NPS Form 10-900
(Oct.1990)

draft

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name: Commercial Row / Brickelltown Historic District

other names/site number: None

2. Location

street & number See Attached Map ☐ not for publication N/A
city or town: Truckee ☐ vicinity N/A

state: California code: CA county: Nevada code: 057 zip code: 96161

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☐ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title Date

California Office of Historic Preservation
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is: Signature of the Keeper Date of Action

- ☐ entered in the National Register
  - ☐ See continuation sheet.
- ☐ determined eligible for the National Register
  - ☐ See continuation sheet.
- ☐ determined not eligible for the National Register
- ☐ removed from the National Register
- ☐ other (explain): _____

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☒ private
- ☒ public-local
- ☐ public-State
- ☐ public-Federal

Category of Property
(Check only one box)

- ☐ building(s)
- ☒ district
- ☐ site
- ☐ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
32	15	buildings
0	0	sites
0	0	structures
0	0	objects
32	15	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

1

6. Function or Use

Historic Functions
(Enter categories from instructions)

DOMESTIC / single dwelling
DOMESTIC / multiple dwelling
DOMESTIC / hotel
COMMERCE / specialty store
COMMERCE / department store
COMMERCE / restaurant
COMMERCE / financial institution
COMMERCE / business

See Continuation Sheet – Section 6

Current Functions
(Enter categories from instructions)

DOMESTIC / single dwelling
DOMESTIC / multiple dwelling
DOMESTIC / hotel
COMMERCE / professional
COMMERCE / business
COMMERCE / specialty store
COMMERCE / department store
COMMERCE / restaurant

See Continuation Sheet – Section 6

7. Description

Architectural Classification
(Enter categories from instructions)

See Continuation Sheet

Materials
(Enter categories from instructions)

foundation BRICK; CONCRETE; EARTH; STONE: granite, basalt
roof ASPHALT; ASPHALT: composition shingle; WOOD: shingle
walls BRICK; WOOD: weatherboard, plywood, shingle, log; STUCCO
other WOOD; BRICK; STUCCO;

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.) *See Continuation Sheet*

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ B Property is associated with the lives of persons significant in our past.

☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations
(Mark "X" in all the boxes that apply.)

Property is:

☐ A owned by a religious institution or used for religious purposes.

☐ B removed from its original location.

☐ C a birthplace or a grave.

☐ D a cemetery.

☐ E a reconstructed building, object, or structure.

☐ F a commemorative property.

☐ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

Architecture
Community Planning and Development
Transportation

Period of Significance

1870-1930

Significant Dates

Significant Person
(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Not Known

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.) *See Continuation Sheet –*

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.) *See Continuation Sheet –*

Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67) has been requested.
☒ previously listed in the National Register (Kruger House, 10292 Donner Pass Rd)
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey # _____
☐ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

☒ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☒ Local government
☐ University
☒ Other

Name of repository: Truckee- Donner Historical Society; Town of Truckee Community Development Dept.

10. Geographical Data

Acreage of Property 10.0 acres

UTM References
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1				3			
2				4			

☐ See continuation sheet.

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.) *See Continuation Sheet*

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.) *See Continuation Sheet*

11. Form Prepared By

name/title Duane Hall, town Planner

organization Truckee Community Development Department date May 20, 2008; revised May 20, 2009

street & number 10183 Truckee Airport Road telephone 530-582-7820

city or town Truckee state CA zip code 96161

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

Name See Attached

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.0. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503

Architectural Classification (Continued)
(Enter categories from instructions)

Late 19th and Early 20th Century American Movements, Brick Block/Utilitarian Commercial
Late 19th and Early 20th Century American Movements, Bungalow / Craftsman
Late 19th and Early 20th Century American Movements, Other: National Folk Style, Gable-Front
Late 19th and Early 20th Century American Movements, Other: Railroad Depot
Late 19th and Early 20th Century Revivals, Mission / Spanish Colonial Revival
Late Victorian, Queen Anne
Late Victorian, Italianate

Narrative Description
(Describe the historic and current condition of the property)

The Commercial Row / Brickelltown Historic District lies in the center of Truckee along the Union Pacific Railroad and encompasses the first commercial and residential built areas of Truckee. Because of numerous fires throughout the first 50 years of the town's history, the construction dates of the contributing buildings in the District range from 1870 to the late 1920s, with a variety of prominent architectural types including mostly Brick Block/Utilitarian Commercial styles, but also Italianate, National Folk (primarily vernacular Greek Revival), Queen Anne, and Craftsman. Of the 48 buildings in the District, 32 are contributing and one building, the Kruger-White House, was previously listed in the National Register.

Constructed primarily in vernacular adaptations of more formal architectural styles, the variety in building heights, flat roofs, upper story window patterns, and canopies contribute to the character of Commercial Row, which is also derived from the many similarities among the buildings of materials, details, and scale, while also being constructed with accents of individual designs. The brick or stone masonry was an architectural response to the many fires that took place in Truckee including the disastrous fires of 1868 and 1913. The character of the residential Brickelltown, except for a few examples, is derived from the stepping stone alignment of its wood frame residences with steeply-pitched front gable roofs, a local response to the heavy winter snowloads, and the front or wrap-around porches which provide relief from both sun and snow. Although Brickelltown is slowly converting into a mixed commercial use area, the buildings retain their past characteristics as homes in Truckee's first residential neighborhood.

The District illustrates the community's relationship with the railroad and the evolution of its planning, development, and architecture between 1870 and 1930. Although many of the contributing buildings lack individual distinction, they contribute to a significant and distinguishable body of historic architecture that is distinctive and illustrates the appearance of the community at the end of the period of significance in 1930. Also, situated in their original locations, these buildings retain strong integrity in regards to location, setting, feeling, and association with early Truckee during the period of significance.

The District follows an east-west orientation paralleling the railroad tracks which were first laid in 1868. The District is north of the railroad tracks, and most of the buildings in the District are located north of Donner Pass Road which also parallels the railroad. Nearly 70% of the buildings (33 out of 48) in the district were built between 1870 and 1930 and contribute to the integrity of the District. The integrity of the contributing buildings in regards to design, materials, and workmanship is high. Although many of the buildings lack individual distinction, they retain their original design and materials which contribute to a significant and distinguishable body of historic architecture that is distinctive to a western mountain railroad town.

The physical evidence and elements of these buildings and the relationships of the buildings to each other show the planning and development of the community during the period of significance. In their original locations, these buildings retain strong integrity in regards to location and setting which contribute to their integrity of feeling and association with the past history of the district. The layout of the District and the location of the contributing buildings have not changed since the period of significance and clearly show the relationship of the buildings to each other and to the railroad tracks. This creates a robust expression of the historic sense of Truckee as a western mountain railroad town during the period of significance.

The noncontributing buildings constructed after the period of historic significance do not substantially detract from the contributing buildings and the District's ability to convey its period of significance. Truckee has had historic design guidelines in place since the mid 1980s, and new buildings have been constructed to be congruous with historic buildings in the area. New buildings on Commercial Row continue the pattern, design, and materials of the contributing buildings: wall-to-wall facades to connect with adjacent buildings, flat roofs with square or rectangular facades, and brick masonry. New buildings in Brickelltown have been built to be compatible with the scale of adjacent buildings with similar gabled roof designs. Also, the potential for new modern buildings in the district is minimal: there is only one vacant parcel in the district.

In an effort toward consistency in the description of architectural styles, and for ready reference, the residential architectural styles noted in these descriptions were derived from *A Field Guide to American Houses* (McAlester & McAlester 1984). Descriptions of commercial architectural styles were derived from *California Architecture* (Woodbridge 1988), but primarily from the *Historic Architectural Survey Report Riverside County Interstate Route 215 Improvement Project* (Starzak 1997), from which the architectural style "Brick Block/Utilitarian" was derived. The style is described as: masonry in construction and utilitarian in design, basically a brick block with bays, In the 1870s and 1880s, windows featured arched or projecting windowheads in a simplified vernacular Italianate style. Brick cornices were often supported by corbelling, and ornamented by a series of brackets. Two and three story buildings often had a flat porch roof that extended beyond the boardwalk to provide full shelter from the elements for the first story, and a veranda for a second. By the 1910s and 1920s, the style was defined as typically having a flat roof, shallow stepped parapets, shallow lintels, and slightly extended sills. The uniform arrangement of the windows and the stepped parapets gave the structures an orderly appearance and reflected the concern at the time for restrained dignity in the landscape. These types of buildings are more significant for their historical associations than for what remains of their architectural integrity.

Detailed descriptions of the 48 elements in the district follow. All locations are shown on the accompanying detailed map of the Commercial Row / Brickelltown Historic District. The references at the end of the description are to the Truckee Historical Resources and Architectural Inventory (HRAI) Survey, completed in 2003, and on file in the Truckee Community Development Department and with the California Office of Historic Preservation.

1. 10142 Jibboom Street (APN 19-102-04)
Contributory Building (1875)

The **Truckee Jail** is a two story masonry building constructed as a jail in 1875 in a basic Brick Block/Utilitarian style., The building has a rubblestone first floor, a brick second story, and a tall, square, interior, brick chimney near the center of the east elevation. The roof has a moderate pitch, with a hipped roof covered in wood shingles. A small, cross-gable pediment is centered on the south roof pitch. The south elevation is largely obscured by the contemporary shed-roofed entry area with board-and-batten siding. The entry wraps around to the west where it encloses stairs to the second level. The building was originally only one story high, but the jail's condition was declining by 1900 and the town received money for improvements which were apparently completed in 1908 (Historic Preservation Steering Committee 2002). The jail was converted to a museum for the community between 1974 and 1976 when it underwent restoration and partial renovation. The shed-roofed entry area was likely built and the roof partially reconstructed during the restoration phase in the 1970s. The building was continuously utilized as the community jail from 1875 to 1964. It is one of the few buildings to survive early Truckee fires. Notorious occupants included infamous criminals Baby Face Nelson and Juanita "Ma" Spinelli. The building is currently in good condition and is used as a museum by the Truckee-Donner Historical Society. (Reference: HRAI Survey Resource #28)

2. 10292 Donner Pass Road (APN 19-080-30)
Contributory Building (1873); Listed in the National Register in 1982.

The **Kruger-White House** was constructed in 1873 and is a two story, Italianate gable-front-and-wing with a front-facing L-plan. The wood frame building has a concrete foundation and is clad with coursed wood shingles. Eaves are wide with enclosed rafters and have decorative Italianate brackets. One brick chimney is centered on the ridge line of the eastern wing. The primary elevation (south) has a full width, fully enclosed porch that wraps around the east side of the south wing and continues across the south elevation of the eastern wing. The porch is raised above street level and entered by two side flights of stairs – one east and one west – that converge, slightly offset to the east, along the porch entrance. A large, rectangular, detached carriage-house/garage with Craftsman detail is northeast of the house. This building is oriented lengthwise east-west and has a clipped side-gable roof. Cladding is wood shingle with three unusual clipped front-gable roofs with arched fascia and angle braces over the three entrance bays. Restoration and renovation work occurred in 1977-1980 with work consisting of new shingles, new front step orientation, new

doorway, deck, and handicap access. The building was originally a residence for owners and managers of the nearby lumber mill, but it is now used for commercial retail and office uses. The building was listed in the National Register of Historic Places in 1982. (Reference: HRAI Survey Resource #36)

3. 10280 Donner Pass Road (APN 19-080-29)
Contributory Building (c. 1906-1907)

This two story building was constructed in 1906 in a vernacular Colonial Revival style. The building has a rough stucco finish covering the mass of the building, wood accents, rectangular shingles on the gable rake, and an entry door that is covered by a gabled roof. In addition, there is an arched window with three segments centered in the gabled rake. The building was remodeled in the 1930s to 1940s with the addition of the stucco finish and entryway. Originally constructed for use as a Health Care/Hospital, it was soon there after converted to a single family residence and is currently used for commercial retail and office uses. (Reference: HRAI Survey Resource #37)

4. 10270 Donner Pass Road (APN 19-080-28)
Contributory Building (c. 1880)

The building was constructed around 1880 In the National Folk, gable-front architectural style, a vernacular adaptation of the Greek Revival style. This building consists of two stories, vernacular materials, gable-front, and a composition shingle roof that is enhanced with decorative trusses. The front of the building is flanked by multiple 15 pane, fixed, replacement windows. On all elevations of the home the windows are a mix of historic (but not original) windows. The building has gone through alterations that changed its original form and character, but the building still retains fair integrity of design, materials, location, workmanship, and feeling of the period of significance. (Reference: HRAI Survey Resource #38, McAlester & McAlester 1984)

5. 10260 Donner Pass Road (APN 19-080-27)
Contributory Building (c. 1885)

This is a National Folk gable-front and wing style two story building, constructed around 1885. The building is a front-gable-and-wing, front facing on an L-plan. The roof is steeply pitched with narrow, boxed eaves. On the building there is a horizontal wood shiplap in the gable peak. There is a full-width porch along the south elevation on both wings. Many of the windows are a modern style in historic cutouts. The building was originally one-story and had a full-width porch on the east, south, and west elevations. Alterations were done on the building prior to 1980 adding a bottom story and removing the porch. The building is in fair condition and retains enough essential characteristics (e.g., basic form and mass configuration, much of original fenestration pattern) necessary to convey its association with the District's period of significance. (Reference: HRAI Survey Resource #39, McAleser & McAlester 1984)

6. 10250 Donner Pass Road (APN 19-080-26)
Non-Contributory Building (2005)

This building is a modern commercial office / retail building constructed in 2005, outside of the period of significance. It was, however, designed to be sympathetic to the prevailing architectural styles of its neighbors.

7. 10246 Donner Pass Road (APN 19-080-26)
Non-Contributory Building (2005)

This building is a modern commercial office / retail building constructed in 2005, outside of the period of significance.

8. 10232 Donner Pass Road (APN 19-080-25)
Non-Contributory Building (2005)

This building is a modern commercial office / retail building constructed in 2005, outside of the period of significance.

9. 10236 Donner Pass Road (APN 19-080-25)
Contributory Building (c. 1885)

The building was constructed around 1885 in the National Folk, front-gable style, a vernacular adaptation of the Greek Revival architectural style. It is a long, narrow rectangular building with a front gable. The building has a steep pitched roof with narrow eave, enclosed rafters on the gable end, and a porch. The porch is a dropped shed roof porch that wraps around to the west elevation and is partially enclosed. Fenestration patterns (windows and doors) are found on much of the original mass of the building. Alterations are minor and include aluminum siding (which may cover the original cladding), metal frame windows, partial enclosure of the porch, and the addition of a porch at the rear. (Reference: HRAI Survey Resource #40, McAlester & McAlester 1984)

10. 10230 Donner Pass Road (APN 19-080-24)
Contributory Building (c. 1885)

The **Campbell House** is a restored National Folk, front-gable residence with Queen Anne architectural elements. It was built around 1885. with a rear addition dating from around 1895. The 1½ story building has a raised, contemporary, concrete foundation, skirted with coursed wood shingles and forming a basement and garage area. Exterior cladding is wood shiplap with corner boards. The roof is a steep, gabled cross-wing with moderate eaves that are boxed. Two dormers are present, a shed roof dormer on the west slope and gabled dormer on the north slope of the eastern wing. The primary elevation faces south and is dominated by a full-width front porch which

is enclosed with full-light windows atop a cutwork balustrade with elongated heart and diamond patterns. Alterations after 1935 have added the concrete foundation and half-story and enclosed the front porch. (Reference: HRAI Survey Resource #41, McAlester & McAlester 1984)

11. 10214 Donner Pass Road (APN 19-090-07)
Contributory Building (c. 1885)

This home was constructed around 1885 and exhibits the National Folk, front-gable, architectural style. It is a 1½ story, vernacular cottage with a simple rectangular plan and a front gable. The building is likely on a concrete pier and wood post foundation, which is presently skirted with coursed wood shingles. The wood-frame building is clad with horizontal, wood shiplap siding with end boards. The gable-front roof has a ribbed sheet metal cover. An historic, red brick chimney is centered on the ridgeline with an adjacent metal vent pipe. The roof has a moderate overhang with enclosed rafters, and both beveled and plain wide frieze boards. Alterations that occurred during the period of significance included enclosure of most of the front porch. Alterations outside the period of significance include replacement of windows and door with modern forms. (Reference: HRAI Survey Resource #43, McAlester & McAlester 1984)

12. 10200 Donner Pass Road (APN 19-090-08)
Contributory Building (c. 1880s)

The **Old U.S. Forest Service Office** was constructed in the 1880s. With architecture consistent with the National Folk, gable-front building style, this original residence exhibits a front-gable with rectangular plan and a steep pitched roof with a slight overhang, enclosed eaves, and narrow, plain frieze board. The building sets on a modern, concrete block foundation. The wood framing has composite shingle siding and plain end boards. The steep pitch gable roof is covered with ribbed sheet metal and has a slight overhang with enclosed eaves and a narrow, plain, frieze board. Alterations include metal frame windows, a rear addition with a shed roof, enclosure of the porch, and modern stairs. Though it was not originally constructed for the use of Forest Service (originally constructed for residential use), it was used starting in 1907 as a ranger station and continued for some time. Considering the Forest Service was formally organized in 1905, this building was one of the nation's first, government ranger stations. Currently the building is being use as commercial retail space. (Reference: HRAI Survey Resource #44, McAlester & McAlester 1984)

13. 10192 Donner Pass Road (APN 19-090-09)
Non-Contributory Building

This building is a modern commercial building constructed around 1970, outside of the period of significance.

14. 10186 Donner Pass Road (APN 19-090-10)
Contributory Building (c. 1922))

Built for the Rossarini family, and known as **Dr. Bernard's Office**, this building is a large, 1½ story, Craftsman residence constructed around 1922. It rests on a concrete and brick foundation with red brick piers, and the wood frame mass is clad with coursed, plain, wood shingles. The cross-gabled roof has a moderate pitch and ribbed sheet metal covering. There is an original, interior, brick chimney on the ridge line of the gable intersections. Wide, overhanging eaves have exposed rafters and a wide, beveled edge fascia board with birdsmouth rafter tails. The eaves on the gable end have large, square, braces with beveled ends. There is a separate garage to the rear and east of the main mass. An arched fascia board and Craftsman angle braces are detail elements. Alterations for conversion into a commercial use have been minor and include a new foundation and stairs. (Reference: HRAI Survey Resource #45; Truckee Donner Historical Society1994:52; Sanborn 1907, 1907-1933)

15. 10178 Donner Pass Road (APN 19-090-11)
Contributory Building (c. 1915)

The **Cottage Hotel** is a 2½ story, front-gable hotel with limited Craftsman style that was constructed c. 1915 for lodging. The foundation is concrete block, and the wood framed mass has stucco on the main mass with horizontal wood siding on the newer raised gable section at the center. Composition shingles cover the roof which has a moderate pitch, wide eaves with decorative braces, and exposed rafter tails that have birdsmouth notching. There are two brick chimneys (not original). A full-width porch on the primary (south) elevation has a shed roof and plain, wood support posts. The porch wraps around to cover one-half of the east elevation. The western quarter of the porch on the south elevation is partially enclosed with horizontal tongue-and-groove siding. Fenestration is mostly original although some replacement windows are present. The alteration resulting in the addition of the raised gable section occurred outside the period of significance. The building has been used as a multiple residence / boarding house / hotel since its initial construction. (Reference: HRAI Survey Resource #46)

16. 10164 Donner Pass Road (APN 19-090-12)
Non-Contributory Building (c. 1940s)

This building was a one story Art Moderne building which was remodeled in 2002 into a contemporary brick strip mall. The building was constructed in the 1940s or 1950s, outside of the period of significance. (Reference: HRAI Survey Resource #47)

17. 10156 Donner Pass Road (APN 19-090-13)
Contributory Building (c. 1928)

The building is a Brick Block/Utilitarian commercial building constructed around 1928. The flat roof with plain parapet, and the linear parallelogram plan exhibit key contributing characteristics to this building's historic design. The foundation is brick with a poured concrete front (south) porch. Walls are made of red brick with common bond and a header course. The primary mass roof is hidden behind a plain parapet with copper sheeting cap. An interior, red brick wall chimney is on the south end of the east elevation. A dropped shed roof over the first level has non-original square, brick pillar supports and ribbed sheet metal covering. The lower level has three spaced entrances. The central entrance is the main focus with surrounding display windows on both sides of it. Alterations have included historically inaccurate modifications to the front façade. The building has been used for commercial retail and office businesses since its initial construction including a post office and a bank. (Reference: HRAI Survey Resource #48)

18. 10022 Spring Street (APN 19-090-14)
Non-Contributory Building (1982)

This building is a modern telephone utility building constructed in 1982, outside of the period of significance.

19. 10130 Donner Pass Road (APN 19-090-15)
Contributory Building (c. 1915-1920)

Known as the **Telephone Office**, this commercial structure is a three story, Brick Block/Utilitarian building with two bays, constructed around 1915. There is very minimal decorative detail, largely of functional design. The building has a concrete foundation but no apparent basement. The roof is a very low sloping, built-up, shed type with asphalt covering. Most of the roof is obscured behind parapet walls although there is no parapet on the west elevation; the cornice extends slightly outward to create an overhang. Metal flashing is visible. A large, exterior, full height, tapered, brick chimney is located up the center of the west elevation. The walls have exterior brickwork and are probably load-bearing. The relatively soft, red fire brick is laid in a common bond with a header course every seventh course. The primary elevation faces south and has a simple, sawtooth pattern, brick cornice. The first level has a flush commercial bay occupying the west two-thirds of the elevation. An entry door and three-part commercial window occupy the remaining third of the front elevation. Minor alterations in the 1980's and 1990's added modern windows in historic openings and a small shed-roof enclosure at the rear elevation. The building was Truckee's first telephone office. (Reference: HRAI Survey Resource #1)

20. 10128 Donner Pass Road (APN 19-090-16)
Non-Contributory Building (1969)

This building is a modern commercial building constructed around 1969, outside of the period of significance.

21. 10122 Donner Pass Road (APN 19-090-17)
Non-Contributory Building (c. 1880)

Though constructed in 1880, this two-story, commercial brick building with Mission Revival architecture has undergone an extensive modern remodel. This recent remodeling has altered or covered the essential historic physical characteristics and materials that are necessary to convey an accurate sense of time, place, and association of the District's period of significance. (Reference: HRAI Survey Resource #2)

22. 10118 Donner Pass Road (APN 19-090-18)
Non-Contributory Building (1996)

This building is a modern commercial office / retail building constructed in 1996, outside of the period of significance.

23. 10112 Donner Pass Road (APN 19-090-19)
Non-Contributory Building (1928)

The **Sierra Tavern** is a four story commercial storefront with apartments in the upper floors which evidence obvious remodeling. The building was built around 1928 with substantial remodeling occurring in 1938. Based on historic photographs that may date from the late circa 1920s to early 1930s, the first building was radically different in appearance from its remodeled and current appearance. The original building was a three story, brick, commercial building with simple pediment roof, dentil blocks and windows on the upper two floors were one-over-one double-hung types (five windows on each floor). (Reference: HRAI Survey Resource #3)

24. 10110 Donner Pass Road (APN 19-090-20)
Contributory Building (c. 1915-1920)

Originally constructed in 1885, this building was substantially remodeled or rebuilt around 1915 after the fire of 1913. It is a single story, Brick Block/Utilitarian commercial building with two bays. It was constructed on a rectangular plan with minimal brick detailing. The historic characteristics of the building include; a shed roof with parapet walls, decorative string course of yellow brick above the commercial windows, and the commercial vernacular appearance of the building. The cornice is simple with corbelled constellations and a concrete cap over the entire cornice. The front wall

continues to adjoining historic buildings. Alterations include a western frontier style porch added to the building after the 1930s. (Reference: HRAI Survey Resource #4)

25. 10106 Donner Pass Road (APN 19-090-20)
Contributory Building (c. 1915-1920)

Constructed at the same time as the adjoining building to the west was remodeled or rebuilt, this building has many of the same characteristics as its neighbor. It is a single story, brick, commercial building built on a rectangular plan with minimal brick detailing. The roof is a built-up shed type behind parapet walls. The south (primary) elevation has a red-brick veneer laid in a running bond. Above the bay is yellow fire-brick detailing that adds visual texture to the building. Modern alterations include non-original brick below the windows with varnished wood above, a small concrete addition at the rear elevation, and a western frontier style porch. (Reference: HRAI Survey Resource #5)

26. 10104 Donner Pass Road (APN 19-090-21)
Contributory Building (c. 1913-1920)

This is a two story, Brick Block/Utilitarian commercial building constructed in 1923. It is built along the same popular rectangular plan on a concrete foundation as its neighboring buildings. Historical characteristics of the building are the built up shed roof, parapet walls with metal flashing, and a masonry chimney located near the south of the building. The top of the upper floor has a yellow-brick dentiled cornice that appears to be added at a later date during remodeling. Modern alterations include metal frame windows on the second floor and a small single-story addition at the rear elevation built in the 1990's. (Reference: HRAI Survey Resource #6)

27. 10100 Donner Pass Road (APN 19-090-22)
Non-Contributory Building (c. 1880s)

This building was constructed in 1885 and was substantially renovated around 1915 after the 1913 fire. The building is a two-story, brick commercial building with a taux Italianate façade which has substantially changed the building's original appearance. These façade alterations were done in the 1970s and cover the historic exterior façade and fabric of the building. (Reference: HRAI Survey Resource #7)

28. 10100 Donner Pass Road (APN 19-100-01)
Contributory Building (c. 1913-1915)

This is a two story, masonry Brick Block/Utilitarian commercial building with an early 20th century design. The brick walls are covered with a stucco veneer. The front of the building has a built-up shed roof behind parapet walls, with a large bay window flanked by commercial windows below.

Alterations that have occurred outside the period of significance include the stucco veneer, the elimination of the front entry (access to the building is through the neighboring building to the west), and non-historic tongue-and-groove veneer on the first floor. The building is in good condition and still retains in basic mass and shape providing continuity with the adjacent buildings. (Reference: HRAI Survey Resource #8)

29. 10098 Donner Pass Road (APN 19-100-01)
Contributory Building (c. 1898)

The building is a two story commercial, masonry building constructed in 1898 in the Brick Block/Utilitarian style with limited brick detailing. The brick work on the façade is probably not original but much of the other masonry work on the building is original. The Cornice area utilizes brick in three colors, laid in an irregular pattern. The façade is topped by a single projecting cornice or red brick. The building has a concrete foundation and a built-up shed roof behind parapet walls. The masonry construction on the south elevation has a yellow-brick veneer laid in a running band that is probably not original to the building. The commercial bay window is infilled with modern windows and wood infill. (Reference: HRAI Survey Resource #9)

30. 10096 Donner Pass Road (APN 19-100-01)
Non-Contributory Building (c. 1913-1915)

The building is a small, two story, commercial building built around 1915. It is of masonry (stone and brick) construction; however, the façade is modern with T-111 material. All visible materials date from the 1980s, and the historic façade and fabric are not visible. (Reference: HRAI Survey Resource #10)

31. 10092 Donner Pass Road (APN 19-100-02)
Contributory Building (c. 1913)

This is a one story, frontier Western False-Front commercial building constructed around 1915. It has a bay window on the front of the building that is not original. The wood surfaces have T-111 siding, and the exterior stucco cladding appear to be from the period of significance. Both ends of the façade feature cast iron fluted half-columns with Corinthian capitals. The cornice is very simple; projecting wood with wood scroll brackets, and metal flashing at the cornice. Except for the modern alterations of the bay window and T-111 siding, this building has changed little over the years and is in good condition. (Reference: HRAI Survey Resource #11)

32. 10088 Donner Pass Road (APN 19-100-03)
Non-Contributory Building (c. 1913)

The building is a one story masonry commercial building constructed around 1913; it has a non-historic "frontier" false-front façade added in the 1970s. This false-front covers the historic façade and fabric of the building. (Reference: HRAI Survey Resource #12)

33. 10084 Donner Pass Road (APN 19-100-04)
Non-Contributory Building (c. 1885)

The building is a one story, brick commercial building constructed around 1885. A modern façade of coursed wood shingles and timbers was added in the 1970s and covers the historic façade and fabric of the building. (Reference: HRAI Survey Resource #13)

34. 10080 Donner Pass Road (APN 19-100-05)
Contributory Building (c. 1885)

The building, erected on a rectangular plan around 1885, is in good condition and is a one story, Brick Block/Utilitarian commercial structure. It has a concrete foundation and a brick structural system. Part of the façade is framed brick block that surrounds full-light commercial windows. These are slightly recessed with horizontal wood paneling that extends above the windows. Decorative details include a central rowlock course with a diamond shape near each end on the upper third of the façade. The main door is slightly recessed but centered on the façade. The entrance is of modern construction consisting of an aluminum framed commercial door with full side light and light above the entrance and a shed porch roof. (Reference: HRAI Survey Resource #14)

35. 10076 Donner Pass Road (APN 19-100-06)
Contributory Building (c. 1885)

Constructed around 1885, this is a one story Brick Block/Utilitarian commercial building that is built on a rectangular plan much like its neighbors. Though its appearance is quite simple in architecture, it still retains many historic characteristics. The upper third of the façade appears to be stucco or concrete over brick. The central portion has a steep sloped, slightly projecting awning clad in coursed, square shingles. Below the awning are metal framed commercial windows. Below the windows are vertical wood planks with wood board caps. The façade has a gable-front overhang eave with no rafter that displays a fascia end board and wood shingles. Alterations were made to the primary façade in the 1970s, including a false front that covered the historic fabric of the upper façade. This false front was removed in 1998 exposing the stucco façade. (Reference: HRAI Survey Resource #15)

36. 10072 Donner Pass Road (APN 19-100-07)
Contributory Building (1870)

The **Capitol Building** is a large, two story, vernacular Italianate commercial building, the first and the oldest brick building in Truckee. The foundation is not apparent, but almost certainly is made of stone. The bearing walls are made of soft red brick (probably local), several courses thick (at least four). The brick is laid in a common bond with header courses every sixth course. The roof is a built-up shed type behind parapet walls and there are several modern metal vents visible on the roof interior. The sloped parapet walls are topped with metal flashing. The south elevation at street level is articulated into four relatively narrow bays by square iron half-columns with Doric capitals and applied ornament. Openings between these columns are topped by segmented brick arches. This is all original. The second floor has three identical openings for wood-framed windows. Decorative wood surrounds are affixed to the brickwork around the windows, including a continuous sill strip and bracketed, projecting hoods. The facade is topped by a projecting cornice with detail blocks and decorative bracketing. A triangular pediment atop the cornice has a sunburst design. The iron half-columns are embossed with, “COLUMBIA FOUNDRY COOPERATIVE S.F." Modern alterations include slight shortening of the second story windows with brick infill, and a new brick design on the upper portion which originally had castellations. The building is one of the best representative examples of the brick commercial architecture in Truckee from that period. (Reference: HRAI Survey Resource #16)

37. 10068 Donner Pass Road (APN 19-100-08)
Contributory Building (1871)

The **I.O.O.F. Building** is a two story, Brick Block commercial building erected in 1871. This is the second oldest brick building on Commercial Row. The foundation is not visible but likely of stone. The load-bearing walls are relatively soft brick laid in a common bond with a header course every sixth course. The roof is a built-up shed type behind parapet walls. The south (primary) elevation has a commercial bay to the east with three-part central window with flanking inset entries, and an interior stairwell entry to the second floor stairway at the west end. This area is wood-framed. The stairwell bay has a paneled door and wood infill. Modern alterations include the non-original yellow-brick veneer (c. 1950) on the street level, a red-brick stringer course marking the top of the street-level façade, and the stairwell bay. A recessed panel at the center of the upper facade reads: “I.O.O.F./ERECTED/A.D. 1871." The first floor of the building has been used for commercial businesses since its initial construction; the upstairs was used for meetings for the I.O.O.F. and the women’s Naomi Rebekah Lodge since its construction in 1871. The women’s lodge is the second established in California. The Masonic Lodge presently holds meetings in the building (TDHS 1997). (Reference: HRAI Survey Resource #17)

38. 10064 Donner Pass Road (APN 19-100-09)
Contributory Building (c. 1870-1885)

The **Rex Hotel Building** is a three story, Brick Block/Utilitarian building, originally constructed as a two story mass between 1870 and 1885 and renovated around 1915 after the 1913 fire. The architectural style and detail most closely associate with the 1915 renovation. There is obvious discontinuity in brickwork evident on the east elevation. This building and those adjacent to the east are structurally separate buildings, although they are visually joined by a common brick veneer on the south elevation, which postdates the original construction of both buildings. The Flemish bond pattern is emphasized by contrasting brick color used in the header bricks. Additional visual texture is obtained by using wire-cut brick in soldier and rowlock courses, as well as elsewhere for contrast. This building is topped by a simple projecting cornice of wire-cut brick, with additional such brick producing diamond and ribbon patterns. The third story was added with the 1915 renovation as it underwent a conversion into a hotel. A two story, rear, concrete block addition was built in the 1980s. The building has been used for commercial businesses since its initial construction. (Reference: HRAI Survey Resource #18)

39. 10060 Donner Pass Road (APN 19-100-10)
Contributory Building (c. 1920's)

The **"Squeeze In"** is a one story, Brick Block/Utilitarian commercial building constructed after 1915. It has two offset entrances (two units wide), presenting an asymmetrical appearance. This particular historic building has great decorative detail. The decorative detail consists of brick veneer in two colors with a Flemish bond pattern, wire cut brick in soldier, and rowlock courses and basket weave band. The east half of the south elevation has original fenestration patterns, materials, and forms. Bay windows have been restored but not to a quality that is found in the downtown Truckee area. There have been some modern alterations at the entrance level. (Reference: HRAI Survey Resource #19)

40. 10056 Donner Pass Road (APN 19-100-11)
Contributory Building (c. 1920s)

The building is a on-story, Brick Block/Utilitarian commercial building constructed after 1915. It has two slightly offset entries. Both of the doors in the front are three-quarter light over two panels in wood/metal, and both bays have fixed pane display windows framed in wood. The upper third of the building is white painted brick while the lower two thirds of the building is stucco and painted. Over each window is a canvas awning. There was some remodeling of the front façade in the 1930s or 1940s, outside of the period of significance, with modern awnings. (Reference: HRAI Survey Resource #20)

41. 10052 Donner Pass Road (APN 19-100-14)
Contributory Building (c. 1915)

The building is a one story, Brick Block/Utilitarian commercial building originally constructed in 1913 and reconstructed in 1915 after it was partially destroyed by the 1913 fire. The building has a replacement brick-veneer and simple cornices with brick details and brick veneer in Flemish bond on the primary façade. The front of the building has four entries in all, all of them retain their original form, but the doors and windows are wood-framed replacements. Extensive alterations were done in the 1930s and 1940s, outside the period of significance, including the block glass. At the rear of the building is a large masonry extension of modern construction built in the 1990s. (Reference: HRAI Survey Resource #21)

42. 10046 Donner Pass Road (APN 19-100-15)
Contributory Building (c. 1915)

The building reflects the vernacular Brick Block/Utilitarian architecture of most of its neighbors and is a single story, commercial building with a replacement brick-veneer on the primary façade. The roof is a shed roof with parapet walls following a rectangular plan with a more modern extension. The south facing building has several bays that are canted and surrounded by large commercial windows. There are four entries in all. All the entries retain their historical characteristics but doors and windows are wood framed replacements. Extensive alterations were made in the 1930s to 1940s, 1970s, and 1980s with most alterations reflecting the period of the early 1930s. It retains enough essential characteristics (e.g., basic form and mass configuration, materials) necessary to convey its association with the District's period of significance. (Reference: HRAI Survey Resource #22)

43. 10042 Donner Pass Road (APN 19-100-13)
Contributory Building (c. 1915-1920)

The **Bank of America Building** is a single story Brick Block/Utilitarian commercial building with Art Deco detailing. It was constructed sometime between 1915 and 1920, following the December 1913 fire which burned the Sherrit brothers hotel formerly at this location. The foundation is of concrete and the structural skeleton may also be concrete. Exterior walls are veneered with a dark red fire brick laid in a running bond. The roof is a low sloping shed type that is built-up and has parapet walls on the south and west elevations. The primary elevation faces south and the secondary elevation faces east. The south elevation is articulated into three bays by shallow, projecting brick pilasters. The street area within each bay appears to be largely non-original, but appropriate to the overall building form. Above each pilaster is a concrete medallion displaying an ornate Art Deco pattern. The facade is topped by a simple cornice of soldier-course bricks. The southeast corner of the building is clipped, and may have once been the primary entry that is now occupied by a two-light window. This corner has obvious vertical emphasis with brick pilasters and the stepped parapet

which features brickwork in a diagonal chevron pattern. The east elevation has six pilasters and most fenestration is original. Alterations include the closing of the original entry area at the southeast corner of the building. The building has been used for commercial businesses since its initial construction and was used by Bank of America until 1968 (TDHS 1997). (Reference: HRAI Survey Resource #23)

44. 10007 Bridge Street (APN 19-111-01)
Contributory Building (c. 1889)

The **Whitney Hotel/Truckee Hotel** is a four story, vernacular Italianate hotel building constructed c. 1889 with some reconstruction occurring around 1909 after a fire gutted the building. The wood-framed building has a modern concrete foundation and is clad with beveled tongue-and-groove siding, which is not original, but is appropriate for the building. The first floor level of the west (primary) elevation has a non-original, soft red brick veneer in a running bond with a continuous soldier course at the lintel level. The rear (east) wall is largely stucco. The roof is a shed type with a parapet wall is on the west elevation. Eaves are a mix of flush and shallow with plain diagonal braces. Near the center of the south elevation is an historic, interior, masonry chimney. The fenestration pattern is not entirely original and includes modern paneled wood doors with two large, vertical lights (beneath the transoms), multi-light commercial windows, and two-over-two, wood, double-hung units with brick window sills. A three story, wood-framed porch (a replica), strongly defines the west elevation although the upper level balustrade is now gone. Alterations have been minor and include brick veneer and modern windows on the ground elevation and minor changes to the porch. The building has been used for commercial businesses since its initial construction, mostly as a hotel and restaurant. (Reference: HRAI Survey Resource #98)

45. 9080 Donner Pass Road (APN 19-111-01)
Contributory Building (c. 1900)

This building is a small, gable-front building originally constructed as an ancillary structure for the Truckee Hotel. The building has a narrow, rectangular plan, is clad with horizontal, beveled tongue-and-groove siding, wood-framed, and has no apparent foundation. The simple front-gable roof has a steep pitch and is covered with contemporary standing seam ribbed sheet metal. The front façade has a contemporary flush wood door with stained glass window and a large, rectangular full-light commercial window. The west elevation has four historic one-over-one, double-hung windows and another entrance. The east elevation abuts an historic stone masonry firewall. (Reference: HRAI Survey Resource #99)

46. 10145 Donner Pass Road (APN 19-090-02)
Contributory Building (c. 1890)

This is a one story, railroad freight house constructed around 1890. It is built with a linear, rectangular plan (east-west) on a raised concrete foundation that is not original. The building is wood-framed with horizontal wood shiplap siding and wood corner boards. The roof is a low pitch side-gable with corrugated metal panels. The street elevation has a full-width, inset porch under the principal roof with a series of modern, projecting bay shop windows. The south elevation facing the railroad tracks displays only wood cladding. The building is in excellent condition and retains its basic mass and shape. It is the oldest remaining railroad building in Truckee. Minor alterations including modern windows and a front porch were added in the 1970s when the building was renovated into commercial retail space. (Reference: HRAI Survey Resource #130)

47. 10091 Donner Pass Road (APN 19-090-02)
Non-Contributory Building (c. 1940s – 1950s)

The building is a gasoline service station constructed in the 1940s or early 1950s. Although the building has been renovated to its appearance in the 1950s with a modern addition to the rear, it was constructed outside of the period of significance. (Reference: HRAI Survey Resource #131)

48. 10065 Donner Pass Road (APN 19-090-03)
Contributory Building (1900)

The **Truckee Passenger Depot,** designed by Southern Pacific Railroad architects, is a 1½ story, long, rectangular (east/west), depot constructed around 1900. It rests on a concrete foundation and the wood framed mass is clad with horizontal shiplap although vertical shiplap is under the porch. The exterior cladding is articulated into regular, symmetrical, squared sections by applied vertical boards across the shiplap. The moderate pitch roof is covered with wood shingles and has enclosed eaves; projecting pediments define the doorways. An extended hipped-roof porch surrounds the entire mass. Massive, square, incised posts (modern) support the porch area. The building has been maintained and rehabilitated in a manner consistent with its original appearance and is still used as a train passenger depot for Amtrak. The building is the focal point for California Historic Landmark No. 780-6 (First Transcontinental Railroad – Truckee), and has been used as a train depot for the railroad since its initial construction. (Reference: HRAI Survey Resource #132)

Narrative Statement of Significance

Summary

The Commercial Row / Brickelltown Historic District is eligible for listing in the National Register under Criterion A at a local level of significance for associations with the pattern of events that made an important contribution to the development of the community and the completion of the nation's first transcontinental railroad. The District is also eligible for listing in the National Register under Criterion C, for the significant number of commercial and residential buildings which represent the distinctive historic architectural styles and design, workmanship, and materials of the early eras of Truckee. Eligibility under Criteria A and C is reflected by the layout of the streets and buildings and the age and integrity of the contributing buildings which encompass the period of significance from 1870 to 1930. The District is distinctive in being an intact example of a western mountain town defined by the railroad. There are few historic western mountain railroad towns with extant railroads in California, with the nearest similar historic town in Colfax over 40 miles to the west.

The period of significance is 1870 to 1930. The oldest building in the District was constructed in 1870 and exhibits the development of the community after the disastrous fire of 1869. Fire continued to play a role in Truckee's development, with the last major fire in 1913 providing a catalyst for the last significant rebuilding of the District in the 1920s. When the Depression took hold in the 1930s, changes to Commercial Row and Brickelltown slowed to a crawl. Although a few new buildings were built after World War II, substantial changes did not take place until the 1970s. Also, around the 1930s, the dominance of the railroad in Truckee was coming to an end as the town became accessible to the rest of California and Nevada by automobile with the construction of the Lincoln Highway and Highway 40.

Historic Context

Early Settlement and Community Development

A history of the community of Truckee is marked by the arrival of Joseph Gray, who built a stage station near present-day downtown Truckee in l863. Gray was soon joined by a blacksmith named S. S. Coburn, and the fledgling settlement of Gray's Toll Station was renamed Coburn's Station. Coburn's Station grew from two structures into a thriving town which accommodated emigrants, stagecoach travelers and freight wagons in route westward to California's gold fields and eastward to the Comstock Lode in Nevada. In 1868 Coburn's Station burned. Soon after this fire the town was renamed Truckee by Central Pacific Railroad officials.

Coburn's Station was established in the same area that was soon to become Brickelltown. The evolution of the historic development of Brickelltown and Commercial Row (historic Front Street) is chronicled in period press and depicted on a series of historic maps dating from 1868 to 1932. Truckee's downtown legacy is also marked by its rich archaeological record, which has been enhanced by the casual trash disposal practices of the day and by the recurrent and catastrophic fires that plagued the town leaving layers of burned artifacts,

charcoal and ash. While more localized fires were fairly frequent occurrences, larger fires produced great quantities of debris and the burned refuse was not always removed but pushed aside and compacted to be built upon again. The commercial district burned in 1868 and three times in 1871. In 1873 a fire burned along Bridge and Church streets, being stopped before it crossed Front Street (modern-day Commercial Row). The entire Chinatown (north of the Truckee River) was burned in 1875. Fire broke out in 1878 and in 1881 another fire destroyed the whole of Commercial Row. The east half of Front Street's commercial district was again consumed by fire in 1882, followed by another fire in 1883. Another fire in 1913 forced the rebuilding of most structures along Commercial Row. Fires, however, did not change many of the buildings' historical commercial uses.

As a community at the crossroads over the Sierra, Truckee assumed a multi-cultural character and became infamous for its violent discrimination against the Chinese. Truckee also gained a reputation as a rough and tough lumber and railroad town, with its scores of brothels, saloons and sporting houses. Bootleg whiskey remained a prime source of community income throughout the era of prohibition and the hey-day of the red-light district lasted until World War II. The Truckee Jail, which forms the northern boundary of the Truckee Commercial Row/Brickelltown National Register District, housed famous criminals like Baby-Face Nelson and Juanita “Ma” Spinelli. Before the Truckee Jail was built in 1875, Constable Teeters used the basement of his home (located at the west end of Brickelltown) to intern Chinese who were either brought here on criminal charges or for their own protection.

Throughout the 19th and early 20th centuries, Truckee thrived on the related fields of lumbering, railroading, dairying, and the supplying of ice. By the 1920s the industrial economy and society of Truckee had largely disappeared, due in major part to the relocation of the central railroad switching yard to Roseville, the depletion of local timber supplies, and the introduction of artificial ice with the development of mechanical refrigeration. In order to replace the loss of its industrial base, the community began to develop into a recreation-based economy. Small resorts and hotels developed in the region as the transcontinental railroad and the Dutch Flat Donner Lake Wagon Road rendered Truckee accessible by the 1860s. Since the 1890s Truckee was host to winter carnivals. Tourism was further boosted by the designation of the Lincoln-Victory Highway through Truckee in 1913 and the subsequent completion of Old State Highway 40 over Donner Summit. Historic Truckee was unique among turn-of-the-century mountain communities, in that summer recreationists and winter-sports enthusiasts could easily reach the town in summer or winter via the nation’s first transcontinental railroad or first transcontinental highway. Relative ease of access also attracted the new motion picture industry to Truckee. The character of Truckee was gradually changing and tourism was fast providing a sounder economy. The 1960 Winter Olympics at nearby Squaw Valley ultimately secured Truckee's position as a center point for year-round recreation and the area became a focal point of early mountain residential development.

Transportation

Truckee came into being as a gateway between California and Nevada and it remains so today. The town occupies an intermountain valley in the heart of the Sierra Nevada and its strategic location along the

Truckee River and in proximity to Donner Pass formed an ideal geographic passageway for travelers. Early on Truckee was connected by trans-sierran travel to major locales in California and Nevada. The Emigrant Trail, the Dutch Flat Donner Lake Wagon Road, America's first transcontinental railroad, and America's first transcontinental highway (the Lincoln Highway-Victory Highway) all pass through Truckee's national register district.

Beginning in l84l overland emigrant travelers entered California on foot or with wagons, crossing the Sierra Nevada as their last major obstacle of the journey. The route up the Truckee River and out of Nevada, through downtown Truckee, up and over Donner Pass, and down into the Central Valley was first opened by the Stephens-Murphy-Townsend Party in l844. Hundreds of emigrant trains soon followed, the most notable being the ill-fated Donner Party. Their route has later become known as the Truckee Route of the Emigrant Trail.

In 1864 the Dutch Flat and Donner Lake Wagon Road was opened over Donner Pass and followed basically the same route through Truckee that the earliest emigrants had taken along Donner Pass Road. It formed the final link in a continuous freight and passenger road to the Comstock mines near Virginia City and aided in transporting supplies to points along the line of the transcontinental railroad. The completion of the railroad captured road travel across California and throughout the Truckee area. The Dutch Flat Donner Lake Wagon Road fell into disrepair and its usefulness as a transmontane thoroughfare ended. However, it remained an important artery of local transportation and the respective counties controlled the road until it was taken into the state highway system in l909, when it was rebuilt as an auto and truck road.

In 1913 the old wagon road was designated as a link in the Lincoln Highway, the nation's first transcontinental highway. This highway passed along modern-day Donner Pass Road and through Truckee's national register district. The Lincoln Highway concept was conceived by the Lincoln Highway Association, in concert with the fledgling auto industry and its support industries. The Lincoln Highway that officially opened in 1913 was a "highway" in name only. By modern standards, it began as a two-track road formed from disconnected township and county dirt roads, fence lines, and trails. In 1923 portions of the Lincoln Highway were redesignated as the Victory Highway, as a memorial to veterans of World War I. While the Lincoln Highway was the first transcontinental motorway to be developed and promoted, the Victory Highway was the first cross country road to be completed as a through route. Construction and aggressive promotion in the West was carried out in large part by the California State Automobile Association and the Victory Highway was officially completed in 1927. A promotional campaign to abandon its original grade north of Truckee and construct a new route eastward through Truckee town and down the Truckee River Canyon was headed by Charles B. White, a prominent Truckee businessmen who resided at the Kruger-White House in Brickelltown. White realized the tourism potential of automobile travel along a nationally recognized highway. The highway through Brickelltown and Commercial Row and down the Truckee River Canyon was completed in 1926, following the same route taken by the Stevens-Murphy-Townsend emigrant party in 1844. In 1928 the Lincoln Highway/Victory Highway was incorporated into the Federal Highway system and the route through Truckee was designated as U.S. Route 40.

In l852 the California legislature called upon the federal government to build a railroad to the Pacific and by l853 Congress had instructed the U.S. Army to survey feasible routes for a railroad. Theodore D. Judah made his first examination of a potential route for the railroad via Donner Pass and through Truckee in the fall of l860 and found it to be the most favorable. By l862 the Pacific Railroad Bill was passed, specifying that the Central Pacific Railroad Company (comprised of Leland Stanford, Charles Crocker, Mark Hopkins, and Collis P. Huntington) be chosen to build the rails east. The “Big Four” were to dominate most of the politics and commerce of California for the next three decades. The company was granted a strip of land on both sides of the right-of-way and one square mile of land for each mile of railroad completed, to be awarded in a checkerboard pattern on alternating sides of the track. The company could then sell this land to raise more money, which it proceeded to do for its Truckee holdings. The first rail was laid at Sacramento on October 27, l863. Construction moved ahead in l864 through 1866. Up to l5,000 Chinese were employed to meet the inadequate labor supply. Heavy snow and tunneling through granite rock near Donner Pass presented major obstacles. By the summer of l867 the railroad was still not completed between Cisco and Truckee and a second phase of construction, east of the summit, was worked simultaneously with that at the summit and locomotives, rails, cars, and parts were hauled eastward over the Dutch Flat and Donner Lake Wagon Road. By May of l868 the railroad was built between Truckee and Reno but the line between Cisco and Truckee was not completed until June l5, l868. The entire transcontinental route was finished on May l0, l869, with the last rail joining the Central Pacific Railroad and the Union Pacific at Promontory, Utah.

With the completion of the transcontinental railroad, the focus of Truckee’s commercial activities shifted away from the back street behind Commercial Row, which was the initial artery of transportation through town (formerly the route of the Emigrant Trail, the Dutch Flat Donner Lake Wagon Road, Main Street and now Jibboom Street). By 1868 when buildings were erected after the major fire at Coburn's Station (Brickelltown), Commercial Row became the center of commerce, being renamed Front Street as it directly faced the railroad. The block contains many structures built before the turn of the century, including two of Truckee's oldest buildings, constructed in 1870 and 1871.

Truckee Chinatown

Thousands of Chinese, joined by the Irish and other ethnic groups, helped to build the transcontinental railroad. Afterwards, many Chinese laborers moved on to other railroad construction jobs or became entrepreneurs in restaurants and laundries. Some returned home to China, while others had their families join them in America. In Truckee, much Chinese labor was channeled into the wood industry. During the 1870s Chinese residents comprised over 1/3 of Truckee's population. Truckee had an especially large subpopulation of Chinese, the second-largest concentration of overseas Chinese in the West. The organization of Sisson, Wallace and Company (later known as Sisson, Crocker and Company) was a subsidiary of the Central Pacific Railroad and was established in l866 at Coburn's Station exclusively for the purpose of importing Chinese railroad workers. Their business was based out of their store along Front Street (Commercial Row).

Prior to 1875 the location of Truckee's first Chinatown is reported along Jibboom Street, near the Old Truckee Jail and within the triangular parcel of land behind Commercial Row. Chinatown was subsequently extended

farther to the north and west, closer to the hillside in the area now occupied by the Cottage Hotel and brick strip mall. This places Truckee's earliest Chinatown squarely within Truckee's national register district. Although Chinatown is not represented in the architecture of the District, it is documented in the archaeology. The Chinese remained in this location from 1867 through 1878. In 1878, and as justifiable measure to reduce a major fire hazard in downtown Truckee, Chinatown was deliberately torn down by Truckee's Euroamerican citizens. Truckee's Chinese were driven from one location to another until they were finally removed across the river in 1879. Truckee's anti-Chinese sentiments prompted periodic burnings of Chinatown. Employment by lumber, merchandising and other business interests engaged Overseas Chinese in direct competition with Euroamericans, especially during times of economic hardship. Truckee soon assumed a leadership role in the anti-Chinese movement in the West. A general boycott in l885-1886 of firms that continued to employ Chinese (such as Sisson, Crocker and Company) spelled the ultimate demise of the Chinese community of Truckee and most were expelled from town in 1886. By November of 1886, any remaining Chinese were formally evicted from Chinatown by landowner W. H. Kruger, who represented the interests of the Truckee Lumber Company.

Lumbering

Logging was first initiated in the Truckee area after the discovery of the Comstock Lode in l859. When production began to fall in the mines in l867, the lumbering business also began to suffer; however, a new market for lumber was found in the transcontinental railroad. It had been building toward Donner Pass since l864 and proved to greatly enhance the fortunes of sawmills along its path. As the rails reached the summit in l866-1867, a number of mills established operations in the Truckee Basin to supply the railroad with cordwood for fuel, lumber for construction and ties for the road bed. Truckee soon became one of the major lumbering centers, with at least 18 sawmills operating in the area during the late 19th century. After the completion of the railroad in l868-1869 lumber companies diversified and grew as new markets were opened to them.

The Truckee Lumber Company was a major lumber operator based out of Truckee. The company began as a partnership between E. J. Brickell and George Geisendorfer. In 1873 W. H. Kruger replaced Geisendorfer as an active partner. The firm harvested timber throughout the Truckee Basin and on Tahoe's northwest section along the elevated plateaus above the Truckee River. The Truckee Lumber Company operated at Truckee from 1867 through 1909, forming the economic base of Truckee town for nearly four decades. This was one of the earliest, most-successful, and longest-lived of all regional pioneer mill operations. The company was renowned for its innovative technology in moving timber from the woods to the saw mill. While most lumber companies supplied the narrower needs of the mines and railroads, the Truckee Lumber Company was unique in its diversification of a variety of markets along the railroad operating its sash, blind, door, box, and furniture factories at Truckee.

The Truckee Lumber Company sub-divided and built out much of the Brickelltown area during the 1870s. This section of town is Truckee's oldest neighborhood. Brickelltown got its name from E. J. Brickell, one of the town's early lumbermen and civic leaders and partner in the Truckee Lumber Company. Brickell and his many family members settled in this section of town following the fire in 1868 in what was then called

Coburn's Station. Buildings in Brickelltown are representative of the town's working class beginnings as a regional center for lumber and ice industries. Included in the neighborhood is the Kruger-White House, a historical architectural landmark built by W. H. Kruger in 1873. Kruger contributed significantly to the 19th century community development of Truckee as one of the town's leading commercial pioneers and his business success permitted the family to build this elegant home.

Ice

Lumbermen released from seasonal logging work usually found employment in Truckee's ice industry. The Sierra Nevada ice industry developed greatly after the completion of the railroad and the main center of the industry was located at Donner Pass and on tributaries of the Truckee River. Sierra ice was noted for its crystal purity and it was served in large hotels throughout the nation. In addition, it cooled the 140-degree temperatures deep in the shafts of the Comstock mines. Ice was also used to refrigerate California produce for rail shipment to the eastern markets. Competition from artificial ice gradually forced the closing of the ice ponds in the Truckee Basin in 1927. The Railroad Freight House, bounding Truckee's national register district on the south, was built in 1891 as a freight depot. Much lumber and ice was shipped from here and Truckee's necessary imported mainstays were received here.

Criterion A Eligibility

The development of the Truckee Commercial Row/Brickelltown Historic District is associated with important events in history. The relationship of the District to the nation's first transcontinental railroad is clearly evident in the nature, location and layout of the buildings, whereby the rail alignment became an anchor from which commercial and residential development boomed during the historic period of significance (1870-1930). The building of the transcontinental railroad had an immense impact on the region immediately adjacent to it, as well as on the areas that were served by it. The first train rolled into Truckee in l868 and the completion of the railroad in l869 gave rise to other developments in the transportation, lumbering, ice, agriculture, dairying, and the tourism industry, which were to become the essential economic bases of Truckee. The completion of the Transcontinental Railroad ended California's effective isolation from eastern markets and eastern goods and brought California into the U.S. economy in an unprecedented way.

The buildings along Commercial Row and Brickelltown located on the north side of Donner Pass Road and the rail passenger, freight and shipment buildings on the south side of the road follow an east-west orientation facing and paralleling the railroad tracks. Commercial buildings on Commercial Row served those who built and used the railroad throughout the historic period of significance -- first to the workers in the railroad, lumber and ice industries and later to the visitors and tourists who used the railroad to access the region's summer and winter recreational opportunities. The Brickelltown neighborhood housed the workers and owners of the lumber mills. The railroad separated this residential area from the lumber mills located south of the tracks. With the demise of the lumber industry in the early 20th century, Brickelltown remained a strong residential neighborhood.

The National Register District exemplifies the evolution of the planning and development of early Truckee. Fire was a constant threat and major fires in 1875, 1878, 1881, and 1883 led to the destruction of many buildings during this early period. The buildings in the District were constantly rebuilt after fires, especially during periods of strong economic growth. This is reflected by the varying ages of the buildings built in the District during the period of significance and the reconstruction of buildings in Commercial Row with brick, and not wood, in order to better withstand future fires. Despite the constant rebuilding, structures along Commercial Row and in Brickelltown remained tethered to the railroad.

Truckee started off quickly during the *Boomtown Years* of 1870 to 1890, with significant development first occurring directly north of the railroad tracks at the time the railroad neared completion in 1868. Commercial Row and Brickelltown were located in closest proximity to the railroad and, therefore, developed as the community's first commercial block and neighborhood, respectively. The layout of the town was further established after the fire of 1869 when the community was rebuilt. Commercial buildings developed in the area now known as Commercial Row with the earliest extant building (Capitol Building, #36) being completed in 1870. Realizing the danger of fire, business owners built in stone and brick, especially for the more important buildings such as the jail (#1), necessary to deal with the lawlessness of the boomtown. Due west of Commercial Row, lumber mill owners realized the value of building homes for mill workers and themselves, and Brickelltown became Truckee's first neighborhood. Although most of these buildings were constructed of wood, a number have survived, most notably the Kruger–White House (#2) built in 1873.

The demise of the lumber and ice industries by the early 20th century signaled a change in Truckee's course as a community. These years from 1890 to 1910 are locally known as the *Janus Years* whereby the settlement shifted from a lawless boomtown to a durable town. The importance of the railroad and its connection to the District is emphasized with the construction of the railroad freight house (#46) and passenger depot (#48), both of which still embody the physical characteristics of railroad buildings from the late 19th century. Also, a hospital (#3), doctor's office (#14), and forest ranger station (#12) were established in Brickelltown during this period.

By 1910 Truckee was valued as a gateway to summer and winter recreational opportunities in the region with easy access provided by the year-round railroad. These same qualities also attracted the new motion picture industry to Truckee. With such pursuits and plenty of people coming to Truckee, a resurgence of activity struck Commercial Row. To serve these visitors and town residents, many new buildings were built and many of the older buildings were remodeled. This was hastened by a destructive fire in 1913. Prominent examples of architecture representative of the *Gateway Years* (1910 to 1930) include the Sierra Tavern (#23), Bank of America (#43), and the Telephone Office (#19).

When the Depression took hold in the 1930s, changes to Commercial Row and Brickelltown slowed to a crawl. The influence of the highways, especially the completion of Interstate 80 in the 1960's, hastened development in Truckee away from the downtown area. Although a few new buildings were built after World War II, substantial changes did not take place until the 1970's when some buildings were remodeled

to boost their commercial worth. Historic preservation efforts took root in the early 1980's which curbed the demolition of historic buildings and softened the influence of new buildings in the 1990's and 2000's on the historic character of Commercial Row and Brickelltown.

Criterion C Eligibility

Nearly 70% of the buildings (33 out of 48) are contributing elements to the District and embody the architectural design, workmanship, and materials of the designated period of significance (1870-1930). They represent a significant and distinguishable body of historic architecture that is distinctive as a western mountain railroad town. Situated in their original locations, these buildings retain strong integrity in regards to location and setting which contribute to the integrity of feeling and association with the past history of the District as a mountain railroad town. Commercial Row exemplifies the vernacular brick block commercial architecture of the main commercial block in a western mountain railroad town with most of the buildings constructed of brick or stone with flat roofs. The brick or stone masonry was an architectural response to the many fires that took place in the commercial cores of these communities. The Truckee Hotel is a vernacular Italianate style and stands out from the other commercial buildings. The railroad buildings represent a style common to railroad-designed buildings from the period of significance. In Brickelltown the buildings retain their past characteristics as homes in a residential neighborhood and reflect the varying architectural styles, design, workmanship, and materials used in residential neighborhoods of the period of significance. Some of these styles include National Folk, Italianate, Queen Anne, and Craftsman. Most of the buildings are constructed of wood with gabled roofs and porches.

As discussed in the Narrative Description of this nomination form, the noncontributing buildings constructed after the period of historic significance do not substantially detract from the contributing buildings and the District's ability to represent its period of significance. Several of the non-contributing buildings were actually built during the period of historic significance, but non-historic facades have diminished their integrity. There is the opportunity for the District to be strengthened with rehabilitation and restoration of these historic non-contributing buildings. This can be done by removing the non-historic facades and exposing the historic fronts of these buildings to public view. Five buildings with rehabilitation and restoration work done in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties could become contributing elements, thereby increasing the number of contributing buildings to 38 out of 48 buildings (79%) in the district.

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Verbal Boundary Description

The boundaries of the district are indicated in the accompanying detailed map (scale 1" = 150').

Verbal Boundary Justification

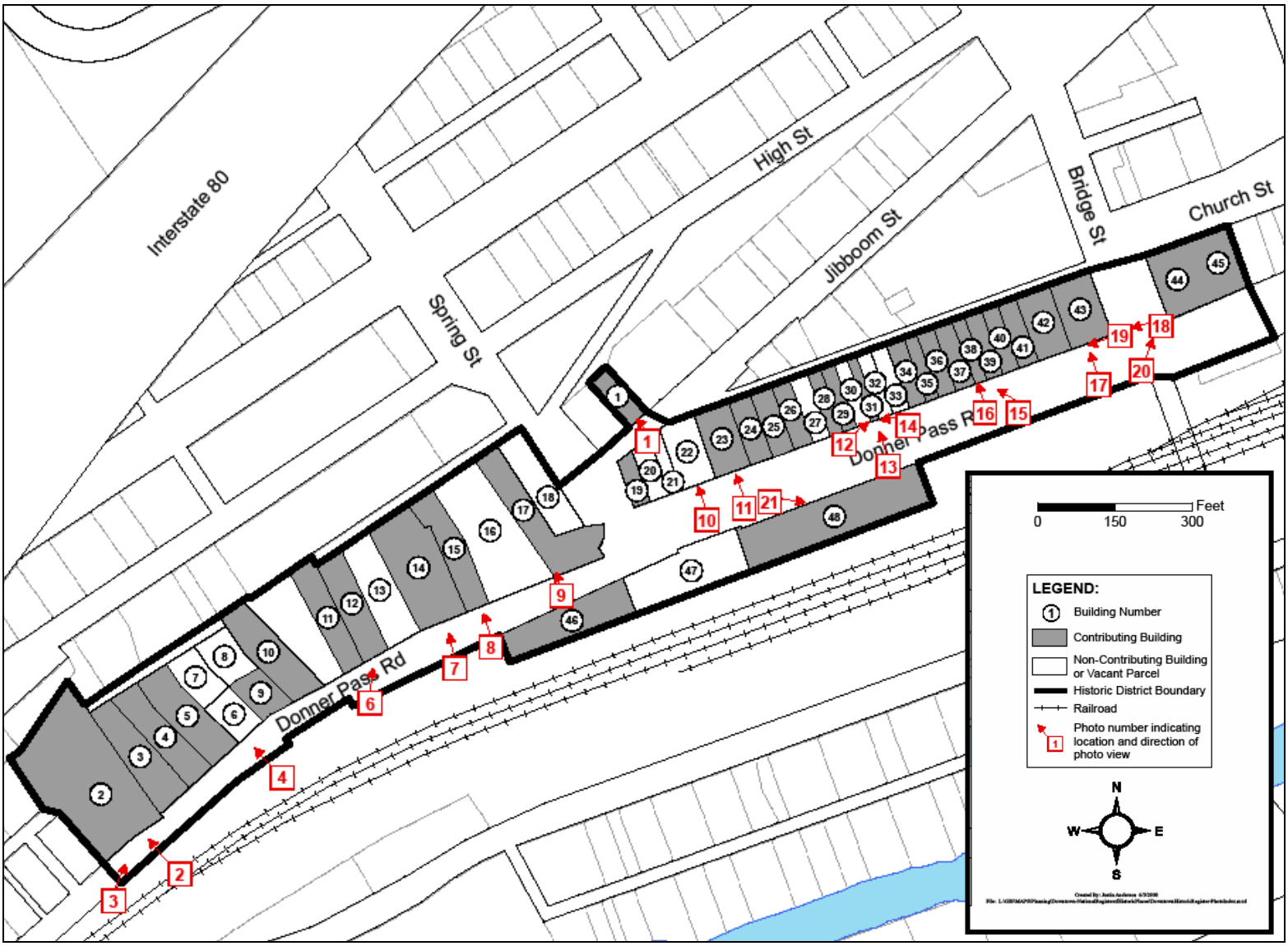
These boundaries were chosen because they include the existing contributing buildings constructed during Truckee's significant commercial and adjacent residential development between 1870 and 1930. The western portion of Brickelltown was excluded because of the intrusion of non-contributing buildings in this part of Brickelltown. The C.B. White House (#2), the only building in the district presently in the National Register, provides a strong anchor to the western end of the district. The Truckee Jail (#1) immediately north of Commercial Row was included because the jail was an important government function contributing to the early history of the community and the jail is built of brick that links it visually with the brick and stone buildings of Commercial Row. Although it is across the street from Commercial Row, the Truckee Hotel (#44) was included in the district because the building was, and still is, an important part of the commercial enterprises on Commercial Row and the four-story building provides a strong visual anchor to the eastern end of the district. The southern boundary of the district includes the two railroad-related buildings (#46 and #48) and an in-between building but excludes non-contributing buildings on both sides.

Photograph Log

All photographs taken by Duane Hall, Town of Truckee Town Planner.

Photo #01, photo taken on November 29, 2007, camera direction / view to northeast.
Photo #02, photo taken on November 29, 2007, camera direction / view to northwest.
Photo #03, photo taken on November 29, 2007, camera direction / view to northeast.
Photo #04, photo taken on May 30, 2008, camera direction / view to north.
Photo #05, photo taken on November 29, 2007, camera direction / view to north.
Photo #06, photo taken on May 30, 2008, camera direction / view to north.
Photo #07, photo taken on November 29, 2007, camera direction / view to north.
Photo #08, photo taken on November 29, 2007, camera direction / view to north.
Photo #09, photo taken on May 30, 2008, camera direction / view to north.
Photo #10, photo taken on May 30, 2008, camera direction / view to north.
Photo #11, photo taken on November 29, 2007, camera direction / view to north.
Photo #12, photo taken on November 29, 2007, camera direction / view to northeast.
Photo #13, photo taken on May 30, 2008, camera direction / view to north.
Photo #14, photo taken on November 29, 2007, camera direction / view to west.
Photo #15, photo taken on November 29, 2007, camera direction / view to northwest.
Photo #16, photo taken on November 29, 2007, camera direction / view to north.
Photo #17, photo taken on November 29, 2007, camera direction / view to north.
Photo #18, photo taken on November 29, 2007, camera direction / view to northwest.
Photo #19, photo taken on November 29, 2007, camera direction / view to west.
Photo #20, photo taken on November 29, 2007, camera direction / view to northeast.
Photo #21, photo taken on November 29, 2007, camera direction / view to southeast.

Photograph Key



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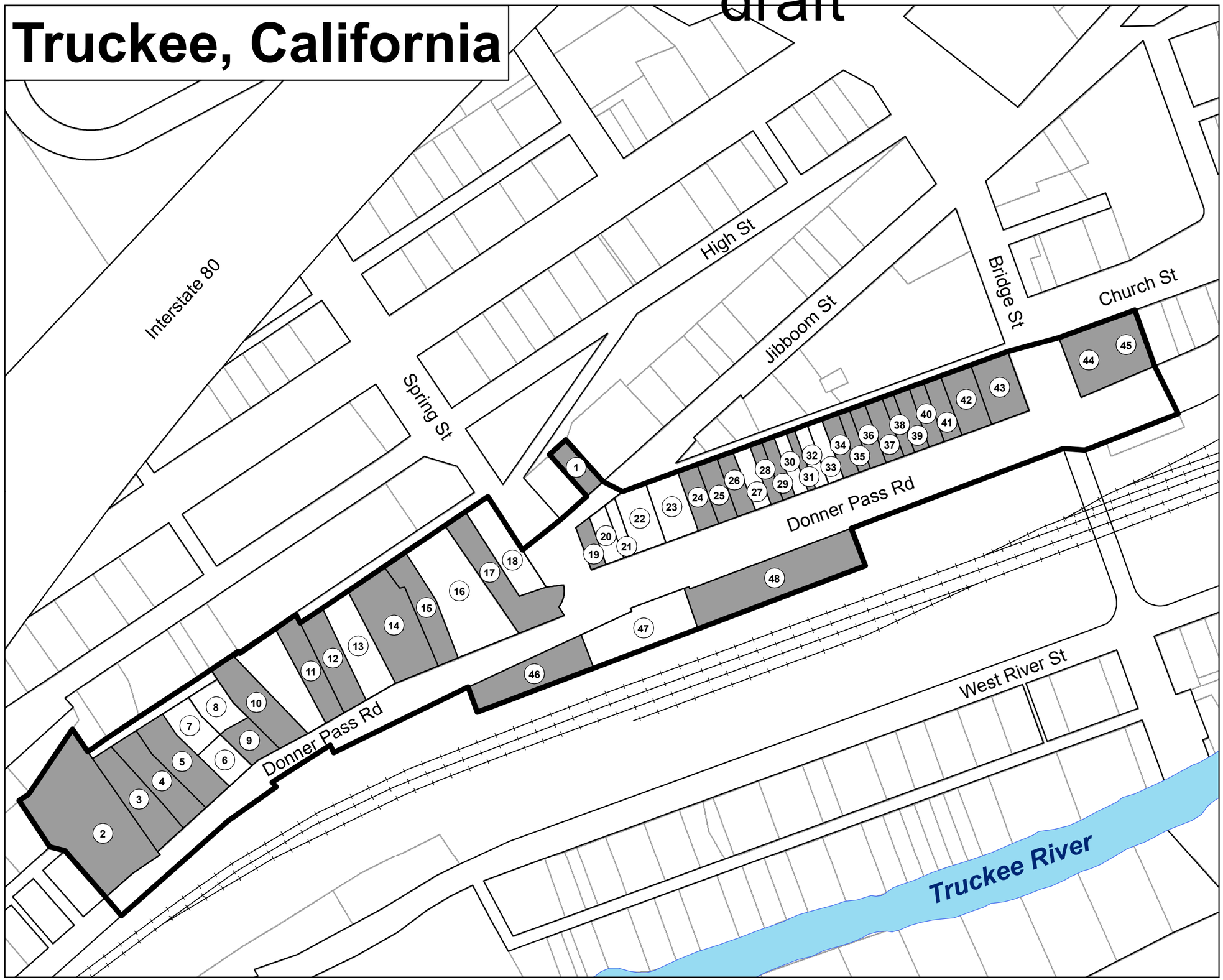
Truckee, California

Sketch Map

Proposed Commercial Row/ Brickelltown Historic District

National Register of Historic Places

April 2009



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LEGEND:

- (1) Building Number
- Contributing Building
- Non-Contributing Building or Vacant Parcel
- Historic District Boundary
- Railroad

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Created By: Justin Anderson 4/28/2009
File: M:\MAPS\Planning\Downtown-NationalRegisterofHistoricPlaces\DowntownHistoricRegister.mxd

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