center for nearby mining establishments, the refinement of the city's infrastructure became necessary. Public and private buildings, streets, and public parks were constructed to accommodate the increased population. The city limits extended to the current streets of Flora, Aurora, Edison and Anderson Street. Stockton's role as the county seat for San Joaquin County also influenced development. The county courthouse was constructed in 1854 and was offered for use as the State Capital, however, the State declined the City's proposal.

Eager to profit from the gold discovery, Weber and a group of settlers formed the Stockton Mining Company, selling supplies for considerable profit to miners near the future site of Placerville. In September 1848, Weber returned to Stockton and set up his own mercantile store. As the Gold Rush attracted ever-increasing numbers of prospectors to California, Stockton became the gateway to, and major supply post for, California's southern mining areas. By the fall of 1849, it was estimated that Stockton had approximately 1,000 residents.[2] In five years, the city's population expanded to 7,000 and an active commercial and industrial center began to take shape.[3]

Context: Commerce and Industry

Railroad and deep water channel access made Stockton a major transportation center and provided the basis for the City's commercial and industrial development which led to dramatic population growth--up to 23,000 residents by the 1890s.[4] Captain Charles Weber knew when he founded Stockton at the head of the San Joaquin River channel that the city would benefit from

the nearby, strategic water route. Boats brought men upriver to participate in gold mining, and then brought them back with their riches to San Francisco and beyond. A sizable agricultural community has kept Stockton's port busy warehousing and shipping produce and grains to markets since the mid-nineteenth century.

Traditionally, the majority of Stockton's major businesses have been related to the processing, growing, or transportation of agricultural products or the manufacture of agricultural equipment. Matteson & Williamson, one of the earliest farm equipment manufacturers, was located near present-day California and Main Streets in the 1830s. In the 1870s, they invented the replaceable plow share, and later received a patent for the Combined Harvester—two machines that forever changed farming. The Combine was later produced by Holt Brothers Manufacturing. The Holt Brothers Manufacturing Company was incorporated in 1892, producing harvesting equipment and other machinery for Stockton's farmers.

By the 1850s, the Sperry Flour Company was processing 2,000 barrels of flour in a season for Stockton's farmers, and soon became the area's largest milling company.[5] Sperry's brick administration building, built in 1888, is now a Stockton Historical Landmark. When the company moved to Vallejo in 1925, many jobs were lost.

Stockton continued its rapid growth through the turn of the twentieth century, and began to carry out many civic improvements to sustain this commercial and industrial growth. Electric trolleys replaced carriages and electric street lights replaced gas. By 1906, eighteen miles of dirt or wood plank roads had been permanently paved in cobblestones and asphalt.[6] Due to the increased use of the automobile in the 1910s, salesrooms developed along "auto row" at El Dorado and Miner Avenue, and service stations were constructed throughout the city.

The 1906 San Francisco earthquake did not result in considerable damage in the Stockton vicinity. However, the community members sent supplies by boat to San Francisco. Many Californians displaced by the earthquake came to Stockton to seek refuge from their damaged communities. The majority of these individuals were of Chinese descent. By July of 1906, Stockton's Chinatown had 5,000 residents, making it the largest in California.[7]

A series of floods from 1903 to 1907 prompted the construction of a Diverting Canal directing water from the Mormon Slough east of Stockton back into the Calaveras River. Despite these floods, the first decades of the twentieth century were marked by a Stockton building boom, particularly in downtown commercial buildings. In 1906 the Stockton Savings and Loan Society built the city's first skyscraper at San Joaquin and Main Streets. Four other multi-storied buildings had been completed by 1917.

In 1910, the elegant Hotel Stockton was erected at the head of the Stockton Channel between North El Dorado and North Hunter on Bridge Street, and became famous for its views of Mount Diablo.[8] Dozens of other hotel buildings, both grand and modest, were completed around this time, catering to an influx of travelers brought by the railroad, and changing the face of downtown Stockton. Much of the labor on farms was provided by migrant workers, who needed inexpensive temporary housing. This demand contributed to the prevalence of one of the downtown area's most common building types: a two- to three-story residential hotel with commercial space on the ground floor. These masonry buildings usually have some Classical revival detailing, and supported an often transient population in the once thriving agricultural and transportation hub of the Central Valley. Many of these buildings remain today. A comparison of the 1895 and 1917 Sanborn Maps reveals that many homes in central Stockton were converted to hotels and temporary residences. This building boom also resulted in the development of a new building type and planning tool: the residential subdivision constructed in and around Stockton by local developers.

The end of World War I resulted in several changes to Stockton's economy. When Holt Manufacturing converted to tank production during the War, the Best Tractor Company took over the farm machinery market. After the War, Holt was plagued with financial difficulties, and merged with Best to form the Caterpillar Tractor Company. The new company relocated its headquarters to Peoria, Illinois in 1925 and Stockton was left without a major farm equipment manufacturer.

In 1871, an attempt had been made to construct a deeper channel from Stockton to the Pacific Ocean, to accommodate larger boats. Lack of government funding as well as the commencement of World War I delayed the project until 1927. The new canal was dug to a depth of 26 feet, and

provided hundreds of jobs during the Depression. The Port of Stockton officially opened in 1933 as California's largest inland port.

By 1933, the expanded Deep Water Channel and the City's Port facilities enabled large-scale international shipping access to Stockton. This economic boon, combined with other substantial construction projects, lessened, but did not eliminate, the impacts of the Depression in the Stockton region. Significant privately and publicly-funded building continued into the 1930s, and included a movie palace, railroad depot, a museum, post office, and county hospital—among others. Stockton's first supermarket was built at El Dorado and Harding Way in 1939.

While the impact of the Depression was diminished in this region, many families and individuals were affected by the nation's economic downturn. Many women from Stockton families were employed in local canneries and packing sheds. A large Filipino population immigrated to Stockton in the 1930s, settling in the western part of town, near Chinatown. Filipino men made up the majority of the farm labor at the time. Many midwesterners came to California in search of farm work. Stockton's agricultural community offered these individuals a chance for success.

The beginning of World War II brought further opportunities for local industry with the local economy benefiting from wartime manufacturing needs. The military developed an Army Air Force base at Old Stockton Field and the Stockton Naval Supply Depot. Manufacturers built and maintained army equipment, and ship building became the main local industry, employing up to 10,000 workers at one time.[9] Nine Stockton shipyards worked full-time to support the War effort.[10] The older yards such as Colberg Boat Works and Stephen's Brothers, and newer companies like Hickenbotham and Pollock Shipyard, built sectional dry docks, transport ships, rescue boats, patrol boats and other small ships.

The War caused a severe labor shortage for farmers, who subsequently relied on labor from Mexico to harvest crops. This government-sponsored program brought thousands of farmers from impoverished regions of Mexico to work on American farms, largely in Texas and California. The program entitled the Mexican workers to earn American dollars. Known as the Bracero Program, it ended in 1964, but served as the foundation for what has remained a large population of Mexican migrant workers in California.

After World War II, the Port of Stockton struggled to regain its earlier status as a major center of commercial shipping. Ship sizes increased and the channel was again too shallow to support much of the traffic. Stockton industry slowly shifted back to production of farm machinery and commercial boats. Civilian shipping to and from Stockton had been suspended during the War, resulting in the community's lessened importance as a transit center. Many Port businesses re-focused efforts to warehousing goods, adding storage facilities for oil, iron, and other materials. By the 1970s the Port ran into significant financial and organizational troubles. Due to delays because of environmental concerns, no dredging occurred until 1983. The Port updated much of its equipment, and expanded to accommodate heavier boat traffic, now docking up to ten ocean-going cargo ships at a time. In the 1980s, the Stockton Channel also became a popular destination for pleasure craft. Several new restaurants were built along the waterfront, as well as a variety of housing developments and a shopping mall. Throughout all its changes, the Port has remained a major defining feature of the City of Stockton.

In the 1950s, Stockton's housing boom resumed north of the Calaveras River, with recreational facilities, schools, and streets gaining major improvements. Additionally, the second largest grain terminal on the west coast opened at the Port of Stockton creating more job opportunities. However, major areas of Stockton had become blighted and like other American cities, Stockton planned and executed a large urban renewal project during the 1950s and '60s.

The mayor appointed an Urban Blight Committee in 1955 to study problems in the old center of Stockton. Stockton's historic downtown underwent major redevelopment in the 1960s as part of the West End Renewal Project. With the exception of three buildings, nine square blocks were completely demolished in 1964. Chinese and Filipinos—previous majority residents in this district—were given priority in rebuilding, and were responsible for constructing new community associations, restaurants, retail, housing, and offices. The destruction of Skid Row meant a sudden lack of low-cost housing for farm laborers. Stockton's more affluent residents moved to the north, leaving the center of town.

Downtown continued to struggle as shopping malls were being developed in North Stockton, drawing merchants and shoppers from the city center. To counteract this economic drain, the

city replaced several demolished buildings with new parking facilities, but shoppers still found little reason to make the trip downtown.[11] Other changes included a Holiday Inn constructed at Weber Point, and the County's conversion of the Hotel Stockton into offices while the old Courthouse was razed and a new building constructed. Increased traffic required several major road improvements and led to the construction of the Crosstown and Interstate 5 freeways through Stockton. Recent economic conditions in Stockton have further impacted the downtown and many buildings are vacant. However, it is hoped that with current rehabilitation projects such as at the Hotel Stockton, that a revitalized downtown will include the reuse of many other historic buildings.

Context: Civic Improvements

The latter part of the nineteenth century saw the completion of new projects throughout the community including a new court house constructed in 1890. In 1893, a new red brick jail was finished in the medieval revival style at San Joaquin and Channel Streets. A new grammar school, as well as many commercial buildings, were also constructed of locally-made red brick during this period. In fact, brick was such a common building material that during the substantial growth of the 1880s and 1890s, Stockton became known as "The Brick City."[12]

At the beginning of the twentieth century, many American cities were redefining their communities by constructing grand boulevards, new public spaces, and civic buildings as part of an architectural and planning movement called the City Beautiful. Stockton completed several major civic projects during this time. A library with a marble facade was constructed at Hunter and Market Streets in 1895. Then in 1926 a new Civic Center was defined by the construction of a Civic Memorial Auditorium, dedicated to Stockton's War dead, and the new City Hall in 1927. Local architect Glenn Allen, having built several major hotels and schools in Stockton, along with Ivan Satterlee and William Wright, were responsible for the design of the Beaux-Arts style Auditorium. City Hall was designed by John Upton Clowdsley, Peter L. Sala, Joseph Losekann, and Davis-Heller-Pearce of Stockton. Three parks, McKinley, American Legion, and Stribley, were also built in the late 1920s. In 1933, a new Post Office building by San Francisco architects Bliss and Fairweather, and Stockton's Howard G. Bissell boasted two W.P.A. murals in its lobby. Typical of California's Beaux-Arts civic centers was a focus on landscape design and gardens, and Stockton was no exception, with green lawns and trees framing the grand civic buildings.

Context: Agriculture

Agriculture has been a constant and often profitable prospect in San Joaquin County. The rural areas around Stockton have continuously been exploited by farmers since the city's founding. In the 1870s, the county's farmers cultivated over 130,000 acres of grains.[13] In the twentieth century, farmers also began to plant the soft peat soil in the San Joaquin Delta west of the city. Farmers began to grow vegetables and nuts, and planted fruit orchards, in addition to grains. A Japanese immigrant named George Shima became known as the "Potato King" for his thriving potato fields on the San Joaquin Delta. The continued success of local farmers was due in large part to excellent soil conditions, and the great inventiveness and technological advancement of Stockton's agricultural machinery industry.

During the second half of the 19th century, agriculture took the place of gold mining in Stockton's economic development. Wheat and other grains were the most abundant local crops. Stockton claimed the largest grain warehousing facilities outside San Francisco and local milling companies eliminated the need to import flour. The largest single milling organization was Sperry Flour Company, whose brick headquarters building, constructed in 1888, at Weber Avenue and Madison Street—one of the landmarks within the survey area.

The manufacture of agricultural tools also became a major industry in Stockton by the end of the nineteenth century. Several new inventions revolutionizing farming techniques were developed within the community. The Stockton Gang Plow improved on previous small plows operated by one man and a horse, as it was larger, pulled by a horse team, and capable of tilling several rows simultaneously. The Marvin Combined Harvester (commonly known as the combine), a machine which could harvest and thresh fields of grain, saving time and labor, resulted in a more efficient harvest. Numerous iron works and manufacturing companies were sustained by the farm machine industry. The Stockton Wheel Company, later the Holt Manufacturing Company, was founded by the Holt brothers in Stockton in 1883, and thrived on the bustling local transportation, agriculture and commerce industries. Holt Manufacturing, led by well-known inventor Ben Holt, produced farm machinery, the design of which was influenced by the needs of local farmers.

The community showed pride in the surrounding, thriving agricultural industry in 1888 when the San Joaquin Valley Agricultural Association built an Agricultural Pavilion in Stockton's Washington Square. Designed by architect Charles Beasley, the Pavilion was thought to be one of the most beautiful buildings in the city, housing exhibits and displays, as well as hosting numerous concerts, and festivals.[14] A grand structure of wood and glass, it reflected the nearby Chinese community in some of its details. The Pavilion was the largest building in Stockton until it was consumed by a 1902 fire that resulted in the first loss of a Stockton firefighter's life.

Stockton has become famous for its walnut production, in large part because of the efforts of a single company: Diamond Walnut Growers. Walnut trees were first brought to California by Spanish missionaries, and thrived in the Delta climate. In 1912 a group of walnut farmers formed the California Walnut Growers Association, now Diamond Walnut Growers, the largest producer of nuts in the country. Since its start, Diamond Walnut Growers has grown into a major national corporation with annual sales of over $220 million.[15] Diamond Walnut was the first nut company to promote its brand, stamping each walnut shell with a Diamond symbol. Diamond has expanded its brand to include a wide variety of ingredient nuts, available to a wide market. The Diamond plant in Stockton encompasses approximately 13 acres and processes almost half of the United States' walnut crop each year.[16]

During the early twentieth century period, farmers began to plant fruit orchards and vegetable fields in addition to grains, and shipped their produce by rail for sale elsewhere. Farmers were planting west of Stockton on the Delta's soft peat soil. As a result, machine shops began to produce new specialized equipment for these diverse farms. Farming and manufacturing continued to be the focal point of the local economy through World War I, when many farmers reaped the benefits of record-high produce prices. The local manufacturing and milling industries were also impacted as they aided in supplying the War effort. At the turn of the century, Benjamin Holt, of Holt Manufacturing, invented a special wheel system to help farm machinery navigate the soft Delta soil. This track-laying traction system, powered by a new lighter gas engine, was later dubbed the Caterpillar locomotive system. Holt's popular Caterpillar tractor attracted the Army's interest and he was asked to apply this technology to armored vehicles, or tanks, for use in battle. Holt produced the undercarriage and engines, using

the Caterpillar traction system to aid the massive vehicles in movement over a wide variety of terrain for greater flexibility in battle.

Despite occasional difficulties during the Depression and World War II, agriculture and related industries (machinery, etc.) have always been a driving force in the Stockton area economy. Farmers had a difficult time in the 1980s due to high interest rates, but in the 1990s annual income from raw agriculture in San Joaquin County was well in excess of $1 billion. Agriculture is now California's top industry, and the farmers of San Joaquin County greatly contribute to that status.

Context: Architecture

Within the survey area there is a mix of residential, commercial, and ecclesiastical building types with the majority of the residential structures within a concentrated area north of the eastern portion of Channel Street. Along the core streets of the downtown commercial area (Weber, Main, and Market), there are a significant number of resources that reflect Stockton's commercial enterprises. Stockton's Civic Center, including City Hall, a Civic Auditorium, Public Library, park, and Post Office, is located at the far western edge of the district, mostly west of El Dorado, and between Fremont Street and Weber Avenue. The period during which the bulk of construction occurred in downtown Stockton ranges from the 1880s, when the construction of substantial commercial buildings commenced, to the late 1930s when the number of commercial buildings constructed diminished.

Historically located in close proximity to the city's port, Stockton's business district was initially supplied by the ships docking along the waterfront. With the introduction of rail service, this district was further expanded, and by the conclusion of the nineteenth century, the city was poised for increased commercial activity as a hub of transportation and agriculture on the Delta. The Sperry Flour Mill Warehouse and Offices were built in 1875 and 1888, respectively, and represent the flourishing local agriculture industry. The earliest hotel building in the district, at the corner of Bridge and Channel, dates from the 1860s. Several additional hotels were constructed in the 1880s and 1890s, meeting an increased demand for temporary housing created by the arrival of railroad service. Consistent with the construction boom at the end of the nineteenth century, most single-family residences near the downtown area date from the 1890s, and form a concentration of Victorian residential architectural design.

Stockton's reconstruction after devastating floods in 1907 resulted in a new burst of commercial activity. Five high rise buildings were constructed in downtown Stockton between 1910 and 1917. Several of these buildings remain, including the Medico-Dental Building, California Building, and Bank of Stockton. A second, more intense, period of hotel and apartment building construction took place in the 1910s, including the Hotel Main, Hotel St. Leo, Yale Apartments, and many others. Many two to four-story commercial structures were also completed during this period, as is evidenced on the 1917 Sanborn Map of the area. Similarly, garages, lodge buildings, banks, and various commercial structures were erected in the downtown core area during the first decades of the 1900s. Many of these structures remain in the survey area today.

Stockton's most prolific architectural practice headed by Glenn Allen and Charles Young designed many of the city's distinguished buildings during the first three decades of the twentieth century. Buildings attributed to Allen in the survey area include the elaborate Second Empire style Henery Apartments at 121 South Sutter Street (1913), and the elegant Gothic Revival style Union Safe Deposit Bank at 327 East Main (1924).

New construction in the downtown area had all but stopped by the 1930s. Nearly all the lots in this busy and desirable part of town were already built upon, and the Great Depression meant a general slowing of the local economy. One notable exception is the extravagant Spanish Revival style Fox Theater, built with bond funds on Main Street in 1930.

In general, within the survey area there exists a high concentration of multi-storied masonry-constructed hotel buildings which served Stockton's transient work force. Other common building types are one-story garages, bank buildings, theaters, club buildings such as the Mason's and Elk's building, as well as a number of smaller commercially-used buildings with office or residential space at the upper stories. The vast majority of commercial buildings in the downtown area are of brick masonry construction, contributing to Stockton's historic reputation as the "brick city." Various textures and patterns of bricklaying provide much of the ornament on these buildings, in some cases augmented by terra cotta details or an elaborate cornice.

In the 1950s and 1960s, many of the commercial buildings in downtown Stockton were remodeled. Virtually all of the multi-story commercial buildings have been altered on the ground floor, but many remain relatively intact above the storefront level. Ground floor alterations include everything from additional awnings or signage, to new siding (false stone masonry or stucco are common), to reconfiguration of windows, which often includes covering over mezzanine lites.

Despite alterations and neglect due to a lagging local economy, Stockton's downtown retains a significant collection late nineteenth- and early twentieth-century commercial and residential buildings. The prevalence of certain building types, namely the hotel and two- to three-story commercial building, are indicative of the needs of this once bustling center of agriculture, industry and transportation in California's Central Valley.

Context: Transportation

With the arrival of the railroad and access to faster, less expensive shipping routes for local goods, commerce and industry flourished in Stockton after 1869. Copper from nearby Copperopolis was a major export during the later part of the 1860s. The copper industry made great use of the new railroads, as did many other local industries.

San Francisco became the western terminus of the transcontinental railroad. From there a Central Pacific track ran to Stockton, just east of the city, and then on to Sacramento. The first passenger train arrived at Stockton in August 1869. By the following year, a much-desired rail spur connecting the original rail lines to the Stockton waterfront was established, and a depot was constructed at the corner of Weber Avenue and Center Street. It was not until 1898, however, that Stockton had a direct rail connection to the east coast, offered by the Atchison, Topeka and Santa Fe Railroad (until then, passengers traveled to San Francisco in order to purchase a long distance eastbound ticket). The Western Pacific Railroad further enhanced Stockton's rail service when it began servicing the area in 1910.

The completion of the railroad lines also impacted the local population. The thousands of Chinese laborers who constructed the rail system were forced to find other employment once the tracks were completed. The well-established Chinese community in Stockton soon found work as farm laborers, mill workers, merchants, laundry workers, and domestics. By the 1860s, a

substantial Chinatown had developed near the channel, between El Dorado, Market, Hunter, and Washington Streets. The Chinese Exclusion laws of the 1880s led to the decline of many Chinese-owned businesses. The farming industry, however, relied on the Chinese community as a source of inexpensive labor, and supported the continued employment of the Chinese, and other immigrant cultures, within the community.

Context: Important Community and Civic Organizations

Community and civic organizations have held great importance in Stockton since its early days. In the 1880s, Stockton had a number of churches to support its growing population. St. Mary's Church, built in 1861 and the third-oldest Catholic church in California, founded its own small school. In 1883, the grand and imposing Masonic Temple was built near the head of the Channel, and remained the largest building in Stockton for over a decade. An ornate brick building, it had shops on the ground floor, a public hall on the second, and private meeting rooms on the third. The Masonic Temple also housed the city's public library for several years, until a separate library could be built. In 1908, the Stockton branch of the Elks built a large building downtown. It boasted an enormous meeting room on the top floor, which had an ornate stained glass dome originally intended for the San Francisco Elks, but sent to Stockton after the 1906 earthquake. Though the original Masonic Temple was razed in 1931, a new Temple had been built in 1921 at Market and Sutter Streets. This and the Elks Building remain prominent features in the downtown area to this day. Several early churches, including St. Mary's and St. John's Episcopal, have retained their positions as important social and architectural elements in the Stockton community.

Context: Heath and Medicine

In 1851, a bill was passed establishing three California hospitals for indigent sick. Stockton was the location of one of these newly funded hospitals. The legislature found that separation from family and friends, disastrous enterprises, sudden reversal of fortunes, rigors of mining life, and unsettled conditions were some of the causes for mental illness in California and that there was no system to deal with these conditions. The three hospitals were established as the State Marine Hospital in San Francisco, the Sacramento State General Hospital, and the Stockton State General Hospital.

The Stockton State Hospital was started in a wooden building located on the corner of El Dorado and Market Streets. It was a small building with approximately twelve rooms. Due to the over-crowded conditions in hospitals throughout California, the legislature passed a law in 1852, ordering the separation of the physically ill from those with mental disorders. In accordance with the new law, 124 patients were sent to Stockton. In 1853, the state legislature ordered the closure of the State Hospital at Stockton and created the Stockton State Insane Asylum. As a result, a search for a site to house this new specialized facility was initiated.

Martinez and Benicia, towns near San Francisco, had been anxious to secure the new State Insane Asylum, but Stockton was the successful bidder. Captain Weber's donation of one hundred acres along Stockton's California Street, helped influence the official's decision.[17] Stockton was also considered an ideal location because of its mild climate and its central location to San Francisco, Sacramento, and the mining areas.[18] On October 8, 1853, the patients were moved from rented quarters in downtown Stockton to the new asylum building, creating the first publicly supported psychiatric facility west of the Mississippi.[19] Located north of present-day downtown, this facility has played a significant role in Stockton's history and has continued to serve the community until just recently. During the 1970s, the asylum was reorganized into a Developmental Center, which was closed in 1996. The historic site and buildings were dedicated as California Historical Landmark #1016 in 1996, the same year the facility transferred to California State University, Stanislaus, for use as a Multi-Campus Regional Center.

Context - Ethnic Heritage / Cultural Groups

Native Americans

The Native American presence in the archaeological and cultural record in San Joaquin County is strong. For the purposes of this project our focus was on historic buildings and structures which were built after the Native American period; however a brief overview of Stockton's pre-history is appropriate here.

Archaeological records indicate that the earliest native peoples inhabited this area of the San Joaquin River Delta region by 2,500 BC. The first principal inhabitants of this region were Utian-speaking people (ancestral Miwok and Costanoan). These individuals flourished here until about 500 years ago when they were displaced by the Northern Valley Yokuts. Penutian-

speaking Yokuts occupied an area extending roughly from the Sierra foothills north to the Calaveras River and south to the upper San Joaquin River.

The Penutian peoples eventually divided into several separate tribes; those in the Yokut and Miwok language groups lived at the Stockton Channel head, near the future site of the City of Stockton. There are archeological indications of several Native American villages in and around Stockton. Food in this region was plentiful, and appears to have supported an atypically large native population, compared to other areas of California. It is estimated that there were approximately 25,000 Native Americans living along the lower San Joaquin River prior to European contact, with the average village supporting approximately 200 individuals.

By the 1780s, Spanish explorers arrived in the Delta region. Spanish missionaries (padres) also ventured into the area in search of Indian converts. Their presence led to violence against and among Native American tribes, and Europeans unknowingly introduced foreign diseases to the region that impacted the native populations. By the early 1850s disease, war and displacement from their hunting and fishing grounds had brought the Yokuts to virtual extinction.

Other Cultural Groups Active in Stockton

Through time, Stockton's population and representative cultural groups have both increased and diminished based on economic and other factors shaping the community. Each of the cultures that came to Stockton has contributed to the intricate multi-cultural fabric of the city. It is a complex history of parallel, independent and integrated associations. Each of these groups and their individual histories is reflected in Stockton's neighborhoods and contemporary population. The context themes discussed in this document identify the impact of cultural groups on Stockton's history and each group's participation in the overall growth of economic, political, and other institutions comprising the framework for discussing Stockton's history.

After the Mexican-American War, Stockton began to have a notable Hispanic community, many of whom were employed as mule teamsters transporting lumber and other goods. Mexican-American cultural festivals became a feature of early Stockton life. The Hispanic population continued to grow steadily for the next hundred years, with a major increase during World War II, when workers immigrated from Mexico to work on California farms.

During the 1850s, political and economic turmoil in China combined with the promise of fortunes made in the California Gold Rush, brought thousands of Chinese from the Kwantung Province to California. When Stockton began building levees for flood control and farm protection in 1852, Chinese as well as Native American and Polynesian laborers were hired to shovel the fill dirt and build the four-foot high dike along the river. By the 1860s, hundreds of laborers laid off from the railroads and mines moved to Stockton, and worked as farmers or started boarding houses, shops, laundries, gambling halls, and other businesses. By the 1880s, Stockton had the third largest Chinese population in the state. In 1882, however, the Chinese Exclusion Act became law, and Japanese, Sikh, and Filipino immigrants began to replace the Chinese as packing house workers, farm laborers, and domestic servants from the 1890s through the 1920s. The Filipino community was so large that by the 1920s, Stockton was known as the "Manila of California."

World War II had a significant social impact on Stockton. After the Japanese bombing of Pearl Harbor, frequent acts of aggression occurred against Stockton's Japanese community. Early in 1942, under order from President Roosevelt, all persons of Japanese ancestry on the west coast were removed from their homes and sent to inland holding camps. The San Joaquin County fairgrounds were converted to the Stockton Assembly Center, which temporarily housed all of Stockton's Japanese-Americans. Later that year, thousands of Japanese-Americans from the Assembly Center were sent to a camp at Rohwer, Arkansas for the duration of the War. Many families lost their property, possessions, land leases, and houses while interned. Mexican workers replaced the Japanese-Americans on many local farms. After the war, however, many interned families chose to resettle in Stockton and the Central Valley. Today, Stockton is a diversified, active, growing community. The ethnic population includes approximately 44% Caucasian, 25% Hispanic, 21% Asian, 9% African-American and all others 1%.

VI. Historic District Assessment

A component of the survey evaluation was an assessment of potential historic districts in the survey area. All resources surveyed at the intensive level within the survey area were considered during the historic district evaluations. National and California Register as well as local criteria outlined in the Stockton Cultural Preservation Ordinance were applied during the district evaluation.

Historic resources can be individually significant or they can be contributors to an historic district. Historic districts are excellent planning tools as they recognize the associated value and relationships between buildings, structures, objects, sites, and neighborhoods. In order to qualify as a district under any of the criteria of evaluation, the resources must first possess significance. Second, the significance must be derived from an understanding of the historic contexts associated with the area or resources. Lastly, the district as a whole must possess integrity including location, design, setting, workmanship, materials, feeling, and association.

Generally, historic districts possess a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. Districts have defined boundaries and are comprised of individual resources identified as contributing and non-contributing to the district.

Contributing resources add to the historic association, historic architectural qualities, or archaeological values for which the district is significant because the resource was present during the period of significance, relates to the documented significant contexts, and possesses integrity.

Non-contributing resources do not add to the historic associations, historic architectural qualities, or archaeological values for which the district is significant because the resource was not present during the period of significance, does not relate to the documented significant contexts, or does not possess integrity.

East Channel / North Aurora Residential Historic District

The survey identified a small, residential historic district located in the 100 block of North Aurora and the 900 block of East Channel. The North Aurora district contributors are located only on the east side of the block while the East Channel district contributors are located on both the north and south sides of the block. Each of the district contributors has Queen Anne detailing and there are nine small cottages within the district that have similar architectural features and details. In fact 134 and 136 North Aurora Street, as well as 918, 924, and 928 - 930 are identical. Additionally, 922 East Channel and 140 North Aurora are identical in their details. Lastly, 927 - 929 and 917 - 923 East Channel are identical houses. This grouping of nine historic cottages were likely constructed for use by railroad employees, as a rail station has historically been located in close proximity and a number of rail workers have been associated with these cottages as discovered through city directory research. Additionally, as these buildings possess similar design details, it is possible that these nine cottages were designed and constructed by the same residential developer. There are several larger buildings along the south end of North Aurora that also contribute to the district.

The group of houses within this district have similar architectural detailing and irregular footprints. They are primarily raised one-and-a-half-story houses with gable and hip-on-gable roofs. A prominent gable end facing the street frequently contains a small, square window surrounded by fishscale shingles. The gables peaks each have a small finial. The front elevations have a large three-sided bay with one-over-one, double-hung sash windows. Additional one-over-one, double-hung sash are located throughout these buildings. Adjacent to the bay windows is a recessed porch of varying configurations with turned posts. The gable ends above the porch have dropped pendants and scalloped wood detailing at the edges. The exterior of these buildings appear to be in good condition and they retain a high degree of integrity including location, design, setting, materials, workmanship, feeling, and association. This is one of the most intact grouping of Queen Anne cottages remaining in downtown Stockton.

The larger multi-family buildings within the district are important as they aid in understanding the development of this area of Stockton. While single-family houses are frequently located north of downtown, there are a number of both smaller apartment buildings and larger hotel buildings immediately adjacent and within the downtown area. The fourplex and duplex at the south end of North Aurora have similar construction dates to the adjacent cottage grouping.

The Queen Anne style was named and popularized by a group of English architects led by Richard Norman Shaw. One of the first American houses of this style was in Newport Rhode Island, in 1874. The expanding American rail lines helped popularized this style, as pre-made architectural details were conveniently available by pattern book ordering. The identifying features of the Queen Anne include: steeply pitched roofs of irregular shape, usually with a dominant front-facing gable; patterned shingles, porches with decorative turned posts, and cutaway bay windows. These design details were used to avoid a smooth-walled appearance and to give the building an asymmetrical appearance. Porches commonly wrapped around one or both sides of the house were common. These houses often had very distinctive patterns of decoration, such as spindle work, lace-like brackets, Palladian windows, incised ornament, roof cresting, or decorative stone.

The East Channel / North Aurora Residential historic district appears eligible for the National Register at the local level under Criterion C as a grouping of resources that embodies the distinctive qualities of a type, period or method of construction and that possess high artistic values. This district is a unique resource within the context of Stockton's downtown area in that it represents the residential buildings constructed to house Stockton's increasingly urban workforce at the beginning of the twentieth century. This district is representative of the building standards and architectural tastes of a specific period in time within Stockton. Dating to the late 1890s, these resources are classic examples of the Queen Anne style of architecture and have historically been used for residential purposes.

Similarly, these resources appear eligible for the California Register under Criterion 3: resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values. The district also meets the criteria of an Historic Preservation District as defined in Stockton's Cultural Preservation Ordinance.

These resources meet the definition of an historic district as they possess a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically

or aesthetically by plan or physical development. They form a unified grouping of resources sharing similar architectural characteristics.

East Channel / North Aurora Historic District Contributors

102 - 108 N. Aurora - fourplex

114 - 116 N. Aurora - duplex

134 N. Aurora - single family residence

136 N. Aurora - single family residence

140 N. Aurora - single family residence

917 - 923 E. Channel (including buildings at rear of lot)

927 - 929 E. Channel (including buildings at rear of lot)

918 E. Channel - single family residence

922 E. Channel - single family residence

924 - 926 E. Channel - duplex

928 - 930 E. Channel - duplex

North American / East Lindsay Residential Historic District

The survey identified a small, residential historic district located at the corner of North American and East Lindsay. These four houses form a unique grouping within the survey area. The buildings are almost identical in their detailing and were likely constructed by the same developer. The buildings appear on the 1917 Sanborn Maps and have an estimated 1902 construction date. The buildings reflect a simplified version of the Classical Revival house popular during the post-Victorian era. At the beginning of the twentieth century, a national trend toward the architectural past as demonstrated by the popular Revival styles that recalled the styles of previous eras pervaded many American communities. Period Revival styles strayed from the highly detailed, decorative and busy Victorian era styles such as the Queen Anne. While these four, small houses have similar features to the Queen Anne such as side yard bay windows the decorative detailing on the North American / East Lindsay Residential Historic District contributors is much more simplified.

The houses in this historic district are small, raised one-story, wood-framed buildings. The houses either have hipped roofs with small gable dormers or a gable roof with a circular attic vent. The fenestration used includes one-over-one, double-hung wood windows surrounded by wide wood trim. The buildings are clad in horizontal wood siding and have a recessed porch at the front corner. The porches are accessed by several wood steps, and a single square wood column supports the porch roof. The structures rest on a raised basement that has several small rectangular casement windows.

The 1917 Sanborn Map indicates this group of houses was located several hundred feet from the Minor Slough. A wooden bridge crossed the slough one block to the east at East Lindsay and North Sanislaus. This area became more built up with residential units as the nearby downtown commercial core developed.

The North American / East Lindsay Residential historic district is eligible for the National Register at the local level under Criterion C as a grouping of resources that embodies the distinctive qualities of a type, period or method of construction and that possess high artistic values. This district is a unique resource within the context of the downtown area of Stockton in that it represents the residential designs developed in this vicinity. This district is the only intact grouping of Classical Revival residential structures in the survey area. These resources represent

the building standards and architectural tastes of a specific period in time within Stockton. Dating to the early 1900s, these houses are classic examples of the Colonial Revival style of architecture and have historically been used for residential purposes.

Similarly, these resources appear eligible for the California Register under Criterion 3: resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values. The district also meets the criteria of an Historic Preservation District as defined in Stockton's Cultural Preservation Ordinance.

These resources meet the definition of an historic district as they possess a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. They form a unified grouping of resources sharing similar architectural characteristics.

North American / East Lindsay Historic District Contributors

336 N. American
342 N. American
348 N. American
612 E. Lindsay

Stockton Downtown Commercial Historic District

Composed of historic resources along East Weber, East Main and East Market streets and the north/south streets that cross, this potential historic district represents the development of Stockton's commercial core between the 1870s and 1940s. Historically located in close proximity to the city's port, Stockton's business district was initially supplied by the ships docking along the waterfront. With the introduction of rail service, Stockton's business district was further expanded and by the conclusion of the nineteenth century, the city was poised for increased commercial activity as the Delta's largest community.

As the twentieth century began its second decade, Stockton's business district was firmly established at the mouth of the channel. Reconstruction after devastating floods in 1907 resulted in a thriving commercial community. Five high rise buildings were constructed in downtown Stockton between 1910 and 1917. Several of these buildings remain, including the Medico-Dental Building, California Building and the Bank of Stockton. Many two to four-story commercial structures were also completed during this period, as is evidenced on the 1917 Sanborn Map of the area.

Stockton's most prolific architectural practice headed by Glenn Allen and Charles Young designed many of the city's distinguished buildings during the first three decades of the twentieth century. It was also during this period that many of Stockton's hotels, both small and large, were constructed. Similarly, apartment buildings, garages, lodge buildings, banks, and various commercially-used structures were erected in the downtown core area during the first decades of the 1900s. Many of these structures remain in the survey area today.

At the heart of the downtown commercial area are east/west-oriented Weber, Main and Market Streets. Along these streets there are a significant number of resources that reflect Stockton's commercial enterprises during the period of significance which appears to range from the 1880s, when the construction of substantial commercial buildings commenced in Stockton, to the late 1930s when the number of commercial buildings constructed diminished. While it is common for Stockton's downtown commercial structures to be altered at the first story, many remain unaltered above the storefront level. On a whole the district retains enough integrity to convey its significance within the context of Stockton's commercial growth.

Within the survey area there exists a high concentration of multi-storied masonry-constructed hotel buildings which served Stockton's transient work force. Other common building types are one-story garages, bank buildings, theaters, club buildings such as the Mason's and Elk's building, as well as a number of smaller commercially-used buildings with office or residential space at the upper stories. Though some modern intrusions exist within the survey area, the identified district retains a high concentration of resources from the period of significance and a high degree of integrity. With the rehabilitation of some structures at the first floor, an even higher level of integrity could be achieved.

The Stockton Downtown Commercial historic district is eligible for the National Register at the local level under Criterion A: associated with events that have made a significant contribution to the broad patterns of history; as these buildings illustrate the important commercial development of Stockton. Similarly, these resources appear eligible for the California Register under Criterion 1: resources associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history and cultural heritage of California or the United States. The district also meets the criteria of an Historic Preservation District as defined in Stockton's Cultural Preservation Ordinance.

These resources meet the definition of an historic district as they possess a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. They form a unified grouping of resources sharing similar architectural characteristics. The district boundaries were established after mapping the resources surveyed that retained their integrity. It was apparent that a clustering of resources occurred along East Weber, East Main, and East Market Streets and that these right-of-ways formed a strong east/west axis with the Stockton Channel.

Stockton Downtown Commercial Historic District Contributors

Number	Street Name	Building Name / Notes	Const. Date
24 - 32	S. American	Hotel Merrill	c. 1925
20	S. Aurora	One-story vacant brick bldg. - garage	c. 1915
30	S. Aurora	One-story vacant brick bldg. - garage	1918

123 - 129	Bridge Street	Three-story bldg.	c. 1860s
10	N. California	Law offices	1905
11 - 15	N. California	Lupe's Beauty Salon/Hotel Main	c. 1918
20	N. California	Three-story vacant	1906
24 - 34	N. California	Land Hotel 2 story	c. 1896
33-45	N. California	Hotel St. Leo	1913
115-121	N. California	Two-story Roy's	1886
30 - 50	S. California	Hunter Loan and Jewelry	c. 1890
22-34	N. Grant	Keith's Trophy (Mission Revival)	c. 1891
27	N. Grant	Vacant with stepped parapet	c. 1920
22	S. Grant	One-story vacant brick bldg.	c. 1925
106	N. Hunter	Mansion House	1873
116	N. Hunter	Lambert's Liquors	c. 1895
230	E. Main	Bail Bonds	1926
232 - 240	E. Main	Fox Theater -main entrance	1930
246	E. Main	California Building	1917
301 - 311	E. Main	Stockton Savings & Loan	c. 1906
327	E. Main	Union Safe Deposit Bank	1924
343 - 345	E. Main	Comm. & Savings / Cort Tower	1915
409 - 411	E. Main	Kress Building	1930
425 - 431	E. Main	Commercial Building/Hotel	c. 1874
439 - 447	E. Main	Furniture Company/Hotel	1884
500	E. Main	Building being stripped	1882
501 - 511	E. Main	Gold Star Beauty	1917
517 - 529	E. Main	Ruhl Building	1903
528	E. Main	Jeweler's/Antler Hotel	1905
533 - 545	E. Main	Hotel Terry	1912
601 - 611	E. Main	Residential / Azetec Café	1927
635 - 641	E. Main	La Verta Hotel	1913
640 - 648	E. Main	Main Street Manor/Hotel Bronx	1912
645	E. Main	Stanislaus Apartments	1906

701 - 715	E. Main	Cedars Fountain	1886
702 - 710	E. Main	Levy Building/Velacon Paints	c. 1908
725	E. Main	Earle Hotel	c. 1914
820 - 832	E. Main	Herb's Surplus	c. 1920
825	E. Main	Maria's Café	1909
840	E. Main	one-story brick commercial bldg.	1915
901 - 915	E. Main	Granada Hotel	1918
902	E. Main	Bay Alarm/Imperial Hotel	1896
926	E. Main	East Main Apartments/Hotel	c. 1920
233 - 239	E. Market	Fox Theater Annex	1930
301	E. Market	Discount Liquors / Fair Hotel	1914
340	E. Market	Masonic Temple	1922
602 - 606	E. Market	Shamrock Bar / Redmen Bldg.	1923
612	E. Market	one-story commercial bldg.	1927
620 - 622	E. Market	The Cunningham	1926
626 - 632	E. Market	Dorados Appliances	1910
633	E. Market	vacant arched parapet	1922
640 - 648	E. Market	Winefred Hotel	1913
700	E. Market	Cleaners	1920s
719	E. Market	Barrow Foundation	1930s
839	E. Market	Oxford Hotel	c. 1918
901	E. Market	Hotel New York	1910
915	E. Market	Garage	1926
102	N. San Joaquin	Belding Bldg.	1916
15 - 31	S. San Joaquin	New York Deli / Photos	1918
33	S. San Joaquin	Club Inn	1911
36 - 48	N. Sutter	Elks Building	1908
121	S. Sutter	Henery Apartments	1913
101 - 149	E. Weber	Hotel Stockton	1910
229	E. Weber	Argonaut Hotel	1892
302 - 304	E. Weber	County Treasurer	c. 1915

311 - 313	E. Weber	Joe's Mexico City Café	1909
312 - 320	E. Weber	Three-story masonry bldg.	pre-1917
319	E. Weber	Weber Ave Emporium	c. 1918
321-323	E. Weber	Del Pueblo Furniture	1925
326 - 330	E. Weber	Dancing Hall	c. 1915
401	E. Weber	Optometry/Hart & Thrift Bldg	1869
409	E. Weber	Bower Building / Sciot Bldg.	1895
417 - 423	E. Weber	Three-story / trade east	c. 1912
420 - 426	E. Weber	Vacant / 3 stories	1884
425-433	E. Weber	Vacant / 3 stories	c. 1910
430	E. Weber	Kendall Building	1945
434 - 440	E. Weber	Vacant / 3 stories	c. 1916
445 - 447	E. Weber	Delta Building	1926
520 - 534	E. Weber	Eagle Furniture	c. 1926
710-716	E. Weber	vacant one-story masonry bldg.	c. 1930
726 - 732	E. Weber	Printing Company	c. 1918
742 - 748	E. Weber	Pythian Bldg.	1920
802 - 808	E. Weber	Automotive Repair	1890s
844 - 848	E. Weber	Mepco	c. 1910

VII. Criteria of Evaluation

For this survey, the criteria of the National Register, the California Register and the City of Stockton ordinance were used to aid in determining the significance of historic resources. We have summarized these criteria below.

National Register of Historic Places

The National Register is the nation's master inventory of known historic resources. The National Register is administered by the National Park Service (NPS) and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state or local level. The National Register criteria and associated definitions are outlined in *National Register Bulletin Number 15: How to Apply the National Register Criteria for Evaluation.* The following is a summary of *Bulletin 15.*

Resources (structures, sites, buildings, districts and objects) over 50 years of age can be listed on the National Register. However, properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included on the National Register. The following list of definitions is relevant to any discussion of the National Register.

A *structure* is a work made up of interdependent and interrelated parts in a definite pattern of organization. Generally constructed by humans, it is often an engineering object large in scale.

A *site* is defined as the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself maintains historical or archaeological value regardless of the value of any existing structure.

Buildings are defined as structures created to shelter human activity.

A *district* is a geographically definable area -- urban or rural, small or large -- possessing a significant concentration, linkage, or continuity of sites, buildings, structures, and/or objects united by past events or aesthetically by plan or physical development. A district may also comprise individual elements separated geographically but linked by association or history.

An *object* is a material thing of functional, aesthetic, cultural, historical, or scientific value that may be, by nature or design, moveable yet related to a specific setting or environment such as an historic vessel.

There are basically four criteria under which a structure, site, building, district or object can be considered significant for listing on the National Register. These include resources that:

A) are associated with events that have made a significant contribution to the broad patterns of history (such as a Civil War battlefield or a Naval Ship building Center);

B) are associated with the lives of persons significant in our past (such as Thomas Jefferson's Monticello or the Susan B. Anthony birthplace);

C) 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 (such as Frank Lloyd Wright's Taliesin or the midwestern Native American Indian Mounds);

D) have yielded or may likely yield information important in prehistory or history (such as prehistoric ruins in Arizona or the archaeological sites of the first European settlements in St. Augustine, Florida or at the Presidio of San Francisco).

A resource can be considered significant in American history, architecture, archaeology, engineering, and culture. When nominating a resource to the National Register, one must evaluate and clearly state the significance of that resource. A resource can be individually eligible for listing on the National Register for any of the above four reasons. A resource can also be listed as contributing to a group of resources that are listed on the National Register. In other words, the resource is part of a historic district as defined above.

Districts are comprised of resources that are identified as contributing and non-contributing. Some resources within the boundaries of the district may not meet the criteria for contributing to the historic character of the district however the resource is within the district boundaries.

Resources that meet the above criteria and have been determined eligible for the National Register are protected under Section 106 of the National Historic Preservation Act when an undertaking utilizing federal moneys is proposed. The National Register affords no protection to resources where private funding is used to alter or change those resources.

California Register of Historical Resources

The California Register of Historical Resources (California Register) is a listing of State of California resources that are significant within the context of California's history. The California Register criteria are modeled after National Register criteria; however, the California Register focuses more closely on resources that have contributed to the development of California.

All resources listed in or formally determined eligible for the National Register are eligible for the California Register. In addition, properties designated under municipal or county ordinances are also eligible for listing in the California Register. The primary difference between the National Register and the California Register is that the later allows a lower level of integrity.

The property must be significant at the local, state, or national level under one or more of the following criteria.

1. It is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history and cultural heritage of California or the United States.

2. It is associated with the lives of persons important to the nation or to California's past.

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.

4. It has yielded, or has the potential to yield, information important to the prehistory or history of the state or the nation.

The California Register criteria are linked to the California Environmental Quality Act (CEQA). Under CEQA resources are considered historically significant "if the resource meets the criteria for listing on the California Register..." {Title 14 California Code of Regulations 15064.5 (3)}.

Integrity

To be eligible for both the National and California Register, a resource must not only be historically or architecturally significant, it must also retain integrity or the ability to convey its significance. Integrity is grounded in an understanding of a property's physical features and how they relate to its significance. Integrity involves seven aspects: location, design, setting, materials, workmanship, feeling and association. These aspects closely relate to the resource's significance and must be primarily intact for National or California Register eligibility. Resources that have lost a great deal of their integrity are generally not eligible for the National Register. However, the California Register regulations have specific language regarding integrity which note:

It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the California Register. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register...{California Code of Regulations Title 15, 11.5 (c)}.

For the purposes of this survey, many of the resources were eliminated for individual National Register eligibility because they lacked the integrity necessary for listing. Many resources however remained eligible for the California Register and Stockton Landmark as well as Structures of Merit. Additionally, many resources remained eligible as district contributors even thought they had been altered at the storefront level. As historic districts consist of a collection of historical resources, it is possible that these resources may be considered contributors even if they have been altered. As a whole the district must retain enough integrity to convey a sense of time and place as well as its importance within the associated historic contexts.

City of Stockton Cultural Preservation Ordinance

The Stockton City Council established the Stockton Cultural Heritage Board in 1969 to act as an advisory board to the Planning Commission in matters of aesthetic, cultural, architectural, and historical significance. The basic landmark ordinance was established in 1971 and was replaced by

the Cultural Preservation Ordinance of the Planning and Zoning Code in 1979 and has subsequently been amended several times.

The following definitions pertain to this historic resources survey effort:

Historic - any structure, natural feature, or site which depicts, represents, or is associated with persons or phenomena which significantly affect or which have significantly affected the functional activities, heritage, growth or development of the City, State or Nation.

Landmark - any structure or natural feature designated as a Cultural or Historic Monument.

Structure of Merit - any structure not designated a landmark but deserving official recognition as having historic, architectural, archaeological, cultural or aesthetic significance.

Historic Preservation District - defines any area of the City of Stockton containing structures, natural features or sites having historic, architectural, cultural or aesthetic significance.

Criteria for Designation for Landmarks

In considering a proposal to recommend to the City Planning Commission any structure, natural feature for designation as a Landmark, the Stockton Cultural Heritage Board considers the following criteria:

(a) Its character, interest or value is a significant part of the heritage of the city, the state or the nation;
(b) Its location is a site of a significant historic event;
(c) Its identification with a person or persons who significantly contributed to the culture and development of the city, the state or the nation;
(d) Its exemplification of a particular architectural style or way of life important to the city, the state or the nation;
(e) Its exemplification of the best remaining architectural type in the city;
(f) Its identification as the creation, design or work of a person or persons whose effort has significantly influenced the heritage of the city, the state, or the nation;

(g) Its embodiment of elements demonstrating outstanding attention to architectural and/or engineering design, detail, materials or craftsmanship;

(h) Its relationship to any other Landmark if its preservation is essential to the integrity of that landmark;

(i) Its unique location or singular physical characteristic representing an established and familiar visual feature of the city;

(j) Its potential of yielding significant information of archaeological interest;

(k) Its integrity as a natural environment that strongly contributes to the well-being of the people of the city, the state, or the nation.

Criteria for Designation for Structure of Merit

In considering a proposal to recommend to the City Planning Commission any structure, natural feature for designation as a Structure of Merit, the Stockton Cultural Heritage Board considers the same criteria as outlined for a Landmark and may consider any resource that does not necessarily meet the Landmark criteria.

Criteria for Designation for Historic Preservation Districts

1. Finding of Significance. The architectural/historical survey shall also include a factual statement, supporting or opposing a finding that at least thirty percent (30%) of the buildings, not including accessory uses, natural features and sites, within the involved area are significant. To be significant such buildings shall meet one or more of the following criteria:

(a) has substantial value as part of the development, heritage or cultural characteristics of, or is associated with the life of a person important in the history of the City, State or Nation; or

(b) is associated with an event that has made a substantial contribution to the broad patterns of our history;

(c) is constructed in a distinctive architectural style characteristic of an era of history;

(d) embodies those distinguishing characteristics of an architectural style or engineering specimen;

(e) is the work of an architect or designer who has substantially influenced the development of the City;

(f) contains elements of design, detail materials or craftsmanship which represents an important innovation;

(g) is part of or related to a square, park or other distinctive area and should be developed or preserved according to a plan based on a historic, cultural, architectural or aesthetic motif;

(h) owing to its unique location or singular physical characteristic, represents an established feature of the neighborhood, community or City;

(i) retaining the structure would help preserve and protect a historic place or area of historic interest in the City.

VIII. Explanation of the Protection of Historic Resources

Historic and cultural resources in Stockton are subject to the regulations of federal, state, and local agencies. Various forms of protection apply to resources in Stockton including Section 106 of the National Historic Preservation Act, California Public Resources Code 5024 (State review of its own projects), the California Environmental Quality Act, the National Environmental Quality Act, the State Historical Building Code and the City of Stockton's Landmark and Historic Preservation Ordinance.

The two most commonly-used legal tools are individual building designations and historic district designations. Individual designations identify a single resource as having historic importance, and district designations identify a number of resources located near to each other that have a connection or unifying theme that ties them together.

Not all historic resources are subject to the same legal controls. The legal basis for protection of these resources is different from municipality to municipality and even from state to state. Each of the regulatory requirements described in the following few paragraphs are described in more detail in the sections that follow.

Federal

There are several programs established to recognize or designate historic properties. At the federal level, the National Register of Historic Places (National Register) has designations for individual buildings, as well as National Register Districts for groups of buildings. National Landmarks and National Landmark Districts are the highest levels of recognition at the federal level. National Register and National Landmark properties are protected only when federal funds, grants or other federal moneys are involved in a project. Otherwise these resources are not normally protected under federal law.

Federal properties are subject to Section 106 of the National Historic Preservation Act (NHPA) and National Environmental Policy Act (NEPA) review.

State

State properties are subject to requirements under the Public Resources Code 5024 and the California Environmental Quality Act (CEQA). While the Public Resources Code 5024 only applies to state owned properties, CEQA is administered locally by municipal jurisdictions when a project is subject to discretionary review by the municipality. The State Office of Historic Preservation may comment on any CEQA-related documents.

Also at the state level, the California State Historical Landmark program recognize sites and buildings of statewide importance. The California Register of Historical Resources (California Register) has recently been established as a program to recognize California's historic and archaeological resources. The key preservation component of the California Register is its relationship to CEQA.

Local

Privately-owned properties that are listed as designated Stockton Landmarks, or Structures of Merit as defined by the Cultural Preservation Ordinance, are subject to the regulations set forth in that ordinance, including the requirements for a Certificate of Appropriateness if any changes are proposed to the exterior of the property. Additionally, as the City of Stockton is responsible for ensuring that discretionary projects comply with CEQA, the City has developed policies regarding discretionary projects.

IX. Framework for Preservation

Federal

Federal National Historic Preservation Act

Federal agencies have responsibilities under the National Historic Preservation Act of 1966 (NHPA). This act is the most widely cited federal preservation law. Section 106 of this act specifies a process where federal agencies are required to consider the effects of their undertakings on historic properties. The Advisory Council on Historic Preservation (ACHP) has an opportunity to review and comment on proposed federally-funded projects.

Properties listed on or eligible for listing on the National Register, whether as individual resources or collectively as contributors to a district, are subject to Section 106 review during federal undertakings. The National Register of Historic Places is the nation's master inventory of designated historic resources. The National Register is administered by the Keeper at the National Park Service (NPS). The National Register includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state or local level.

Under Section 106, alterations to sites, structures, buildings, districts or objects must meet *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings (The Standards)*. These ten standards constitute the primary tool used by federal agencies and others to plan and evaluate the treatment of historic buildings. As indicated in its introduction, *The Standards* are "neither technical nor prescriptive, but are intended to promote responsible preservation practices....For example, they cannot, in and of themselves, be used to make essential decisions about which features of the historic building should be saved and which can be changed. But once a treatment is selected, *The Standards* provide philosophical consistency to the work."

During the Section 106 process, federal agencies are required to include interested party groups into the discussions regarding the projects.

National Environmental Policy Act (NEPA)

The National Environmental Policy Act was established in 1969 and formed the basis for California's CEQA legislation that followed. While parallel in some ways to Section 106 review, NEPA is a broader program requiring federal agencies to consider many environmental effects of their activities, one of which is potential impacts to historic resources. NEPA is our county's basic charter for protection of the environment. It establishes environmental policy for the nation, provides an interdisciplinary framework for federal agencies to prevent environmental damage, and it contains procedures to ensure that federal agency decision-makers take environmental factors into consideration.

NEPA has four basic purposes. The first is to declare a national policy which will encourage productive and enjoyable harmony between people and the environment. Second, it promotes efforts which will prevent or eliminate damage to the environment and biosphere and stimulate health and welfare. Third, it is meant to enrich the understanding of the ecological system and natural resources of our nation. Lastly, the act establishes a Council on Environmental Quality.

Many states have adopted environmental laws modeled after NEPA, including California. Federal agencies are encouraged to cooperate with state and local agencies to integrate their respective assessment requirements. One such agency is the Advisory Council on Historic Preservation during the implementation of Section 106 of the NHPA. For activities affecting historical and archaeological resources. Generally, compliance with Section 106 of the NHPA and CEQA satisfies NEPA requirements as well.

Other Federal Regulations

Other federal regulations that include policies which affect historic preservation should be reviewed in Stockton including:

Archaeological and Historic Preservation Act of 1974
Archaeological Resources Protection Act of 1979
Native American Graves Protection and Repatriation Act of 1990
American Indian Religious Freedom Act
House and Community Development Act

Department of Transportation Act of 1966
Americans with Disabilities Act of 1990

State of California

California Register

On September 27, 1992 Assembly Bill 2881 (Statues of 1992, Chapter 1075) was signed into law amending the Public Resources Code as it affects historical resources. This legislation, which became effective on January 1, 1993, also created the California Register of Historical Resources (California Register). It was not until this legislation was implemented by regulations that it became law on January 1, 1998. The California Register is a list of identified significant historical resources within the state and indicates properties that should be protected. The criteria for listing a resource on the California Register are in many respects similar to National Register criteria. In fact, any resource listed on or formally determined eligible for the National Register is automatically listed on the California Register. In addition, resources may be nominated directly to the California Register using state survey forms and after approval of the State Historical Resources Commission. The California Register differs from the National Register in that designations are more focused on California's local history, and there is more flexibility in recognizing buildings that have been moved or that may have lost some aspect of their physical integrity. Resources on local registers can be automatically listed in the California Register if the criteria for designation under the local ordinance has been reviewed by the SHPO and determined to meet the California Register criteria.

California Environmental Quality Act

While CEQA is state law, it is the responsibility of municipal governments to ensure CEQA compliance. CEQA has therefore been discussed under City responsibilities.

State Historical Building Code

The State Historical Building Code (SHBC) is a very important preservation tool providing an alternative building code for use on historic buildings. Developed by the State of California, the SHBC is a mandatory building code and the local building official is required to invoke the code if the project involves a qualified structure. The SHBC defines a qualified building or property as any building, site, structure, object, district or collection of structures and their associated sites, deemed of importance to the history, architecture, or culture of an area by an appropriate local, state or federal governmental jurisdiction. Typically, this includes designated buildings or properties on, or

determined eligible for, official national, state or local historical registers or official inventories, such as the National Register of Historic Places, the California Register of Historical Resources, State Historical Landmarks, State Points of Historical Interest, and officially-adopted city or county registers, inventories, or surveys of historical or architecturally-significant sites, places or landmarks.

The SHBC allows the use of alternative materials and methods of construction for: "repairs, alterations, and additions necessary for the preservation, restoration, rehabilitation, moving or continued use of a historical building." The prevailing code, the Uniform Building Code (UBC), was established for use in new construction where compliance was relatively easy. When applied to historic buildings, many historic features were damaged or removed because of the rigid "prescriptive" nature of the code. The SHBC is a "performance" based code, requiring the same level of safety, but permitting the applicant to identify different options to achieve safety. This results in much less historic material being removed and in many instances, a considerable reduction in construction cost.

Within California, each municipality that administers the SHBC can adopt what it considers to be qualified historic resources. For instance, in Stockton, the resources listed on the City's historic resources inventory from 1980 would be eligible to apply the SHBC.

City of Stockton

The framework for historic preservation in Stockton includes the General Plan, the Cultural Preservation Ordinance, the California Environmental Quality Act, as well as the State Historical Building Code.

General Plan

California planning and zoning law requires a General Plan with policies to guide land use and zoning, with parcel by parcel laws governing the use of property. The General Plan has several mandatory elements, but also has optional elements, including a preservation policy.

California Environmental Quality Act

In 1970, the California State Legislature adopted the California Environmental Quality Act (CEQA). The purpose of CEQA is to inform the public and governmental decision-makers of the environmental impacts of proposed projects. It seeks to identify ways in which environmental

damage can be avoided or significantly reduced by incorporating mitigation measures or making changes to the projects. The City of Stockton City Council, Planning Commission, and Community Development Director are identified as decision makers under CEQA in regard to historic and cultural resources. The City is required to make every effort to ensure that the legal requirements of CEQA are met.

Under CEQA, a project that results in a "substantial adverse change" in the significance of an "historical resource" is a project that may have a significant adverse effect on the environment (Cal. Pub. Res. Code § 21084.1). An "historical resource" is a resource that meets the criteria for listing in the California Register. The Public Resources Code defines "substantial adverse change" as "demolition, destruction, relocation or alteration," activities that would impair the significance of a historical resource (Cal. Pub. Res. Code § 5020.1q).

Only "discretionary" projects are reviewed under CEQA. A discretionary project is defined as one that requires the exercise of judgment or deliberation when the public agency decides to approve or disapprove of activity. A "ministerial" act is defined as a government decision involving little or no personal judgment by the public official. Each public agency defines which acts it considers to be discretionary or ministerial. In Stockton, demolition permits are defined as discretionary only if they relate to landmark resources or resources within Historic Districts. Under CEQA, the final decision on any project is made by the responsible public agency -- the City of Stockton.

Cultural Preservation Ordinance

The Stockton City Council established the Stockton Cultural Heritage Board in 1969 to act as an advisory board to the Planning Commission and the Cultural Preservation Ordinance of the Planning and Zoning Code was enacted 1979 and has subsequently been amended several times. The purpose of the ordinance is to:

1. Designate, preserve, protect, restore, enhance, and perpetuate those historic structures, districts, sites, zones, and neighborhoods which contribute to the cultural and aesthetic benefit of the City.
2. Encourage public knowledge, understanding and appreciation of, and a sense of identity with, the City's past.
3. Foster civic and neighborhood pride in the beauty and accomplishments of the past.

4. Stabilize and improve the economic value of historic structures, districts, zones, and neighborhoods.
5. Preserve diverse architectural styles and design reflecting phases of the City's history and encourage complementary contemporary design and construction.
6. Promote and encourage continued private ownership and utilization of such buildings and other structures now so owned and used, to the extent that the objectives listed above can be attained under such policy.

X. Benefits of the Local Survey

- formulates a data base of information about historic and cultural resources within the community
- gathers information needed to plan comprehensively for wise use and maintenance of resources—primary aid in preservation planning is the survey
- determines what historic contexts exist and if there are historic districts present as well as individual resources, Less time wasted on individual assessments
- identifies resources in advance instead of at crisis stage - can provide efficient decision making for CEQA and 106 project review
- surveys of specific areas can be phased if financial resources are limited - understand priorities for each area
- allows for easy planning decisions by City and Developers as both will know from the start if there are historic resources present at project sites
- the local survey can be part of an historic preservation program that will be an incremental economic development strategy within the community
- the survey can be used as the basis for the formation of an historic district(s)

XI. Statement of Incentives to Assist in the Preservation of Historic Resources

Financial incentives are available at federal and state, as well as at the local level for historic preservation projects. While funding is limited, there are some standard programs. Using various sources may increase the amount of money for a project, and help leverage increased funding from regular lending institutions, such as banks. Preservation projects are known for their ability to put money back into the local community and to, increase employment, as well as to revitalize neighborhoods and downtown areas.

Preservation incentives are necessary to promote the protection of historic resources. There are three underlying reasons to develop a strong incentive package.

- these programs encourage preservation to occur;
- incentives provide some compensation to owners of historic properties that may be burdened by having to comply with a preservation ordinance;
- incentives can be a powerful tool to spark individual renovation projects which can be a catalyst for neighborhood revitalization.

At present, the incentive programs available in Stockton are underutilized. There are however several programs in existence. Recently a program was established in Downtown Stockton to encourage businesses to occupy previously vacant buildings. In December 1999 the City Council approved a program for reducing or eliminating fees for vacant buildings or floors of buildings vacant for at least six months. This program has been met with great enthusiasm.

The Downtown Facade Grant Program assists property owners in making exterior, cosmetic improvements including painting, awnings, new doors and windows to enhance commercial properties. Funds are granted in the form of a loan with a lean placed on the building that is forgiven after five years. The intent of the program is to keep downtown properties in good cosmetic condition and free of graffiti. Applications are filed with the city manager's office. The program has been successful since its implementation.

Stockton also participates in the federally-funded Community Development Block Grant Funding. These funds can be used to rehabilitate buildings. As this program is administered by the Department of Housing and Urban Development and involves federal funds projects must be reviewed under Section 106 of the National Historic Preservation Act (see above discussion).

The State of California has designated the Stockton / San Joaquin Enterprise Zone. In addition to tax incentives for businesses, the Enterprise Zone has readily available and favorably-priced properties. Projects within these zones can be fast tracked through the permit process, can take advantage of fee deferral programs, and reduced building permit, plan check and variance fees. The Enterprise Zone consists of both older and newer buildings

With the completion of this survey, the City has an opportunity to implement local, state, and federal incentives for historic property owners. Every incentive program needs to be tailored to the preservation goals and objectives of the community. There are many types of incentives that may be used individually, or in conjunction with other incentives, to provide a broad range of possible incentives.

A brief discussion of a number of further incentives that might be developed in Stockton follows.

Mills Act

The State of California has a powerful preservation incentive in place called the Mills Act. This legislation was adopted in California in 1976 and created an alternative method for determining assessed value of certain qualified historic properties. The law provides an income-based tax formula for eligible properties subject to historic property agreements. Mills Act contracts offer advantages to both the local government and the property owner. They provide property tax relief for owners of qualified historic properties who contract with the city to abide by reasonable preservation requirements. The contracts run for a period of 10 years and are agreed upon on a case-by-case basis. Local governments have the option to choose which properties are suitable for the incentive. The popularity of the Mills Act program has grown in recent years and can offer solutions to development pressures in older communities, as the tax breaks afforded by the Act are considerable.

The Mills Act is presently not used in Stockton. The City needs to establish the criteria for properties to be considered for Mills Act incentives. The City should encourage historic building owners to enter into Mills Act Contracts. These agreements are one means for the City to ensure the preservation of significant resources. With assistance available to property owners, the City can increase the use of this powerful incentive in Stockton.

Federal Historic Preservation Tax Certification

Although an honorary list, inclusion in National Register of Historic Places can provide owners with certain financial incentives. Preservation tax incentives are available for any qualified project that the Secretary of the Interior designates as a certified rehabilitation of a certified historic structure. A certified historic structure is any building listed individually in the National Register or located in a registered historic district and certified as being of historic significance to that district. To be eligible for tax credits, a project must meet the tax requirements of the IRS, as well as the certification requirements. The building must be a depreciable building (i.e. used for trade or business, or held for the production of income, and may not be an owner-occupied residence).

Requests for certification are made through the State Office of Historic Preservation. The actual certifications are issued by the National Park Service. The process involves the completion of a three-part Historic Preservation Certification Application outlining the significance of the historic building, the rehabilitation plans, and the completed rehabilitation.

Several aspects of the Tax Reform Act of 1986 directly affect the rehabilitation of historic buildings. The Tax Reform Act established a 20% tax credit to owners (or long term lessees) for the substantial rehabilitation of historic buildings for commercial, industrial and rental residential purposes. A number of communities in California have had great success with property owners in designated downtown historic districts taking advantage of the tax credit program.

There does not appear to have been a tax credit project completed in Stockton. The City, in conjunction with the SHPO, could provide a forum for communicating to property owners the benefits of this program. There is a strong possibility that a National Register eligible historic district exists in Stockton's downtown historic commercial and residential core. In recent years, other California cities have designated downtown historic districts and have taken advantage of the

tax credit program. The City should enter into discussions with the SHPO pertaining to the viability of implementing the Federal Historic Preservation Tax Certification program in Stockton.

Relief from Zoning and Building Code Regulations

Relief from Zoning and Building Code Regulations helps reduce the construction costs associated with restoration projects. In addition, the State Historical Building Code is a powerful tool for use in Stockton and should be encouraged by the City for use on qualified resources. The City should expand the resources that qualify for SHBC use. Many communities have implemented a 50-year cut off for use of the SHBC.

Mortgage Guarantees or Credit Enhancements

These enhancements are used to help fund projects that are difficult to finance traditionally. The guarantee reduces the risk to the mortgagee; benefits such as loan interest rate reduction may be passed on to the project developer. This guarantee or credit can be used to help secure both construction and permanent financing.

Tax Increment Financing (TIFs)

TIFs can be used in historic districts where increases in tax revenues from the renovation work in the area are used to pay back bonds that have been sold for capital improvements. These improvements can be very broad in nature, ranging from site improvements to land purchases that may be written down to help defray the expenses of the renovation work. This is a common tool used by many redevelopment agencies throughout the country to revitalize deteriorated historic downtown commercial areas. Pasadena, Santa Monica, Palo Alto, San Rafael and many other California cities have effectively used this incentive.

Maintenance Programs

Many communities have developed programs that improve maintenance of historic properties such as paint programs or extra garbage pick up for construction projects involving historic buildings. These kinds of programs can be tailored for different neighborhoods with varying building types.

Write-down Sale of Historic Resources

Local government purchase and subsequent resale of materials for use in renovation projects may be used successfully. For this incentive, a pool of funds is used to purchase materials and then sell them at reduced rates for historic preservation projects.

Transfer of Development Rights (TDRs)

The transfer of development rights is based on making the right to develop land an independent aspect of land ownership. TDRs provide a method of buying and selling the rights of a parcel without land actually changing hands. The objective is to curtail the financial inequities that stem from increasingly strict land use regulation. Many California communities have successfully implemented TDR regulations, including San Francisco.

Direct Loans or Grants

Direct loans or grants are very popular incentives. A local government may create a pool of funds to be used as loans or as grants to stimulate restoration work. These may be leveraged, requiring the home owner or developer to provide the bulk of the financing for the work. In Whittier, California, four of the local banks created a loan pool that was used to help finance reconstruction of the historic downtown core after a major earthquake. This incentive spreads the risk and allows owners, who might not have been able to qualify for a conventional loan, to finance their rehabilitation projects.

Loan Interest Reductions

Loan interest reductions have been used to reduce the interest rate paid by persons renovating historic properties by a number of points. In Redlands, California the City pays a homeowner the cash equivalent of the difference in the interest that would have been paid over 10 years had the loan been made at one point over prime. This program has been very successful as the City of Redlands did not have to guarantee loans and, because the total reduction payment is made at one time, processing costs are reduced. The applicant is required to meet *The Secretary of the Interior's Standards* and maintain the property for the life of the loan.

XII. Funding Sources

Generally, funding for preservation projects at the state and federal level is minimal. However, following is a discussion of several established programs. Funding mechanisms at the local level are established by the local jurisdiction and usually come in the form of incentives discussed as discussed below.

Certified Local Government Program

Local governments strengthen their historic preservation efforts by achieving Certified Local Government (CLG) status from the National Park Service (NPS). NPS and State governments, through their State Historic Preservation Offices (SHPOs), provide valuable technical assistance and small matching grants to diverse communities. As a result, NPS and the states gain the benefit of local government partnership in the national historic preservation program. Another incentive for participating in the CLG program is the pool of matching grant funds SHPOs set aside to fund CLG historic preservation subgrant projects--at least 10% of the State's annual Historic Preservation Fund (HPF) grant allocation. Grant funds are distributed through the HPF grant program, administered by NPS and SHPOs.

Jointly administered by NPS in partnership with SHPOs, the CLG Program is a model and cost-effective local, state, and federal partnership that promotes historic preservation at the grassroots level across the nation. Working closely with such national organizations as the National Association of Preservation Commissions, the CLG program seeks:

- to develop and maintain local historic preservation programs that will influence the zoning and permitting decisions critical to preserving historic properties; and

- to ensure the broadest possible participation of local governments in the national historic preservation program while maintaining preservation standards established by the Secretary of the Interior.

Because local planning staff often play key roles in CLG projects, historic preservation becomes woven into the fabric of local land-use policy. Local governments collect and analyze information

on the location and significance of archeological and historic properties for use by preservation commissions and by local, county, and state agencies. Using grants awarded by SHPOs, CLGs may undertake the following types of projects:

- historic theme or context studies
- cultural resource inventories
- eligibility assessments for local and National Register of Historic Places designation
- building reuse and feasibility studies
- design guidelines
- conservation ordinances
- publications to educate the public about the benefits of historic preservation.

To obtain CLG status a local government must apply to the SHPO and must meet specific requirements including, but not limited to, adequate preservation planners on staff, a qualified historic preservation commission or board, and they must commit to establishing a local ordinance, local surveys, as well as a preservation plan.

Main Street Program

Since 1980, the National Trust's National Main Street Center has been working with communities across the nation to revitalize their historic or traditional commercial areas. Based in historic preservation, the Main Street approach was developed to save historic commercial architecture and the fabric of American communities' built environment, but has become a powerful economic development tool as well.

The Main Street program is designed to improve all aspects of the downtown or central business district, producing both tangible and intangible benefits. Improving economic management, strengthening public participation, and making downtown a fun place to visit are as critical to Main Street's future as recruiting new businesses, rehabilitating buildings, and expanding parking. Building on downtown's inherent assets -- rich architecture, personal service, and traditional values and most of all, a sense of place -- the Main Street approach has rekindled entrepreneurship, downtown cooperation and civic concern. It has earned national recognition as a practical strategy

appropriately scaled to a community's local resources and conditions. And because it is a locally driven program, all initiative stems from local issues and concerns.

Similar to the CLG program, the Main Street program requires some commitment from local planning staff and the community applies to the program.

National Trust for Historic Preservation

The National Trust has a number of programs including grants that benefit owners of historic properties. These include:

- Community Partners Program
- Heritage Property Investors Program
- Preservation Services Fund
- National Preservation Loan Fund

The National Trust's financial assistance programs are for the most part directed to nonprofit organizations, public agencies and community groups. Each fund focuses on specific types of projects, many of which have to involve National Register or National Register eligible properties or districts. As the funds have e a yearly cap, the applications for the funding are highly competitive.

XIII. Recommendations

The three historic districts identified as a result of this survey of downtown Stockton should be considered unique and significant resources. While historic district designation does not indicate that an area is frozen in time and that no changes can be made, alterations such as multiple demolitions, incompatible new construction, and unsympathetic changes can result in a diminishing of the context and character of the historic district.

The residential districts and the larger commercial downtown district should be more fully documented and a complete National Register nomination of the district should be submitted to the State Office of Historic Preservation (SHPO). A staff representative from SHPO should visit the districts prior to the submittal of the draft domination to ensure that the districts meet National Register criteria and that the proposed boundaries are representative of all the contributing resources.

The two residential districts identified consist of small groupings of resources. Loss of one or more of these resources could result in the substantial adverse change in the significance of the historic district. The resources located within these two small districts should be maintained to the extent possible.

Design guidelines for the downtown district are recommended to aid property owners in completing compatible storefront alterations. Incentive programs such as those discussed above are recommended for implementation to the extent possible. While Stockton has strong ties to the past, it is the city's historic commercial core that conveys the unique community history and provides a strong sense of time and place.

Many California communities have designated downtown commercial historic districts that have given these cities opportunities for redevelopment through historic preservation efforts. As a result, many cities have been able to implement downtown revitalization programs based on incentive programs that encourage property owners to maintain, rehabilitate, adaptively reuse and protect historic resources. A neglected downtown can be rejuvenated through a strong incentive package and a thorough set of commercial core design guidelines. Public participation can be encouraged through interpretive programs such as downtown tours that highlight Stockton's history.

While survey information is intended to provide decision makers with the tools to inform long term planning efforts, the survey can not in and of itself return people and businesses to the many vacant buildings in downtown Stockton. Programs such as those outlined above and a commitment from the community to preserve California's important historic resources can result in the rehabilitation of the downtown commercial core in Stockton. Historic Preservation is one tool that can be implemented by the City to achieve a long-standing goal: an energetic, rejuvenated, and rehabilitated downtown Stockton.

The following programs are recommended as planning tools for downtown Stockton.

- Develop an incentive package that will assist owners of historic buildings and encourage investment in historic properties. It should reward owners who preserve historic buildings and, in the case of direct city expenditures, the program should ensure that the cost of incentives is a reasonable use of public funds;

- Implement a certificate or award program for rehabilitation projects that meet *The Secretary of the Interior's Standards for Rehabilitation.* Provide plaques or other signage for those properties that are successfully rehabilitated;

- Establish a National Register Historic District in Stockton's commercial core, as documented by the survey. Encourage participation in the Federal Historic Preservation Tax Certification program when these properties are upgraded or rehabilitated;

- Develop a set of design guidelines for the rehabilitation of resources within the downtown commercial core should be explored. This document should include guidelines for new buildings within the Downtown as well as historic rehabilitation;

- Provide assistance to property owners who wish to certify their rehabilitation project for the Federal Historic Preservation Tax program;

- Adopt the Mills Act to ensure that property owners can take advantage of this powerful incentive;

- Obtain Certified Local Government status so that the benefits of this partnership program can be implemented in Stockton.

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Appendix One: Summary of Findings

A summary of the survey results showing building name, address, date of construction, and eligibility follows.

Street Number	Street Name	Building Name / Notes	Const. Date	Sanborn Page 1950	Other Addresses	Indiv. Eligible National Register	Indiv. Eligible California Register	Indiv. Eligible Local Landmark	Indiv. Eligible Structure of Merit	National Register District Contributor	California Register District Contributor	Local District Contributor
140	N. American	Gaia Deluchi Market	c. 1923	53		x	x	x				
210	N. American	Baslers Furniture	c. 1925	46								
220	N. American	vacant 1 story w/ step parapet	pre-1950	45								
221	N. American	Fitzgeralds	1925	45								
225	N. American	Vacant w/garage door	c. 1930	46								
334	N. American	12 apartments	c. 1920	46								
336	N. American	residence	1902	46						x	x	x
342	N. American	residence	1902	46						x	x	x
348	N. American	residence	1902	46						x	x	x
24 - 32	S. American	Hotel Merrill	c. 1925	53			x			x	x	x
102 - 108	N. Aurora	four plex	1901	54			x	x		x	x	x
114 - 116	N. Aurora	duplex	1904	54						x	x	x
134	N. Aurora	residence	1897	54						x	x	x
136	N. Aurora	residence	1897	54						x	x	x
140	N. Aurora	residence	1897	54						x	x	x
209 - 215	N. Aurora	four plex	c. 1913	47								
217 - 223	N. Aurora	four plex	1918	47								
233	N. Aurora	residence	c. 1905	47								
348	N. Aurora	residence	c. 1891	47								
20	S. Aurora	1 story vacant brick bldg	c. 1915	64						x	x	x
30	S. Aurora	1 story vacant brick bldg	1918	64						x	x	x
123 - 129	Bridge Street	3 story bldg	c. 1860s	50	128 E. Channel		x	o		x	x	x
10	N. California	Law offices	1905	52						x	x	x
11 - 15	N. California	Lupe's Beauty Salon/Hotel Main	c. 1918	52			x		x	x	x	x
20	N. California	3 story vacant	1906	52						x	x	x
24 - 34	N. California	Land Hotel 2 story	c. 1896	52						x	x	x
33-45	N. California	Hotel St. Leo	1913	52			x		x	x	x	x
115-121	N. California	2 story Roy's	1886	52						x	x	x
201-215	N. California	State Hotel 3 story	c. 1920	45		x	x		x			
222 - 230	N. California	Commerce Building	1924	45			x		x			
324 - 330	N. California	8 apartments 3 story	c. 1914	45								
327 - 331	N. California	3 story Tom's Market	1912	45								
332 - 340	N. California	one story stepped parapet	1925	45								
344 - 348	N. California	2 story - oakwood club	1919	45								
30 - 50	S. California	Hunter Loan and Jewelry	c. 1890	62	501 E. Market					x	x	x
141	S. California	Yale Apartments	c. 1912	62	135-147	x	x	x				
327 - 333	E. Channel	Budd Bldg	1894	44			x	x				
345	E. Channel	P G & E Center	1921	44	203 N. Sutter	x	x	x				
517	E. Channel	Julienne Apartments	1923	45								

X = identified during survey
O = previously listed

Street Number	Street Name	Building Name / Notes	Const. Date	Sanborn Page 1950	Other Addresses	Indiv. Eligible National Register	Indiv. Eligible California Register	Indiv. Eligible Local Landmark	Indiv. Eligible Structure of Merit	National Register District Contributor	California Register District Contributor	Local District Contributor
525	E. Channel	Redman Lodge	1906	45								
545	E. Channel	Eagle Furniture sign	1926	45	545-547							
615 - 617	E. Channel	Residence	c. 1890s	46	615-617							
621	E. Channel	Residence	1889	46								
809 - 813	E. Channel	Residence - duplex	1890	47								
825 - 839	E. Channel	Residence - 8 flats	1913	47								
846	E. Channel	commerical and apts.	1885	54								
907	E. Channel	Residence	c. 1925	47								
918	E. Channel	Residence	1897	54						x	x	x
917 - 923	E. Channel	Residence - several buildings	1891	47						x	x	x
922	E. Channel	Residence	1897	54						x	x	x
924 - 926	E. Channel	Residence	1897	54						x	x	x
927 - 929	E. Channel	Residence	1895	47						x	x	x
928 - 930	E. Channel	Residence	1897	54						x	x	x
25	S. Commerce	Nippon Hospital	1919	59		o	o	o				
308	N. El Dorado	St. Johns Church	1892	43	308	x	x	o				
425	N. El Dorado	City Hall	1924	43		x	x	o				
22 - 34	N. Grant	Keiths Trophy	1891	64						x	x	x
27	N. Grant	vacant 1 story w/ step parapet	c. 1920	53						x	x	x
119 - 139	N. Grant	Stockton Metro Trans Dist	c. 1945	53			x		x			
144 - 146	N. Grant	Apartments	c. 1890s	54								
410	N. Grant	House	c. 1900	47								
22	S. Grant	1 story vacant brick bldg	c. 1925	64						x	x	x
24 - 28	S. Grant	Jesus Saves - Church	c. 1912	64								
106	N. Hunter	Mansion House	1873	51	201-19 E. Weber			x		x	x	x
116	N. Hunter	Lambert's Liquors	pre-1895	51						x	x	x
120	N. Hunter	blue awnings - 3 floors	pre-1917	51								
124 -130	N. Hunter	Stockton Gar./PG&E Substation	c. 1920s	51								
125 - 145	N. Hunter	corner bldg	c. 1920s	51	132-148 E. Channel							
140	N. Hunter	Oriel House/green building	c. 1900	51	202-216 E. Channel							
240	N. Hunter	J. E. Donaldson	c. 1920s	44								
135	E. Lindsay	Tio Pepe's	c. 1940	43	135-147							
405	E. Lindsay	Baptist Church	1924	45		x	x	x				
419 - 421	E. Lindsay	2 apts	1910	45		x	x	x				
428	E. Lindsay	Modern Style Bldg	1945	45								
517	E. Lindsay	residence	c. 1910	45								
527	E. Lindsay	residence	c. 1910	45	523-527							
542	E. Lindsay	educational center	c. 1945	45	540-542							
601 - 603	E. Lindsay	Trinity Lutheran Church	1923	46			x		x	x	x	x
612	E. Lindsay	residence matches Am houses	1902	46								

X = identified during survey
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Street Number	Street Name	Building Name / Notes	Const. Date	Sanborn Page 1950	Other Addresses	Indiv. Eligible National Register	Indiv. Eligible California Register	Indiv. Eligible Local Landmark	Indiv. Eligible Structure of Merit	National Register District Contributor	California Register District Contributor	Local District Contributor
702 - 708	E. Lindsay	2 story commerical bldg	1921	46								
705	E. Lindsay	Apartment	1921	46								
715	E. Lindsay	Residence	1920	46								
727	E. Lindsay	Residence	1898	46								
732	E. Lindsay	Residence	1910	46	732-734	x	x		x			
735	E. Lindsay	Residence	c. 1890	46								
739 - 741	E. Lindsay	Duplex	1913	46								
743 - 749	E. Lindsay	Residence	c. 1885	46								
806	E. Lindsay	house victorian	1896	47		x	x		x			
809	E. Lindsay	residence	1895	47								
810 - 812	E. Lindsay	residence	c. 1910	47	810 1/2-812	x	x		x			
821	E. Lindsay	residence	1895	47	819-821							
823 - 827	E. Lindsay	3 flats	1913	47								
833	E. Lindsay	residence	c. 1910	47								
837	E. Lindsay	residence	c. 1910	47								
845	E. Lindsay	residence	1907	47								
230	E. Main	Bail Bonds	1926	61						x	x	x
232 - 240	E. Main	Fox Theater -main entrance	1930	61		o	o	o		x	x	x
246	E. Main	California Building	1917	61		o	o	o		x	x	x
301 - 311	E. Main	Stockton Savings & Loan	c. 1906	51		o	o	o		x	x	x
327	E. Main	Union Safe Deposit Bank	1924	51		x	x	x		x	x	x
343 - 345	E. Main	Comm. & Savings / Cort Twr	1915	51		o	o	o		x	x	x
409 - 411	E. Main	Kress Building	1932	52			x	x		x	x	x
425 - 431	E. Main	Commercial Building/Hotel	c. 1874	52			x		x	x	x	x
439 - 447	E. Main	Furniture Company/Hotel	1884	52			x			x	x	x
500	E. Main	Building being stripped	1882	62	502-516					x	x	x
501 - 511	E. Main	Gold Star Beauty	1917	52					x	x	x	x
517 - 529	E. Main	Ruhl Building	1903	52				x		x	x	x
528	E. Main	Jeweler's/Antler Hotel	1905	62	528-530		x			x	x	x
533 - 545	E. Main	Hotel Terry	1912	52			x		x	x	x	x
601 - 611	E. Main	Residential / Azetec Café	1927	53					x	x	x	x
608	E. Main	St. Vincent de Paul Store	c. 1910	63	608-624							
635 - 641	E. Main	La Verta Hotel	1913	53			x		x	x	x	x
640 - 648	E. Main	Main Street Manor/Hotel Bronx	1912	53			x		x	x	x	x
645	E. Main	Stanislaus Apartments	1906	53	643-647		x			x	x	x
701 - 715	E. Main	Cedars Fountain	1886	53						x	x	x
702 - 710	E. Main	Levy Building/Velacon Paints	c. 1908	63						x	x	x
725	E. Main	Earle Hotel	c. 1914	53	725-727		x		x	x	x	x
745	E. Main	Davis Piano Shop	c. 1950	63	745-747							
820 - 832	E. Main	Herb's Surplus	c. 1920	64						x	x	x

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Street Number	Street Name	Building Name/Notes	Const. Date	Sanborn Page 1950	Other Addresses	Indiv. Eligible National Register	Indiv. Eligible California Register	Indiv. Eligible Local Landmark	Indiv. Eligible Structure of Merit	National Register District Contributor	California Register District Contributor	Local District Contributor
825	E. Main	Maria's Café	1909	54	825-827					x	x	x
840	E. Main	New Jerusalem Missionary	1915	64	840-848					x	x	x
901 - 915	E. Main	Granada Hotel	1918	54			x			x	x	x
902	E. Main	Bay Alarm/Imperial Hotel	1896	64	902-904					x	x	x
926	E. Main	East Main Apartments/Hotel	c. 1920	64	926-932		x			x	x	x
233 - 235	E. Market	Fox Theater annex	c. 1925	61	231-239	x	x	x		x	x	x
307	E. Market	Discount Liqours / Fair Hotel	1914	61	30-38 S. San Joaquin		x		x	x	x	x
340	E. Market	Masonic Temple	1922	61	340-348	x	x	x		x	x	x
509	E. Market	Ross Pharmacy	c. 1910	62								
602 - 606	E. Market	Shamrock Bar / Redmen Bldg.	1923	63						x	x	x
612	E. Market	one story commercial bldg	1927	63						x	x	x
620 - 622	E. Market	The Cunningham	1926	63			x	x		x	x	x
621	E. Market	Mills Press	c. 1935	63	621-6231/2							
626 - 632	E. Market	Dorados Appliances	1910	63			x		x	x	x	x
633	E. Market	one story with scrolled roofline	1922	63						x	x	x
644 - 648	E. Market	Winefred Hotel	1913	63						x	x	x
700	E. Market	Cleaners	1920s	63						x	x	x
719	E. Market	Barrow Foundation	1930s	63						x	x	x
839	E. Market	Oxford Hotel	c. 1918	64			x			x	x	x
901	E. Market	Hotel New York	1910	64	34 S. Aurora		x			x	x	x
915	E. Market	Garage	1926	64						x	x	x
920	E. Market	Waldemar Apartments	1918	64			x		x			
115	E. Miner	St. Johns Guild Hall	1892	43		x	x	o				
125 - 129	E. Miner	St. Johns Store	1920s	43								
202 - 214	E. Miner	Avenue Cocktails	1920	44	244 N. Hunt							
230 - 248	E. Miner	Delta Hotel	1919	44			x		x			
410 - 414	E. Miner	Medico-Dental Garage	1925	45								
616 - 618	E. Miner	Residence	1908	46	618-620							
622 - 628	E. Miner	Residence 4 apts	1907	46	622-624							
739	E. Miner	Residence	1916	46	737-739							
901	E. Miner	Jim's Auto Repair	c. 1940	47								
201	N. Sacramento	S. P. Passenger Terminal	1930	47		x	x	x				
102	N. San Joaquin	Belding Bldg	1916	51			x	x		x	x	x
201 - 215	N. San Joaquin	Law offices	1906	44								
220 - 222	N. San Joaquin	county offices	c. 1910	44	222	x	x	x				
235	N. San Joaquin	Deitrich Building	1920s	44								
401	N. San Joaquin	Federal Building/Post Office	1932	44		o	o	o				
15 - 31	S. San Joaquin	New York Deli / Photos	1918	61		x	x	x		x	x	x
33	S. San Joaquin	Club Inn	1911	61						x	x	x
43 - 47	S. San Joaquin	Cleaners	c. 1915	61								

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Street Number	Street Name	Building Name / Notes	Const. Date	Sanborn Page 1950	Other Addresses	Indiv. Eligible National Register	Indiv. Eligible California Register	Indiv. Eligible Local Landmark	Indiv. Eligible Structure of Merit	National Register District Contributor	California Register District Contributor	Local District Contributor
132	N. Stanislaus	Grace AME Methodist Church	1911	53		x	x	x				
36 - 48	N. Sutter	Elks Building	1908	52		o	o	x		x	x	x
218 - 222	N. Sutter	Torinos	c. 1920	45			x					
228 - 232	N. Sutter	Sutter Hearing Services	c. 1924	45			x					
242	N. Sutter	Medical Dental Building	1927	45		x	x	o				
121	S. Sutter	Henery Apartments	1913	61		x	x	o		x	x	x
203 - 219	E. Washington	St. Mary's Church Parish	1905	61			x	x				
219	E. Washington	St. Marys Catholic Church	1861	61		x	x	o				
417	E. Washington	Can Chy Restaurant	1935	61		x	x	x				
433 - 437	E. Washington	Victory Temple Ministries	1908	62								
101 - 149	E. Weber	Hotel Stockton	1910	50		o	o	o		x	x	x
229	E. Weber	Argonaut Hotel	1892	51		o	o	o		x	x	x
233	E. Weber	one story deco detailing	1885	51								
235	E. Weber	one story brick, arched opening	1885	51	235-237							
302 - 304	E. Weber	County Treasurer	c. 1915	51						x	x	x
311 - 313	E. Weber	Joes Mexico City Café	1909	51						x	x	x
312 - 320	E. Weber	3 story masonry bldg	pre-1917	51						x	x	x
319	E. Weber	Weber Ave Emporium	c. 1918	51						x	x	x
321-323	E. Weber	Del Pueblo Furniture	1925	51						x	x	x
326 - 330	E. Weber	dancing hall	c. 1915	51	326-340					x	x	x
331 - 337	E. Weber	Newberry	1949	51					x			
401	E. Weber	Optometry/Hart & Thrift Building	1869	52	401-407	x	x	x		x	x	x
409 - 413	E. Weber	Bower Building / Island Style	1895	52		x	x		x	x	x	x
417 - 423	E. Weber	3 story / trade east	c. 1912	52					x	x	x	x
420 - 426	E. Weber	Vacant / 3 stories	c. 1895	52			x		x	x	x	x
425-433	E. Weber	Vacant / 3 stories	c. 1910	52						x	x	x
430	E. Weber	Kendall Building	c. 1924-5	52		x	x	x		x	x	x
434 - 440	E. Weber	Vacant / 3 stories	c. 1916	52						x	x	x
445 - 447	E. Weber	Delta Building	1926	52						x	x	x
520 - 534	E. Weber	Eagle Furniture	1926	52						x	x	x
546 - 548	E. Weber	Weber Inn	1894	52								
701	E. Weber	Felix and Betty	pre-1917	53								
702 - 706	E. Weber	Restaurant Supply	c. 1915	53								
710 - 716	E. Weber	Vacant/1 story/black tile	c. 1930	53						x	x	x
726 - 732	E. Weber	Printing Company	1918	53						x	x	x
742 - 748	E. Weber	Pythian Building	1920	53		x	x	x		x	x	x
802 - 808	E. Weber	Automotive Repair	c. 1890s	54						x	x	x
811	E. Weber	Jesse's Auto Services	c. 1930	54								
815	E. Weber	G & M Diesel	c. 1920	54								
829	E. Weber	Smith's Body Shop	1930s	54								

X = identified during survey
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Street Number	Street Name	Building Name / Notes	Const. Date	Sanborn Page 1950	Other Addresses	Indiv. Eligible National Register	Indiv. Eligible California Register	Indiv. Eligible Local Landmark	Indiv. Eligible Structure of Merit	National Register District Contributor	California Register District Contributor	Local District Contributor
836	E. Weber	Italianate House	c. 1884	54								
844 - 848	E. Weber	Mepco	c. 1910	54						x	x	x
146	W. Weber	Sperry Flour Mill Offices	1888	59	146-148	x	x	o				
445	W. Weber	Sperry Union Mill Warehouse	1875			o	o	o				

X = identified during survey
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Appendix Two: Intensive Survey

The following list is a comprehensive list of buildings and parcels in the survey area. Buildings are noted for which State of California survey forms were completed as part of the intensive survey.

NUMBER		DIR.	STREET	APN	INTENSIVE SURVEY COMPLETED
19		N	AMERICAN ST	14917021	
24		N	AMERICAN ST	14918005	
33	-41	N	AMERICAN ST	14917024	
48		N	AMERICAN ST	14918026	
140		N	AMERICAN ST	13927014	Yes
204	-210	N	AMERICAN ST	13929004	Yes
216		N	AMERICAN ST	13929003	
221		N	AMERICAN ST	13925023	Yes
224		N	AMERICAN ST	13929001	
225		N	AMERICAN ST	13925012	Yes
321		N	AMERICAN ST	13924011	
334		N	AMERICAN ST	13931022	Yes
336		N	AMERICAN ST	13931001	Yes
342		N	AMERICAN ST	13931001	Yes
348		N	AMERICAN ST	13931001	Yes
417		N	AMERICAN ST	13923017	
434		N	AMERICAN ST	13934001	
444		N	AMERICAN ST	13934003	
445		N	AMERICAN ST	13923014	
10	-16	N	AMERICAN ST	14918006	
24		S	AMERICAN ST	14920003	
24	-32	S	AMERICAN ST	14920004	Yes
34	-48	S	AMERICAN ST	14920005	
110	-114	S	AMERICAN ST	14922001	
122		S	AMERICAN ST	14922003	
141	-145	S	AMERICAN ST	14913013	
29	-33	N	AURORA ST	14919006	
102	-108	N	AURORA ST	15115012	Yes
114	-116	N	AURORA ST	15115013	Yes
121		N	AURORA ST	13928007	
128		N	AURORA ST	15115014	
134		N	AURORA ST	15115003	Yes
136		N	AURORA ST	15115002	Yes
140		N	AURORA ST	15115001	Yes
147		N	AURORA ST	13928006	
201	-215	N	AURORA ST	13930009	Yes
214		N	AURORA ST	15114008	
217	-223	N	AURORA ST	13930008	Yes
220		N	AURORA ST	15114014	
227		N	AURORA ST	13930015	
233		N	AURORA ST	13930006	Yes
320		N	AURORA ST	15111007	
330		N	AURORA ST	15111008	
331		N	AURORA ST	13932007	
340		N	AURORA ST	15111002	
348		N	AURORA ST	15111001	Yes
406		N	AURORA ST	15110005	

NUMBER		DIR.	STREET	APN	INTENSIVE SURVEY COMPLETED
411		N	AURORA ST	13933006	
413		N	AURORA ST	13933005	
422		N	AURORA ST	15110008	
427		N	AURORA ST	13933017	
430		N	AURORA ST	15110002	
443		N	AURORA ST	13933018	
445		N	AURORA ST	13933019	
446		N	AURORA ST	15110001	
12	-14	N	AURORA ST	15118005	
11		S	AURORA ST	14921009	
20		S	AURORA ST	15119008	Yes
29	-37	S	AURORA ST	14921003	
30		S	AURORA ST	15119007	Yes
110		S	AURORA ST	15122001	
120	-124	S	AURORA ST	15122005	
132	-142	S	AURORA ST	15122004	
10	-12	S	AURORA ST	15119001	
125			BRIDGE PL	13911002	Yes
133			BRIDGE PL	13911003	
10		N	CALIFORNIA ST	14917016	Yes
16	-20	N	CALIFORNIA ST	14917015	Yes
17	-19	N	CALIFORNIA ST	14917026	
24	-34	N	CALIFORNIA ST	14917014	Yes
27		N	CALIFORNIA ST	14917025	
33	-45	N	CALIFORNIA ST	14917012	Yes
36	-48	N	CALIFORNIA ST	14917013	
113		N	CALIFORNIA ST	13926006	
115	-121	N	CALIFORNIA ST	13926007	Yes
125	-135	N	CALIFORNIA ST	13926008	
130		N	CALIFORNIA ST	13926010	
142	-148	N	CALIFORNIA ST	13926009	
208	-216	N	CALIFORNIA ST	13925026	
220	-230	N	CALIFORNIA ST	13925019	Yes
240		N	CALIFORNIA ST	13925006	
308		N	CALIFORNIA ST	13924023	
317	-327	N	CALIFORNIA ST	13924005	Yes
322		N	CALIFORNIA ST	13924009	
326		N	CALIFORNIA ST	13924008	Yes
338	-340	N	CALIFORNIA ST	13924007	Yes
344	-348	N	CALIFORNIA ST	13924006	Yes
345		N	CALIFORNIA ST	13924004	
405	-411	N	CALIFORNIA ST	13923010	
408		N	CALIFORNIA ST	13923022	
418		N	CALIFORNIA ST	13923023	
420		N	CALIFORNIA ST	13923024	
425		N	CALIFORNIA ST	13923006	
431		N	CALIFORNIA ST	13923005	
434		N	CALIFORNIA ST	13923012	
438		N	CALIFORNIA ST	13923013	

NUMBER		DIR.	STREET	APN	INTENSIVE SURVEY COMPLETED
441		N	CALIFORNIA ST	13923004	
442		N	CALIFORNIA ST	13923011	
201	-215	N	CALIFORNIA ST	13925004	Yes
7	-15	N	CALIFORNIA ST	14917009	Yes
10		S	CALIFORNIA ST	14915016	
18	-32	S	CALIFORNIA ST	14915022	
34	-48	S	CALIFORNIA ST	14915021	
113		S	CALIFORNIA ST	14913005	
121		S	CALIFORNIA ST	14913006	
133	-147	S	CALIFORNIA ST	14913010	Yes
11		N	CENTER ST	13728006	
33		N	CENTER ST	13728007	
18		S	CENTER ST	14903011	
40		S	CENTER ST	14903012	
121		S	CENTER ST	13730011	
139		S	CENTER ST	13730012	
31		E	CHANNEL ST	13910001	
127		E	CHANNEL ST	13910009	
132		E	CHANNEL ST	13911003	
209		E	CHANNEL ST	13913027	
210	-216	E	CHANNEL ST	13912001	
221		E	CHANNEL ST	13913012	
225		E	CHANNEL ST	13913011	
230		E	CHANNEL ST	13912002	
235		E	CHANNEL ST	13913025	
315		E	CHANNEL ST	13913024	
333		E	CHANNEL ST	13936004	Yes
345		E	CHANNEL ST	13913018	Yes
350		E	CHANNEL ST	13912018	
428		E	CHANNEL ST	13926007	
512	-514	E	CHANNEL ST	13926009	
517		E	CHANNEL ST	13925014	Yes
525	-527	E	CHANNEL ST	13925018	Yes
535		E	CHANNEL ST	13925024	
538		E	CHANNEL ST	13926012	
545		E	CHANNEL ST	13925021	Yes
615	-617	E	CHANNEL ST	13929005	Yes
619	-621	E	CHANNEL ST	13929006	Yes
646		E	CHANNEL ST	13927015	
701	-713	E	CHANNEL ST	13929015	
730		E	CHANNEL ST	13927010	
747		E	CHANNEL ST	13929014	
809	-811	E	CHANNEL ST	13930012	Yes
815	-819	E	CHANNEL ST	13930011	
820		E	CHANNEL ST	13928013	
821	-839	E	CHANNEL ST	13930010	Yes
836		E	CHANNEL ST	13928004	
836		E	CHANNEL ST	13928005	
846		E	CHANNEL ST	13928006	Yes

NUMBER		DIR.	STREET	APN	INTENSIVE SURVEY COMPLETED
847		E	CHANNEL ST	13930009	
907		E	CHANNEL ST	15114008	Yes
911		E	CHANNEL ST	15114007	
917	-927	E	CHANNEL ST	15114006	Yes
918		E	CHANNEL ST	15115004	Yes
922		E	CHANNEL ST	15115005	Yes
924	-926	E	CHANNEL ST	15115006	Yes
927	-929	E	CHANNEL ST	15114005	Yes
928	-930	E	CHANNEL ST	15115007	Yes
949		E	CHANNEL ST	15114004	
333		E	CHANNEL ST	13936001	
814	-818	E	CHANNEL ST	13928012	
116	-136		CHUNG WAH LN	14904008	
119			CHUNG WAH LN	14904004	
65		N	COMMERCE ST	13728012	
25		S	COMMERCE ST	13729017	Yes
123		S	COMMERCE ST	13730015	
15		N	EL DORADO ST	14902001	
110	-124	N	EL DORADO ST	13911004	
123	-141	N	EL DORADO ST	13909002	
130		N	EL DORADO ST	13911001	
209		N	EL DORADO ST	13910001	
222		N	EL DORADO ST	13910020	
224		N	EL DORADO ST	13910019	
234	-248	N	EL DORADO ST	13910002	
303		N	EL DORADO ST	13908003	
306		N	EL DORADO ST	13908012	Yes
316		N	EL DORADO ST	13908008	
338		N	EL DORADO ST	13908006	
342		N	EL DORADO ST	13908005	
345		N	EL DORADO ST	13908004	
400		N	EL DORADO ST	13907009	
415		N	EL DORADO ST	13907010	Yes
440		N	EL DORADO ST	13907013	
1	-5	N	EL DORADO ST	14902014	
6		S	EL DORADO ST	14903006	
9		S	EL DORADO ST	14903008	
35		S	EL DORADO ST	14903010	
130	-142	S	EL DORADO ST	14904009	
118		E	FREMONT ST	13907003	
128		E	FREMONT ST	13907004	
230		E	FREMONT ST	13915002	
234		E	FREMONT ST	13915003	
414		E	FREMONT ST	13923001	
414		E	FREMONT ST	13923002	
428		E	FREMONT ST	13923003	
504		E	FREMONT ST	13923011	
514	-524	E	FREMONT ST	13923013	
630		E	FREMONT ST	13934002	

NUMBER		DIR.	STREET	APN	INTENSIVE SURVEY COMPLETED
636		E	FREMONT ST	13934003	
704		E	FREMONT ST	13934006	
712		E	FREMONT ST	13934007	
718		E	FREMONT ST	13934010	
728	-730	E	FREMONT ST	13934011	
738		E	FREMONT ST	13934012	
948		E	FREMONT ST	15110001	
960		E	FREMONT ST	15110002	
11		N	GRANT ST	14918022	
22		N	GRANT ST	14919008	Yes
25		N	GRANT ST	14918017	
27		N	GRANT ST	14918016	Yes
47		N	GRANT ST	14918015	
119	-139	N	GRANT ST	13927010	Yes
122		N	GRANT ST	13928010	
144	-146	N	GRANT ST	13928001	Yes
145		N	GRANT ST	13927010	
201		N	GRANT ST	13929014	
204	-216	N	GRANT ST	13930013	
213		N	GRANT ST	13929013	
308		N	GRANT ST	13932013	
317		N	GRANT ST	13931014	
330		N	GRANT ST	13932010	
410		N	GRANT ST	13933013	Yes
411		N	GRANT ST	13934016	
429		N	GRANT ST	13934025	
432		N	GRANT ST	13933016	
439		N	GRANT ST	13934013	
22		S	GRANT ST	14921005	Yes
24		S	GRANT ST	14921005	Yes
27		S	GRANT ST	14920016	
129		S	GRANT ST	14922020	
27			HUNTER SQUARE PZ	14902007	
33	-37		HUNTER SQUARE PZ	14902006	
45			HUNTER SQUARE PZ	14902005	
106		N	HUNTER ST	13912008	Yes
116		N	HUNTER ST	13912009	Yes
120		N	HUNTER ST	13912010	Yes
125		N	HUNTER ST	13911003	Yes
124	-130	N	HUNTER ST	13912002	Yes
135	-155	N	HUNTER ST	13911003	
140		N	HUNTER ST	13912001	Yes
202		N	HUNTER ST	13913014	
205		N	HUNTER ST	13910016	
228		N	HUNTER ST	13913026	
240		N	HUNTER ST	13913002	Yes
244		N	HUNTER ST	13913001	
324		N	HUNTER ST	13914007	
324		N	HUNTER ST	13914008	

NUMBER		DIR.	STREET	APN	INTENSIVE SURVEY COMPLETED
324		N	HUNTER ST	13914009	
324	-334	N	HUNTER ST	13914002	
333		N	HUNTER ST	13908009	
345		N	HUNTER ST	13908007	
421		N	HUNTER ST	13907011	
421		N	HUNTER ST	13907012	
441		N	HUNTER ST	13907005	
444		N	HUNTER ST	13915001	
24		S	HUNTER ST	14914024	
25		S	HUNTER ST	14903004	
49		S	HUNTER ST	14903005	
130		S	HUNTER ST	14912003	
141		S	HUNTER ST	14904007	
20		S	LINCOLN ST	13726007	
40		S	LINCOLN ST	13736018	
110		S	LINCOLN ST	13736024	
120	-132	S	LINCOLN ST	13736027	
6		E	LINDSAY ST	13908001	
20		E	LINDSAY ST	13908002	
119	-121	E	LINDSAY ST	13907003	
123		E	LINDSAY ST	13907008	
135		E	LINDSAY ST	13907007	Yes
338		E	LINDSAY ST	13914011	
405		E	LINDSAY ST	13923008	Yes
419		E	LINDSAY ST	13923009	Yes
420		E	LINDSAY ST	13924002	
428		E	LINDSAY ST	13924003	Yes
435		E	LINDSAY ST	13923010	
436		E	LINDSAY ST	13924020	
517	-521	E	LINDSAY ST	13923021	Yes
523		E	LINDSAY ST	13923020	Yes
535		E	LINDSAY ST	13923019	
537		E	LINDSAY ST	13923018	
542		E	LINDSAY ST	13924010	Yes
601		E	LINDSAY ST	13934024	Yes
603	-615	E	LINDSAY ST	13934001	
612		E	LINDSAY ST	13931001	Yes
622		E	LINDSAY ST	13931025	
635		E	LINDSAY ST	13934023	
702	-708	E	LINDSAY ST	13931011	Yes
705		E	LINDSAY ST	13934020	Yes
715		E	LINDSAY ST	13934020	Yes
721		E	LINDSAY ST	13934019	
727		E	LINDSAY ST	13934018	Yes
728		E	LINDSAY ST	13931012	
732	-734	E	LINDSAY ST	13931013	Yes
735		E	LINDSAY ST	13934017	Yes
739	-741	E	LINDSAY ST	13934016	Yes
743	-749	E	LINDSAY ST	13934016	Yes

NUMBER		DIR.	STREET	APN	INTENSIVE SURVEY COMPLETED
806		E	LINDSAY ST	13932001	Yes
807		E	LINDSAY ST	13933013	
809		E	LINDSAY ST	13933012	Yes
810	-812	E	LINDSAY ST	13932002	Yes
819	-821	E	LINDSAY ST	13933011	Yes
823	-827	E	LINDSAY ST	13933010	Yes
833		E	LINDSAY ST	13933009	Yes
837		E	LINDSAY ST	13933008	Yes
845		E	LINDSAY ST	13933007	Yes
888		E	LINDSAY ST	13932011	
908	-910	E	LINDSAY ST	15111001	
945		E	LINDSAY ST	15110004	
952		E	LINDSAY ST	15111003	
14		S	MADISON ST	13730014	
103		S	MADISON ST	13733014	
115		S	MADISON ST	13733015	
119		S	MADISON ST	13733016	
125		S	MADISON ST	13733017	
216		E	MAIN ST	14914024	
230		E	MAIN ST	14914005	Yes
232	-242	E	MAIN ST	14914007	Yes
246		E	MAIN ST	14914011	Yes
301	-311	E	MAIN ST	14916012	Yes
304	-306	E	MAIN ST	14914012	
313	-327	E	MAIN ST	14916013	Yes
326	-330	E	MAIN ST	14914019	
336		E	MAIN ST	14914020	
340		E	MAIN ST	14914021	
343	-345	E	MAIN ST	14916008	Yes
348		E	MAIN ST	14914022	
400	-409	E	MAIN ST	14915024	
401		E	MAIN ST	14917004	
409		E	MAIN ST	14917005	Yes
415		E	MAIN ST	14917006	
417		E	MAIN ST	14917007	
425	-435	E	MAIN ST	14917008	Yes
443	-449	E	MAIN ST	14917009	Yes
500		E	MAIN ST	14915016	Yes
501	-509	E	MAIN ST	14917027	Yes
515		E	MAIN ST	14917019	Yes
520	-520	E	MAIN ST	14915017	
523	-531	E	MAIN ST	14917020	
526	-530	E	MAIN ST	14915018	Yes
540		E	MAIN ST	14915019	
545		E	MAIN ST	14917021	Yes
600		E	MAIN ST	14920001	
601		E	MAIN ST	14918006	Yes
608		E	MAIN ST	14920002	Yes
615		E	MAIN ST	14918007	

NUMBER		DIR.	STREET	APN	INTENSIVE SURVEY COMPLETED
630		E	MAIN ST	14920011	
634		E	MAIN ST	14920012	
635	-641	E	MAIN ST	14918008	Yes
640	-648	E	MAIN ST	14920013	Yes
643	-645	E	MAIN ST	14918009	Yes
701	-705	E	MAIN ST	14918025	Yes
706		E	MAIN ST	14920014	Yes
707	-711	E	MAIN ST	14918024	
715	-739	E	MAIN ST	14918021	Yes
730	-746	E	MAIN ST	14920015	
745		E	MAIN ST	14918022	Yes
800		E	MAIN ST	14921001	
803		E	MAIN ST	14919009	
811		E	MAIN ST	14919010	
819		E	MAIN ST	14919011	
820	-836	E	MAIN ST	14921007	Yes
825	-827	E	MAIN ST	14919012	Yes
829	-831	E	MAIN ST	14919013	
835	-847	E	MAIN ST	14919014	
840		E	MAIN ST	14921008	Yes
901	-915	E	MAIN ST	15118005	Yes
902		E	MAIN ST	15119002	Yes
916		E	MAIN ST	15119002	
926	-932	E	MAIN ST	15119003	Yes
948		E	MAIN ST	15119010	
6		W	MAIN ST	13729006	
22		E	MARKET ST	14904001	
104		E	MARKET ST	14904011	
112		E	MARKET ST	14904003	
120		E	MARKET ST	14904004	
126	-134	E	MARKET ST	14904005	
140	-146	E	MARKET ST	14904013	
200		E	MARKET ST	14912001	
231	-239	E	MARKET ST	14914007	Yes
302		E	MARKET ST	14912005	
307	-309	E	MARKET ST	14914023	Yes
310		E	MARKET ST	14912006	
311		E	MARKET ST	14914017	
320		E	MARKET ST	14912007	
323		E	MARKET ST	14914013	
324		E	MARKET ST	14912008	
338	-340	E	MARKET ST	14912009	Yes
357	-393	E	MARKET ST	14914026	
369	-381	E	MARKET ST	14914025	
414		E	MARKET ST	14913001	
420		E	MARKET ST	14913002	
430		E	MARKET ST	14913003	
440		E	MARKET ST	14913004	
509		E	MARKET ST	14915021	Yes

NUMBER		DIR.	STREET	APN	INTENSIVE SURVEY COMPLETED
521		E	MARKET ST	14915020	
530	-540	E	MARKET ST	14913018	
602	-606	E	MARKET ST	14922001	Yes
612		E	MARKET ST	14922002	Yes
620	-622	E	MARKET ST	14922004	Yes
621		E	MARKET ST	14920007	Yes
624	-632	E	MARKET ST	14922005	Yes
625		E	MARKET ST	14920008	
633		E	MARKET ST	14920008	Yes
644		E	MARKET ST	14922008	
700		E	MARKET ST	14922012	
711		E	MARKET ST	14920020	
719		E	MARKET ST	14920019	Yes
729		E	MARKET ST	14920018	
730		E	MARKET ST	14922020	
801		E	MARKET ST	14921004	
837	-839	E	MARKET ST	14921003	Yes
915		E	MARKET ST	15119006	Yes
920		E	MARKET ST	15122002	Yes
937		E	MARKET ST	15119005	
949		E	MARKET ST	15119009	
31		W	MARKET ST	13729006	
214		W	MARKET ST	13733013	
220		W	MARKET ST	13733012	
226		W	MARKET ST	13733011	
240		W	MARKET ST	13733010	
248		W	MARKET ST	13733008	
248		W	MARKET ST	13733009	
318		W	MARKET ST	13733004	
326		W	MARKET ST	13733003	
338		W	MARKET ST	13733002	
343		W	MARKET ST	13727022	
348		W	MARKET ST	13733001	
400		W	MARKET ST	13736028	
401		W	MARKET ST	13736055	
417		W	MARKET ST	13736021	
434		W	MARKET ST	13736039	
110		E	MINER AV	13910002	
115		E	MINER AV	13908012	Yes
125	-129	E	MINER AV	13908011	Yes
135		E	MINER AV	13908010	
148		E	MINER AV	13910006	
214	-216	E	MINER AV	13913001	Yes
221		E	MINER AV	13914004	
232		E	MINER AV	13913004	Yes
235		E	MINER AV	13914006	
247	-249	E	MINER AV	13914005	
301		E	MINER AV	13914010	
342		E	MINER AV	13913016	

NUMBER		DIR.	STREET	APN	INTENSIVE SURVEY COMPLETED
347		E	MINER AV	13914015	
404		E	MINER AV	13925001	
410	-414	E	MINER AV	13925001	Yes
415		E	MINER AV	13924019	
421		E	MINER AV	13924018	
437		E	MINER AV	13924017	
510		E	MINER AV	13925006	
515		E	MINER AV	13924023	
521		E	MINER AV	13924021	
532		E	MINER AV	13925008	
533	-539	E	MINER AV	13924022	
544		E	MINER AV	13925027	
545		E	MINER AV	13924012	
600	-612	E	MINER AV	13929001	
601	-611	E	MINER AV	13931025	
616		E	MINER AV	13929002	Yes
618	-624	E	MINER AV	13929002	Yes
635		E	MINER AV	13931024	
647		E	MINER AV	13931024	
650		E	MINER AV	13929010	
711		E	MINER AV	13931026	
722		E	MINER AV	13929011	
731		E	MINER AV	13931021	
737	-739	E	MINER AV	13931016	Yes
745		E	MINER AV	13931015	
750		E	MINER AV	13929012	
808		E	MINER AV	13930001	
822		E	MINER AV	13930002	
825		E	MINER AV	13932012	
830		E	MINER AV	13930014	
835		E	MINER AV	13932008	
836	-840	E	MINER AV	13930004	
848		E	MINER AV	13930005	
901		E	MINER AV	15111006	Yes
920		E	MINER AV	15114015	
925		E	MINER AV	15111005	
930		E	MINER AV	15114014	
117	-133	E	MINER AV	13908011	
103	-115	S	MONROE ST	13733020	
124		S	MONROE ST	13733019	
126		S	MONROE ST	13733018	
144			MUN KWOK LN	14904008	
201		N	SACRAMENTO ST	15111003	Yes
319	-347	N	SACRAMENTO ST	15111003	
22		N	SAN JOAQUIN ST	14916007	
44		N	SAN JOAQUIN ST	14916002	
102		N	SAN JOAQUIN ST	13912011	Yes
110	-114	N	SAN JOAQUIN ST	13912011	
111		N	SAN JOAQUIN ST	13912005	

NUMBER		DIR.	STREET	APN	INTENSIVE SURVEY COMPLETED
131		N	SAN JOAQUIN ST	13912019	
212		N	SAN JOAQUIN ST	13913021	
215		N	SAN JOAQUIN ST	13913008	Yes
217		N	SAN JOAQUIN ST	13913007	
220		N	SAN JOAQUIN ST	13913024	Yes
235		N	SAN JOAQUIN ST	13913005	Yes
240		N	SAN JOAQUIN ST	13913023	
315		N	SAN JOAQUIN ST	13914005	
333		N	SAN JOAQUIN ST	13914003	
345		N	SAN JOAQUIN ST	13914001	
401		N	SAN JOAQUIN ST	13915005	Yes
445		N	SAN JOAQUIN ST	13915003	
11		S	SAN JOAQUIN ST	14914011	
13	-19	S	SAN JOAQUIN ST	14914010	
25	-31	S	SAN JOAQUIN ST	14914007	Yes
26		S	SAN JOAQUIN ST	14914014	
30	-48	S	SAN JOAQUIN ST	14914023	
33		S	SAN JOAQUIN ST	14914009	Yes
35	-47	S	SAN JOAQUIN ST	14914008	Yes
107	-121	S	SAN JOAQUIN ST	14912001	
120		S	SAN JOAQUIN ST	14912015	
136		S	SAN JOAQUIN ST	14912013	
9		N	STANISLAUS ST	14918009	
114		N	STANISLAUS ST	13927012	
123		N	STANISLAUS ST	13927015	
131		N	STANISLAUS ST	13927014	
132		N	STANISLAUS ST	13927009	Yes
201		N	STANISLAUS ST	13929016	
320		N	STANISLAUS ST	13931026	
321	-347	N	STANISLAUS ST	13931024	
346		N	STANISLAUS ST	13931011	
405		N	STANISLAUS ST	13934022	
420		N	STANISLAUS ST	13934021	
424	-430	N	STANISLAUS ST	13934009	
427		N	STANISLAUS ST	13934005	
435		N	STANISLAUS ST	13934004	
436		N	STANISLAUS ST	13934008	
10	-16	N	STANISLAUS ST	14918025	
115		S	STANISLAUS ST	14922008	
117		S	STANISLAUS ST	14922019	
1		N	SUTTER ST	14916008	
33	-47	N	SUTTER ST	14916006	
36	48	N	SUTTER ST	14917001	Yes
109	-115	N	SUTTER ST	13912016	
110	-114	N	SUTTER ST	13926002	
130		N	SUTTER ST	13926001	
206		N	SUTTER ST	13925003	
219		N	SUTTER ST	13913017	
222		N	SUTTER ST	13925002	Yes

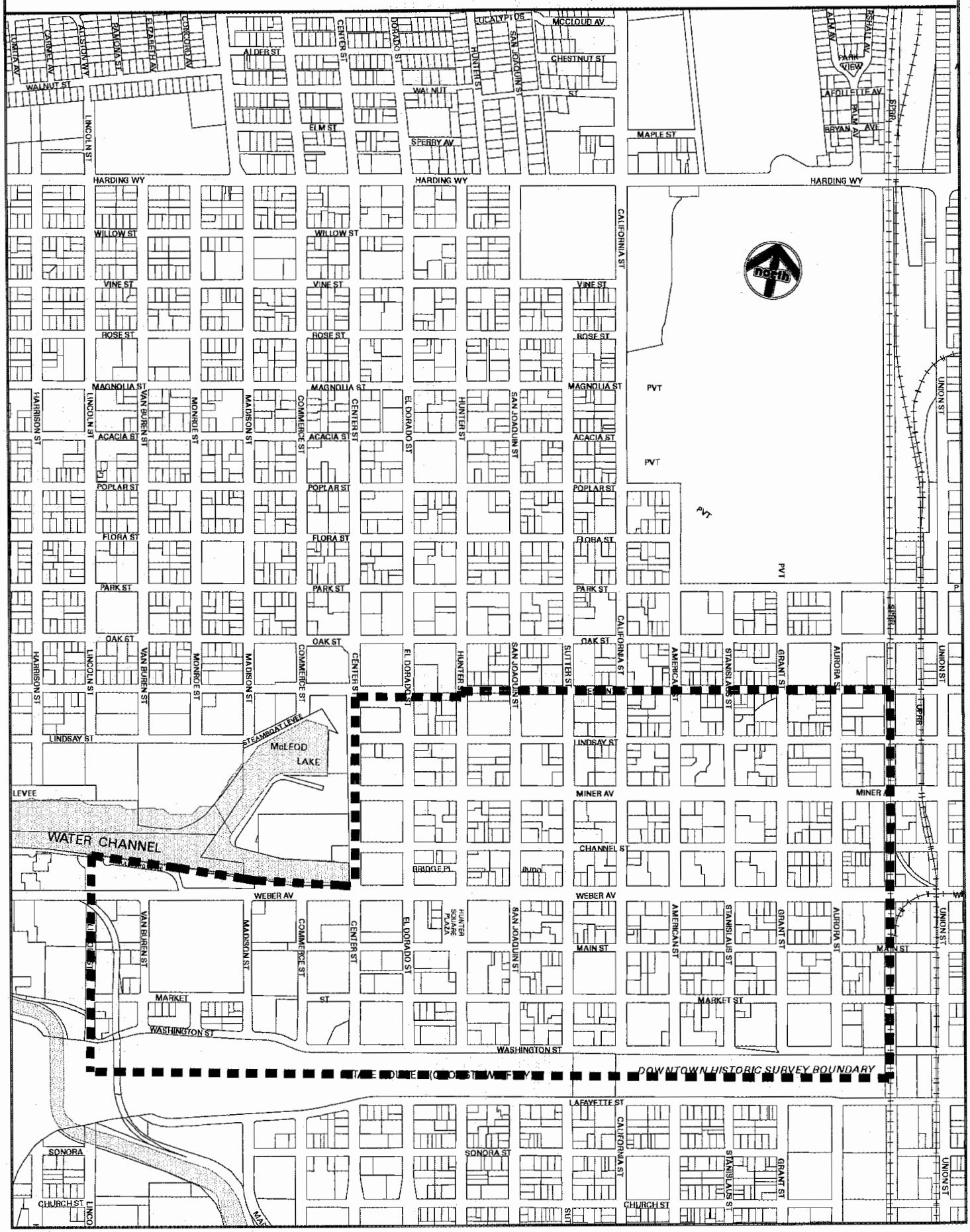
NUMBER		DIR.	STREET	APN	INTENSIVE SURVEY COMPLETED
228	-242	N	SUTTER ST	13925001	Yes
242		N	SUTTER ST	13925005	Yes
320	-344	N	SUTTER ST	13924019	
333		N	SUTTER ST	13914014	
335	-347	N	SUTTER ST	13914016	
440		N	SUTTER ST	13923001	
75		S	SUTTER ST	14914025	
111		S	SUTTER ST	14912009	
119	-123	S	SUTTER ST	14912010	Yes
124		S	SUTTER ST	14913007	
125		S	SUTTER ST	14912012	
145		S	SUTTER ST	14912011	
146		S	SUTTER ST	14913017	Yes
9	-13	S	SUTTER ST	14914022	
19		S	VAN BUREN ST	13736053	
27		S	VAN BUREN ST	13736019	
34		S	VAN BUREN ST	13727022	
35		S	VAN BUREN ST	13736054	
98		S	VAN BUREN ST	13727022	
109		S	VAN BUREN ST	13736026	
133	-137	E	WASHINGTON ST	14904008	
203	-219	E	WASHINGTON ST	14912002	Yes
247		E	WASHINGTON ST	14912004	
333		E	WASHINGTON ST	14912014	
433	-437	E	WASHINGTON ST	14913010	Yes
715		E	WASHINGTON ST	14922020	
923		E	WASHINGTON ST	15122003	
201		W	WASHINGTON ST	13733017	
315	-347	W	WASHINGTON ST	13733020	
22		E	WEBER AV	14902001	
109	-133	E	WEBER AV	13911004	Yes
110		E	WEBER AV	14902012	
134		E	WEBER AV	14902005	
201	-225	E	WEBER AV	13912008	
222	-230	E	WEBER AV	14916001	
227	-231	E	WEBER AV	13912007	Yes
233		E	WEBER AV	13912006	Yes
235		E	WEBER AV	13912006	Yes
243		E	WEBER AV	13912005	
301	-307	E	WEBER AV	13912011	
304		E	WEBER AV	14916002	Yes
311	-315	E	WEBER AV	13912012	Yes
318	-322	E	WEBER AV	14916003	Yes
319		E	WEBER AV	13912013	Yes
321		E	WEBER AV	13912014	Yes
330		E	WEBER AV	14916004	Yes
331		E	WEBER AV	13912020	Yes
334	-340	E	WEBER AV	14916005	
342	-346	E	WEBER AV	14916006	

NUMBER		DIR.	STREET	APN	INTENSIVE SURVEY COMPLETED
347		E	WEBER AV	13912016	
401	-407	E	WEBER AV	13926002	Yes
408	-410	E	WEBER AV	14917001	
409	-413	E	WEBER AV	13926003	Yes
417	-423	E	WEBER AV	13926004	Yes
420	-430	E	WEBER AV	14917028	Yes
421	-437	E	WEBER AV	13926005	Yes
434	-440	E	WEBER AV	14917011	Yes
443	-447	E	WEBER AV	13926006	Yes
506	-512	E	WEBER AV	14917013	
517		E	WEBER AV	13926015	
520	-528	E	WEBER AV	14917023	Yes
542	-548	E	WEBER AV	14917024	Yes
607	-621	E	WEBER AV	13927014	
625	-641	E	WEBER AV	13927015	
630		E	WEBER AV	14918003	
646		E	WEBER AV	14918004	
701	-711	E	WEBER AV	13927012	Yes
702	-706	E	WEBER AV	14918023	Yes
706	-710	E	WEBER AV	14918023	
710	-716	E	WEBER AV	14918023	Yes
720		E	WEBER AV	14918012	
726		E	WEBER AV	14918013	Yes
729		E	WEBER AV	13927011	
732		E	WEBER AV	14918014	
742	-748	E	WEBER AV	14918015	Yes
802		E	WEBER AV	14919001	Yes
805		E	WEBER AV	13928011	
811		E	WEBER AV	13928010	Yes
815		E	WEBER AV	13928009	Yes
829		E	WEBER AV	13928008	Yes
832		E	WEBER AV	14919004	
836		E	WEBER AV	14919005	Yes
843		E	WEBER AV	13928007	
844		E	WEBER AV	14919005	Yes
910		E	WEBER AV	15118008	
915		E	WEBER AV	15115011	
927	-931	E	WEBER AV	15115015	
936		E	WEBER AV	15118009	
110		W	WEBER AV	13728012	
146		W	WEBER AV	13728011	Yes
302		W	WEBER AV	13727022	
321		W	WEBER AV	13727023	
402		W	WEBER AV	13726028	
402		W	WEBER AV	13726029	
445		W	WEBER AV	13726012	Yes
448		W	WEBER AV	13726005	

Appendix Three: Reconnaissance Survey Boundaries

The following map shows the boundaries of the Reconnaissance Survey.

Downtown Historic Survey Area



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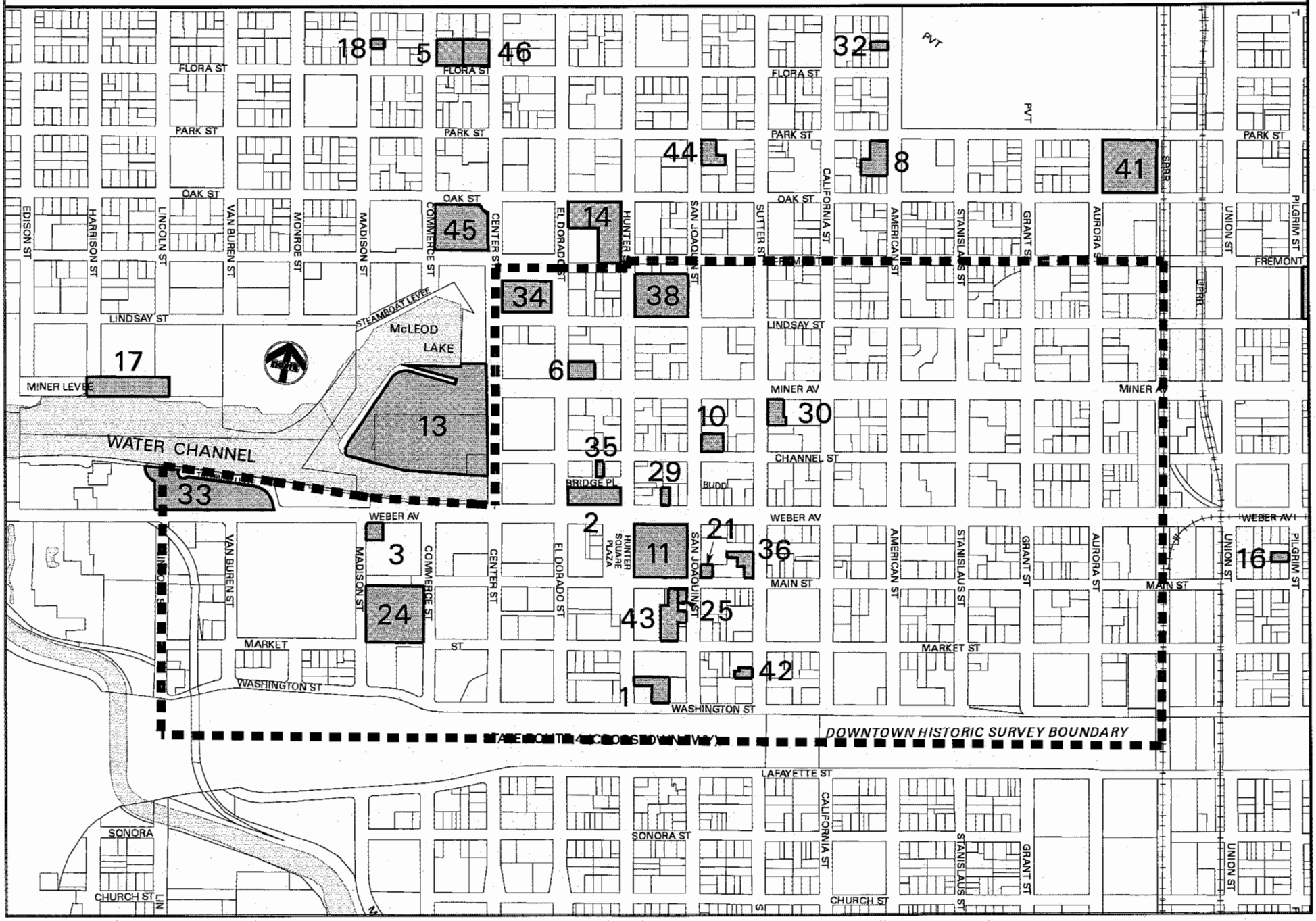
Appendix Four: Stockton Landmarks

The following map shows buildings in the survey area that already have landmark status under the Stockton Preservation Ordinance.

Stockton Historic Landmarks within the Survey Boundaries

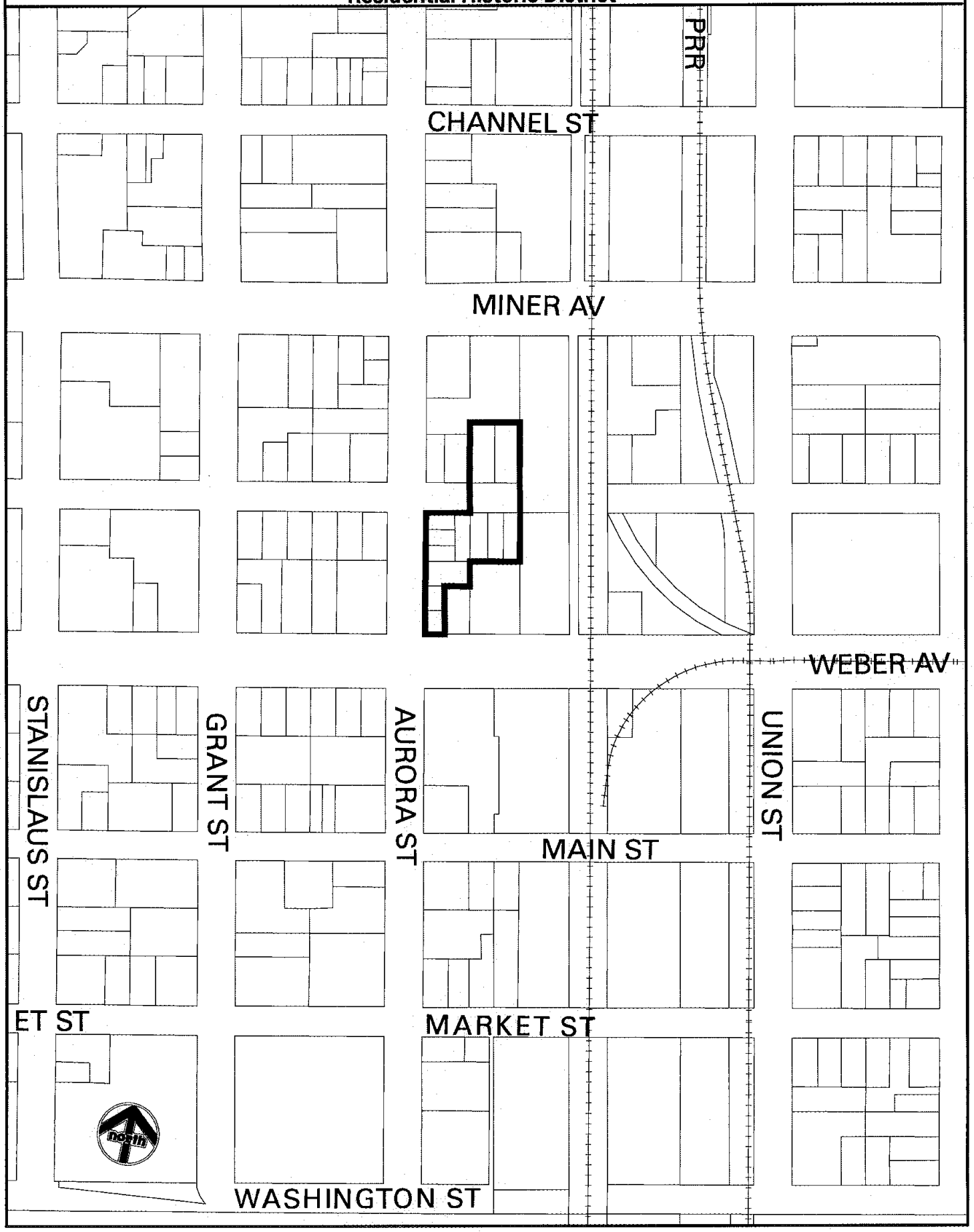


dks_dntn_inven8.5x11

Appendix Five: East Channel / North Aurora Historic District

The following map shows the district contributors and the district boundaries for the East Channel / North Aurora Residential Historic District.

East Channel / North Aurora Residential Historic District

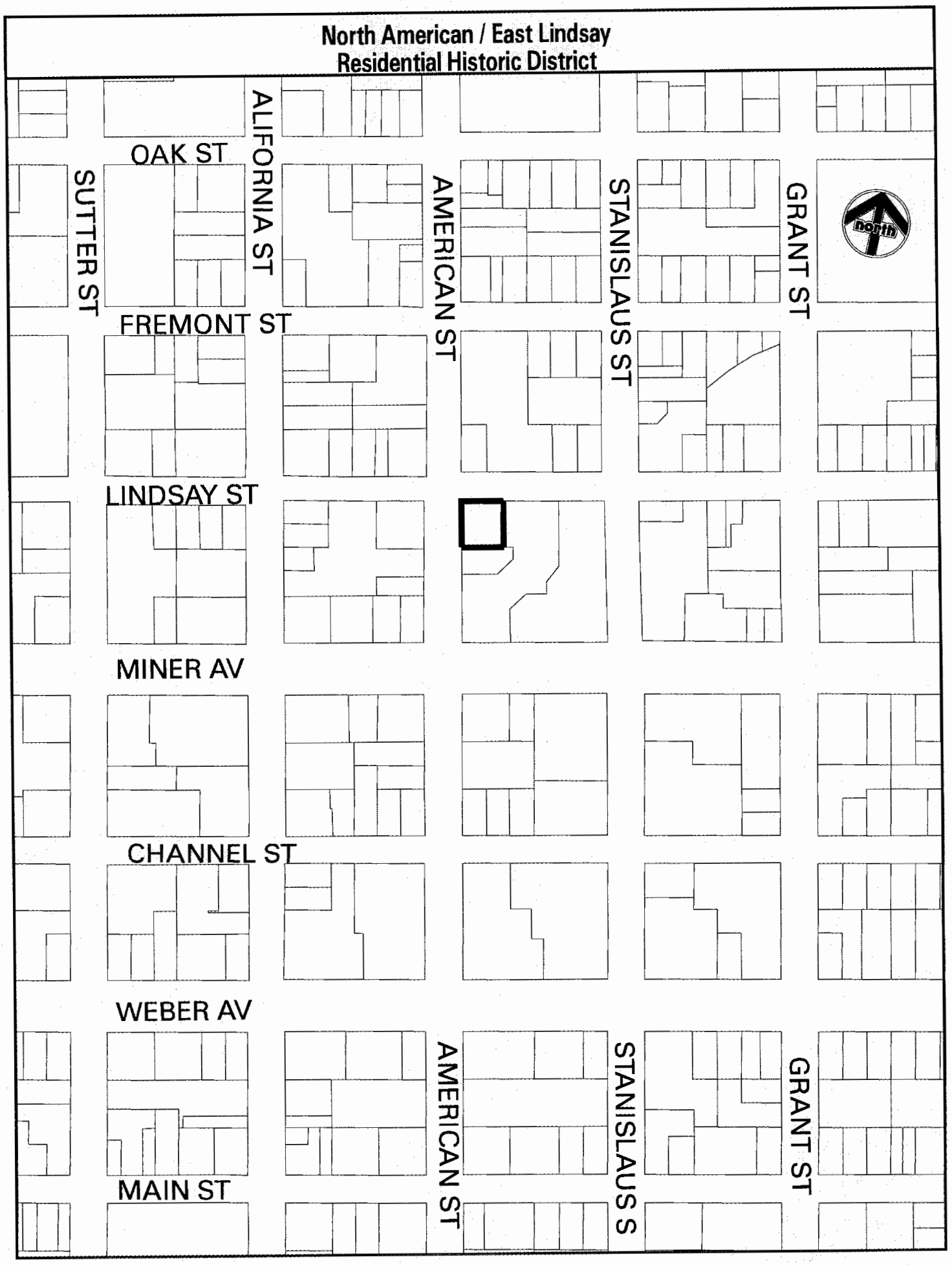


dks_aurora_dist

Appendix Six: North American / East Lindsay Historic District

The following map shows the district contributors and the district boundaries for the North American / East Lindsay Residential Historic District.

North American / East Lindsay Residential Historic District

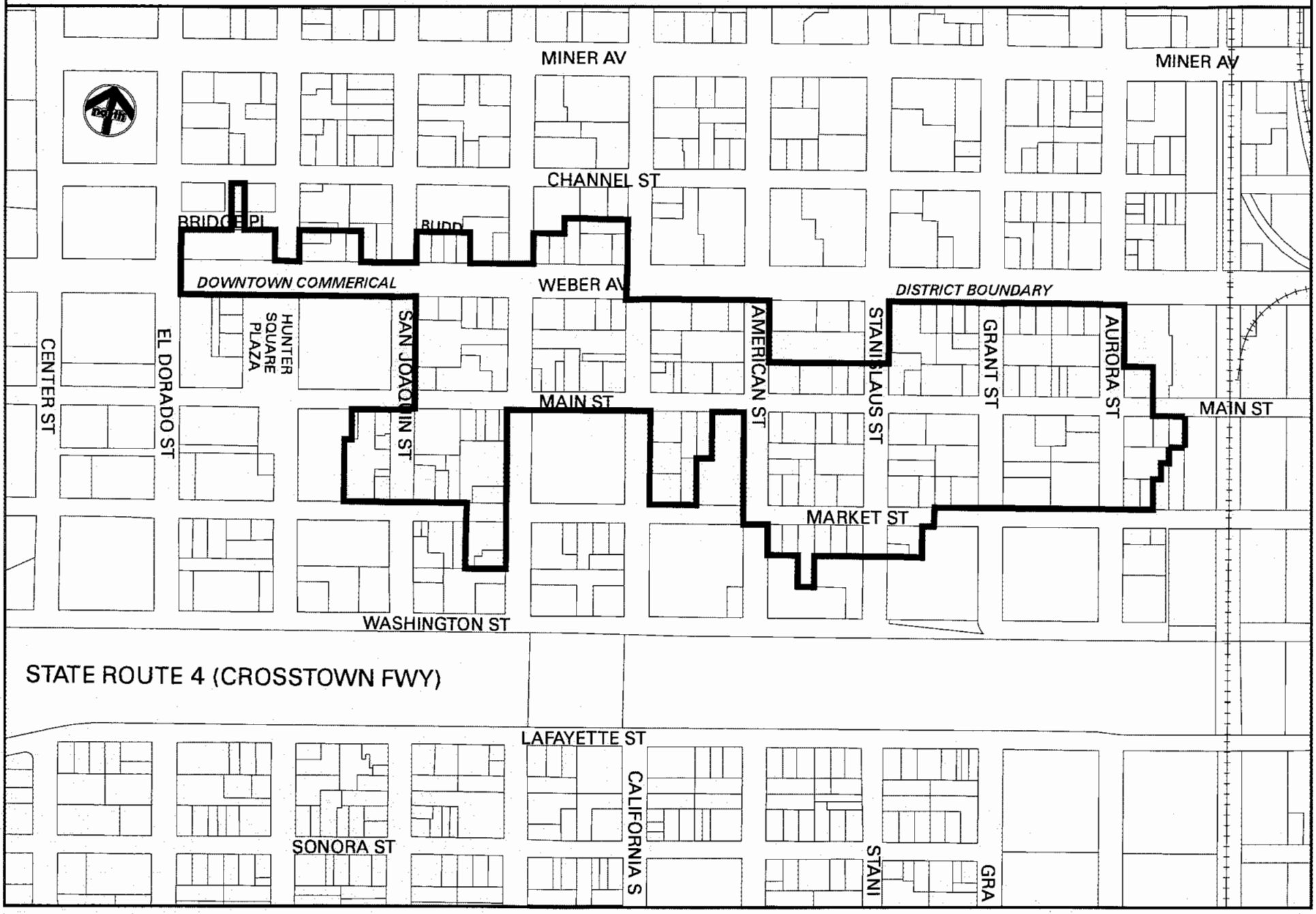


dks_amer_dist

Appendix Seven: Stockton Downtown Commercial Historic District

The following map shows the district contributors and the district boundaries for the Downtown Stockton Commercial Historic District.

Downtown Commercial District Boundary



dks_dntwncommdist

Appendix Eight

Process Chart for Federal, State and Local Preservation Regulations.

Section 106 NHPA

Applies to National Register-eligible/listed resources

Identify federal undertaking

Assess potential impacts
Identify historic properties
Define area of potential effect (APE)

Apply criteria of effect

Are historic properties affected?

- Yes
  - Resolve adverse effects through mitigation measures
  - Proceed with project
- No
  - Proceed with project

NEPA

Applies to National Register-eligible/listed resources

"Scoping" for environmental assessment and environmental impact statement

Study of alternatives and affected environments

Preparation of Environmental Assessment (EA) and Environmental Impact Statement (EIS)

Finding of significant impact?

- Yes
  - Resolve adverse effects through mitigation measures
  - Proceed with project
- No
  - Proceed with project

California Environmental Quality Act (CEQA)

Applies to California Register and National Register-eligible/listed resources

Discretionary projects

Potential environmental impact to historic resources

Apply California Register criteria.
Is there potential for effects?

- Yes
  - Develop Environmental Impact Report (EIR)
  - Draft EIR process assesses impacts and proposes alternatives
  - Public comment
  - Produce Final EIR
    Significant impacts?
    - Yes
      - Overriding Considerations must be adopted
      - Proceed with project
    - No
      - Proceed with project
- No
  - Proceed with project

Stockton Local Ordinance

Applies to locally designated landmarks, structure of merit, or historic preservation district

Application to Community Development Department for Certificate of Appropriateness

Assess compliance with findings and purpose of Cultural Preservation code

Assess compliance with protection and preservation of landmarks or historic preservation districts

- Yes
  - Approval by Cultural Heritage Board and Community Development Director
  - Issue Certificate of Appropriateness
- No
  - Appeal to Planning Commission
    - Appeal to City Council
      - No project
      - Issue Certificate of Appropriateness