



City of Woodland

Meeting Agenda - Final

Historic Preservation Commission

Historic Preservation
Commission
c/o Community
Development Department
300 First Street
Woodland, CA 95695
(530) 661-5820

Wednesday, November 18, 2015

6:00 PM

Council Chambers

A. Call to Order

B. Roll Call

C. Approval of Minutes

[16-211](#)

SUBJECT: Historic Preservation Commission Minutes

RECOMMENDATION: Staff recommends that the Historic Preservation Commission adopt the minutes of the Historic Preservation Commission meeting of October 21, 2015.

Attachments: [A - October 21, 2015 Meeting Minutes](#)

D. Secretary's Report

E. Public Comment

This is an opportunity for the public to speak to the Commission on any item other than those listed on this agenda. Speakers are requested to use the microphone in front of the Commission and begin by stating their name, whether they reside in Woodland and the name of the organization they represent if any. In the event comments are related to an item scheduled on the agenda, speakers may be required to wait to make their comments until that item is considered.

F. Communications

This is an opportunity for Commission Members and Staff to make comments and announcements, to express concerns, or to request Commission's consideration of any items a Commission member would like to have discussed at a future Commission meeting.

G. Presentations

H. New Business

I. Old Business

[16-201](#)

SUBJECT: Historical Resource Study of 1001 and 1017 Main Street, Woodland

DATE: November 18, 2015

RECOMMENDATION:

Staff recommends that the Historical Preservation Commission (HPC) review the Historical Resource Study of 1001 and 1017 Main Street. Planning Staff will take questions regarding the study at the November 18th meeting and will review any specific modifications to the study proposed by the Commission with the historic resource consultant to determine if changes to the study are needed.

Attachments: [1 - Historical Resource Analysis Study](#)

[16-200](#)

SUBJECT: Appointment of Members to the Historical Preservation Commission Subcommittee

DATE: November 18, 2015

RECOMMENDATION:

Staff recommends that the Chairman of the Historical Preservation Commission (HPC) appoint one to two members of the commission to serve on the HPC Subcommittee created at its last meeting, on October 21, 2015, to develop the HPC 2015/2016 Work Program and Provide Recommendations to the full commission on the potential reallocation of HPC funds.

Attachments: [1 - Sample Work Program](#)

J. Adjournment



Legislation Details (With Text)

File #: 16-211 **Version:** 1 **Name:**
Type: Minutes **Status:** Agenda Ready
File created: 11/4/2015 **In control:** Historic Preservation Commission
On agenda: 11/18/2015 **Final action:**
Title: SUBJECT: Historic Preservation Commission Minutes

RECOMMENDATION: Staff recommends that the Historic Preservation Commission adopt the minutes of the Historic Preservation Commission meeting of October 21, 2015.

Sponsors:

Indexes:

Code sections:

Attachments: [A - October 21, 2015 Meeting Minutes](#)

Date	Ver.	Action By	Action	Result
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Historic Preservation Commission Minutes

TO: Members of the Woodland Historic Preservation Commission

DATE: November 18, 2015

SUBJECT: Historic Preservation Commission Minutes

RECOMMENDATION: Staff recommends that the Historic Preservation Commission adopt the minutes of the Historic Preservation Commission meeting of October 21, 2015.

STAFF CONTACT: Debbie Flemmer, Administrative Clerk, Community Development Department

ATTACHMENTS:

Attachment A - October 21, 2015 Meeting Minutes



City of Woodland

Meeting Minutes - Draft Historic Preservation Commission

Historic Preservation
Commission
c/o Community
Development Department
300 First Street
Woodland, CA 95695
(530) 661-5820

Wednesday, October 21, 2015

6:00 PM

Council Chambers

A. Call to Order

Meeting was call to order at 6:00 pm

Staff Present:

Erika Bumgardner, Senior Planner

B. Roll Call

Present 3:

Chairman Christine Casey, Vice Chairman Cheryl Brookshear and Commissioner Mark Aulman

Absent 2:

Commissioner Tabatha Chavez and Commissioner Robert Folker

C. Approval of Minutes

[16-137](#)

SUBJECT: Historic Preservation Commission Minutes

RECOMMENDATION: Staff recommends that the Historic Preservation Commission adopt the minutes of the Historic Preservation Commission meeting of August 19, 2015.

Attachments: [A - August 19, 2015 Meeting Minutes](#)

A motion was made by Commissioner Aulman and seconded by Vice Chairman Brookshear to approve the minutes of August 19, 2015. The vote was carried by the following votes:

Ayes: Chairman Casey, Vice Chairman Brookshear and Commissioner Aulman

D. Secretary's Report

Erika Bumgardner provided comments.

E. Public Comment

No public comments received.

F. Communications

G. Presentations

H. New Business

[16-166](#)

SUBJECT: Appointment of a Historical Preservation Commission Subcommittee

DATE: October 21, 2015

RECOMMENDATION:

Staff recommends the appointment of a Historical Preservation Commission (HPC) Subcommittee to develop the HPC 2015/2016 Work Program and Provide Recommendations to the full commission on the potential reallocation of HPC funds.

Attachments: [1 - Sample Work Program](#)

A motion was made by Commissioner Aulman and seconded by Vice Chairman Casey to approve the recommendation to create a Historical Preservation Commission (HPC) Subcommittee. The motion was carried by the following votes: Ayes: Chairman Casey, Vice Chairman Brookshear and Commissioner Aulman

Members of the HPC Subcommittee to be appointed next meeting.

I. Old Business

[16-171](#)

TO: Members of the Woodland Historical Preservation Commission

FROM: Erika Bumgardner, AICP, Senior Planner

SUBJECT: Survey of Post-World War II Housing Tracts in Woodland

DATE: October 21, 2015

RECOMMENDATION:

The Historical Preservation Commission is asked to review and take action to approve the Survey of Post-World War II Housing Tracts in Woodland student thesis project (Attachment 1), and direct the project ad hoc subcommittee to proceed with the project and take the necessary steps to select prospective students to undertake this survey effort.

A detailed description of the draft project proposal will be presented to the commission at its meeting on October 21st for review and consideration.

Attachments: [1- Draft Project Proposal](#)

Vice Chairman Brookshear made a motion to accept the proposal as amended to

remove the last sentence of the third paragraph regarding a project stipend, seconded by Commissioner Aulman. The motion was carried by the following votes: Ayes: Chairman Casey, Vice Chairman Brookshear and Commissioner Aulman

Commissioner Aulman motioned to approve the Committee to use the proposal to solicit educational institutions and outside sources of funding for the project; seconded by Vice Chairman Brookshear. The motion was carried by the following votes: Ayes: Chairman Casey, Vice Chairman Brookshear and Commissioner Aulman

J. Adjournment

Meeting was adjourned at 6:30 pm



Legislation Details (With Text)

File #: 16-201 Version: 1 Name:
Type: Staff Report Status: Agenda Ready
File created: 10/30/2015 In control: Historic Preservation Commission
On agenda: 11/18/2015 Final action:
Title: SUBJECT: Historical Resource Study of 1001 and 1017 Main Street, Woodland

DATE: November 18, 2015

RECOMMENDATION:

Staff recommends that the Historical Preservation Commission (HPC) review the Historical Resource Study of 1001 and 1017 Main Street. Planning Staff will take questions regarding the study at the November 18th meeting and will review any specific modifications to the study proposed by the Commission with the historic resource consultant to determine if changes to the study are needed.

Sponsors:

Indexes:

Code sections:

Attachments: [1 - Historical Resource Analysis Study](#)

Date	Ver.	Action By	Action	Result
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City of Woodland

MEMORANDUM

TO: Members of the Woodland Historical Preservation Commission
FROM: Erika Bumgardner, AICP, Senior Planner
SUBJECT: Historical Resource Study of 1001 and 1017 Main Street, Woodland
DATE: November 18, 2015

RECOMMENDATION:

Staff recommends that the Historical Preservation Commission (HPC) review the Historical Resource Study of 1001 and 1017 Main Street. Planning Staff will take questions regarding the study at the November 18th meeting and will review any specific modifications to the study proposed by the Commission with the historic

resource consultant to determine if changes to the study are needed.

PROJECT DESCRIPTION:

The attached Historical Resource Study was completed in September 2015 for 1001 Main Street (“Freeman Park”) and 1017 Main Street (“Woodland Toy Library”). The city retained the services of Historic Resources Associates to perform the attached analysis. The analysis was completed to determine the potential historic significance of each property as part of the initial “due diligence” phase of investigation and planning associated with the proposed mixed-use, five-story hotel building which would occupy the parcel currently occupied by the Woodland Toy Library and a small portion of Freeman Park. The proposed hotel would abut Freeman Park, filling the existing driveway and parking area currently used to access the park via Main Street. The Budget Inn to the east will be demolished as part of the proposed hotel project and the site will be incorporated into the larger redevelopment project.

Chapter 12A of the City’s Municipal Code provides guidance pertaining to historical landmarks, districts and resources, including procedures for the demolition of buildings which are designated historical landmarks (Article IV) as well as those with no current historical designation (Article VII).

Section 12A-4-1 states that, *“No person shall demolish, remove, move or make alterations which affect the exterior appearance of, or cause excavations which affect the exterior appearance of, a designated historical landmark, or undertake the same with respect to any structure located in a designated historical district, without first obtaining approval from the historical preservation commission.”*

Section 12A-7-3 of the code outlines the following procedures pertaining to buildings or other structures proposed for demolition: *“If the building, structure or other feature has potential historic significance, in the opinion of the planning division director, but is not currently designated as a historical landmark or historical resource, an application for a determination shall be prepared and referred to the historical preservation commission...;”* -or-, *“If the planning division determines that the building, structure, or feature is not designated as a historical landmark or historical resource, and that it should not be considered for such designation, it shall so inform the building inspection division. The building inspection division may then issue the demolition permit.”*

Neither 1001 or 1017 Main Street are located within the National Register Downtown Woodland Historic District, nor are the properties designated historical landmarks. None the less, the 1997-98 revised survey of historical properties within the city’s redevelopment area identified 1017 Main Street as “appear[ing] worthy of Woodland’s local list.” As such, a detailed historical analysis of both 1017 and 1001 Main Street was completed to determine the historic significance of each property.

In summary, the historic survey concluded that 1001 Main Street (Freeman Park) is not a significant resource under any of the National Register of Historic Places (NRHP) or California Register of Historic Resources (CRHR) criteria, or the City of Woodland Section 12A-3-1 standards for designation of historical landmarks, historical districts, and historical resources. This is largely due to the loss of nearly all of the park’s character defining features associated with the original park design or that of the Works Project Administration park design, resulting in a lack of sufficient integrity to consider it a historic resource.

In contrast, the historic survey noted that 1017 Main Street (Woodland Toy Library, formerly the California DMV and Highway Patrol Office) retains good integrity. However, the building was one of hundreds designed by California State Architect Alfred A. Eichler during the 1920s through the 1940s, and by contrast, is one of

the considerably less elaborate, unique or exemplary in regards to workmanship and design. Further, the building does not reflect an important association with other governmental buildings in Woodland, such as the old Courthouse, that played a significant role in the city's political and social history. Therefore, the property does not appear to be a significant resource under any of the NRHP or CRHR criteria, and the city's Section 12A-3-1 standards for designation of historical landmarks, historical districts, and historical resources.

Consistent with Section 12A-7-3 of the Municipal Code, a determination was made that the properties should not be considered for designation as a historical landmark or historical resource. Because the properties are not located within the city's designated historical district and are not designated historical landmarks, the proposed demolition and redevelopment of the Woodland Toy Library and a small portion of Freeman Park associated with the hotel project will not be formally considered by the Historical Preservation Commission. Regardless, staff wanted to provide commission members with copies of the survey for review.

Staff recommends that the Historical Preservation Commission (HPC) review the Historical Resource Study of 1001 and 1017 Main Street. Planning staff will take questions regarding the study at the November 18th meeting and will review any specific modifications to the study proposed by the commission with the historic resource consultant to determine if changes to the study are needed and/or determine what implications the proposed modifications may have on the outcome of the survey. In the event that significant changes are warranted, the results of the study will be reevaluated. As well, a final revised copy of the study will be provided to commission members for review.

ATTACHMENTS:

Attachment 1 - Historical Resource Analysis Study

**HISTORICAL RESOURCE ANALYSIS STUDY OF
1001 and 1017 MAIN STREET, WOODLAND,
YOLO COUNTY, CALIFORNIA 95695**

SEPTEMBER 2015



PREPARED FOR:

City of Woodland
300 First Street
Woodland, CA 95695

PREPARED BY:

Historic Resource Associates
2001 Sheffield Drive
El Dorado Hills, CA 95762

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ATTACHMENTS

DPR 523A - Primary Records

DPR 523B - Building, Structure, and Object Records

Photograph Record

1.0 SUMMARY OF FINDINGS

This historic resource analysis examined two properties within the City of Woodland, Yolo County, California, that share common boundaries. Those properties include 1001 Main Street, commonly known as Freeman Park, owned and operated by the City of Woodland, and 1017 Main Street, commonly referred to as the Woodland Toy Library. The Woodland Toy Library is a community service organization sponsored by the City of Woodland, and run as a co-op with all Yolo County families eligible for membership. The Woodland Toy Library is similar to a book-lending library, except you can check out toys.

The purpose for the historic resource analysis study was to address plans for a mixed-use, five-story hotel building that will occupy the parcel currently occupied by the Woodland Toy Library, located at 1017 Main Street, and a small portion of 1001 Main Street, commonly known as Freeman Park. The proposed hotel will abut Freeman Park to the west, filling the existing driveway and parking area currently used to access the park via Main Street. The Budget Inn to the east will be demolished as part of the proposed project.

Freeman Park was reportedly once owned by the Freeman family before it was gifted to the Yolo County School District for development of a school site. During the late nineteenth century a brick masonry school was built near the center of the present-day park. In later years the school was demolished and replaced with a city park, which was given the name Freeman, in memory of the pioneer family who settled in Woodland during the 1860s. Actual work on the park commenced in 1921 and continued through 1923. In 1936, the park was enhanced further under the oversight of the Works Project Administration (WPA). The WPA improvements included Neo-Classical inspired concrete walls, balustrades, a raised promenade with a fountain, a drinking fountain, sidewalks, and various plantings of shrubs and trees. Today, little, if any, is left of the pre-WPA landscaping or the actual WPA landscaping and features, which were replaced with the current park configuration of large lawns, walkways, a central gazebo, contemporary bathrooms, along with mature trees and shrubs.

The Woodland Toy Library was originally built as the branch office of the California Department of Motor Vehicles (DMV) and the Highway Patrol. The single-story, brick masonry, and wood-frame building was designed by California State Architect Fred A. Eichler in 1935 and built in 1936-37. The building was enlarged along its rear elevation with multiple bays or carports after 1949. The state abandoned the building in the 1970s, and in 1974 it was deeded to the City of Woodland.

The combination California DMV and Highway Patrol office was recorded by historian Don Napoli for the Woodland Historic Resource Inventory on December 20, 1996. Napoli gave the building a rating of 5S1, which is defined as an "individual property that

is listed or designated locally."¹ Freeman Park does not appear to have been formally recorded or evaluated for significance.

Both properties were evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, C, and D, CEQA California Register of Historic Resources (CRHR) Criteria 1, 2, 3, and 4, and the City of Woodland Chapter 12A3-1, Standards for designation of historical landmarks, historical districts, and historical resources. Both properties were also assessed individually and as part of a potential NRHP or CRHR historic district. Finally, the proposed project was also assessed for potential visual effects to the Downtown Woodland Historic District.

In determining the significance of each property, integrity together with historic context were taken into consideration, along with the role each property played in the community, culture, economics, architecture, and landscape architecture. In order to establish the historic context for both properties extensive archival research was conducted at the Yolo County Archives; Yolo County Recorder and Tax Collectors Office; U.C. Davis Special Collections and Map Library; California State Library, History Room; and the California State Archives.

In summary, taking into consideration the aforementioned criteria for determining the eligibility of the two properties, it has been determined that 1001 Main Street or Freeman Park is not a significant resource under any of the NRHP or CRHR criteria, and the City of Woodland Sec. 12A-3-1, standards for designation of historical landmarks, historical districts, and historical resources. This recommendation is largely due to the loss of nearly all its character defining features associated with the original park design or that of the WPA park design. In essence, the park lacks sufficient integrity to consider it a historic resource.

In contrast, 1017 Main Street or the former California DMV and Highway Patrol Office retains good integrity. Although the property retains good integrity, the building was one of hundreds designed by California State Architect Alfred A. Eichler during the 1920s through the 1940s. Its utilitarian design can be contrasted with other combination motor vehicle and highway patrol offices in the state that were considerably more elaborate, unique, and exemplary in regards to their workmanship and design (refer to Figures 18-24). Nor does the building reflect an important association with other governmental buildings in Woodland, such as the old Courthouse, that played a significant role in the city's political and social history. In summary the subject property does not appear to be a significant resource under any of the NRHP or CRHR criteria, and the City of Woodland Sec. 12A-3-1, standards for designation of historical landmarks, historical districts, and historical resources.

¹ State of California. California Historical Resources Status Codes Manual and California Department of Parks and Recreation (DPR) forms, March 1995.

2.0 INTRODUCTION AND PROJECT DESCRIPTION

This historic analysis was required by the City of Woodland in order to fulfill their regulatory responsibility under the California Environmental Quality Act (CEQA) in regards to the proposed demolition of 1017 Main Street, currently known as the Woodland Toy Library, and formerly the California DMV and Highway Patrol Office, and minor modifications to 1001 Main Street, identified as Freeman Park, both of which are owned and operated by the City of Woodland (Figure 1). The proposed project calls for the construction of a mixed-use, five-story hotel building, as depicted in Figure 2.



Figure 1: Project Location Map (Google Earth 2015)
Aerial view of the subject parcels.



*Figure 2: Visual simulation of the proposed mixed-use hotel project
(Courtesy of the City of Woodland).*

3.0 CULTURAL CONTEXT

3.1 Environment and Geology

The project area is located within a physiographic setting characteristic of the Great Central Valley, a vicinity that spans from 50 feet to near sea level along the Sacramento and American rivers. Around 350 million years ago, in the Paleozoic era, a large inland sea occupied the Sacramento Valley to the present Sierra Nevada Mountains. A land mass west of the present coastline and the continental land mass provided mud, sand, silt, and marl for deposition during the 200 million year life span of the sea. Deformation and uplift with volcanic eruptions caused a great body of sediments and volcanic rocks to accumulate.²

During the Mesozoic time there was a long interval (Triassic Period) during which time no sediments were deposited in the inland sea, except in the present Sacramento Valley. Deposition of sediments was renewed during the late Jurassic Period and the topography was markedly changed in a comparatively short interval of geologic time. The inland sea basin was uplifted for the last time and so deformed that the character of the sedimentary and volcanic rocks was completely changed. The sand, mud, silt, and marl metamorphosed to hard quartzite, slate, schist and marble, while volcanic rocks were metamorphosed to form greenstone (amphibolite schists).³

² Tracy I. Storer and Robert L. Usinger, *Sierra Nevada Natural History*. Berkeley, CA: University of California Press, 1963:26.

³ E. W. Ritter, ed. *Archaeological Investigations in the Auburn Reservoir Area, Phase II-III*. San Francisco: Report to the National Park Service, 1970.

Prior to cultivation and settlement the project area consisted of undulating ground with silty soils strewn with cobbles, a reflection of numerous flood events that were a persistent problem in portions of Yolo County through the early-twentieth century. Topographic maps display the meandering drainage patterns found throughout county, although does not appear to have endured flooding as did other communities along drainages such as Putah Creek. These drainage patterns influenced development, as did a lack of sustainable water for domestic use. Prior to 1920, groundwater supplies, wells, and tank houses were the norm throughout Yolo County. For Woodland, domestic water was supplied by municipal wells, which included the city's water and gas works that were once located across Main Street to the southwest.

3.2 Climate and Hydrology

The climate in the area now occupied by the Woodland is characterized as humid mesothermal, meaning that it is Mediterranean or dry summer subtropical. The valley and foothill region has been termed the "thermal belt" because of its mild winter climate.⁴ However, marked differences occur within short distances, because the temperature is dependent upon elevation and air drainage. In the depressions and small valleys the temperature is lower, particularly during nights when the cool air moves downward. The temperature is warmer on the slopes and tops of the ridges.

High and low temperature varied dramatically, ranging from winter lows of 12 degrees Fahrenheit to summer highs well over 100 degrees Fahrenheit. As with flooding and water supplies, early settlement in Woodland and the unincorporated areas of Yolo County was influenced by climate as well as soils. The unpredictability of California's rainfall was also a determinant in settlement, particularly the type, scale, and success of agriculture. Historic maps and photographs reflect the mix of residential and commercial development in east Woodland interspersed with small farms and orchards.

3.3 Contextual History and Land Use

Before the settlement of the Woodland area by Europeans, the *Poo-e-win*, a dialect group of the Hill Patwin Indians inhabited the region, occupying the river courses and tributary drainages, such as the Sacramento River, and Cache and Putah Creeks. Of special importance to the Poo-e-win was the main trading trail which followed the course of Cache Creek and served as an important economic supply line to the Nomlaki to the north, the Nisenan to the east, and the Pomo to the west. The Poo-e-win likely occupied the Woodland area in seasonal camps for hunting and seed gathering. The Patwin occupied homes of tule leaves and ate acorns, berries, roots, fish, duck and game. The enslavement of the Poo-e-win by the Spanish missionaries rapidly reduced their numbers and a smallpox epidemic in 1837 decimated the surviving population.⁵

⁴ Storie, R. Earl and Trussell, D.F. *Soil Survey of Placerville Area, California*. USDA, No. 34, Series 1927:30.

⁵City of Woodland. "A Brief History of Woodland." Excerpted from the 1996 Woodland General Plan. www.cityofwoodland.org. 1996; Shipley Walters. "A Brief History of Woodland." Prepared for the Residential Walking Tour Booklet. www.strollthroughhistory.com. 2008.

During the 1850s through the 1870s, Yolo County was a prosperous agricultural area of grain cultivation, particularly wheat. The railroad junction provided a natural shipping point and the availability of transportation led to the creation of processing and packaging plants that made shipping more efficient.

In the winter of 1853, Henry Wyckoff settled in a dense grove of oak trees and opened a small box frame dry goods store near Court and Sixth Streets in present-day Woodland, establishing Yolo City. The store served farmers and ranchers living nearby and travelers along the trail between the small towns of Washington (West Sacramento) and Cacheville (Yolo). Thereafter, A. Weaver opened a blacksmith shop, and in about three months was succeeded by James McClure, and he by E. R. Moses. The first shop was at a point near the former railroad, about 400 feet north from Main Street.

In 1856, Henry Wyckoff established a second store near Court Street, but sold out in April 1857 to Missourian Franklin S. Freeman, who demolished the old residence and erected a new house, still standing at 1037 Court Street. He married local school teacher Gertrude Swain in 1858, and they lived in the house until about 1868, after which they constructed a larger house on the 400 block of First Street, which was demolished in 1948.⁶ His wife, Gertrude taught 60 pupils in the school which was located across from the present-day Freeman Park.⁷



Figure 3: Gertrude and Frank Freeman on their porch
(Courtesy Yolo County Archives).

⁶Gilbert, Frank T. *The Illustrated Atlas and History of Yolo County, Cal., containing a History of California from 1513 to 1850, a History of Yolo County from 1825 to 1880*. San Francisco: DePue & Company. 1879; City of Woodland 1996; Walters 2008.

⁷Hayes, Elinor. Woodland Daily Democrat. "Woodland's Godmother to be Honored Tonight." Woodland, California. March 9, 1928.

By 1857, Major Frank S. Freeman had acquired 160 acres of land, and offered free lots to settlers who would clear the land and build homes. Eventually the settlement of Yolo City was established around the central part of present-day Main Street. Yolo City developed into an agricultural community, bolstered by the first irrigation canal developed in 1856 by James Moore, who owned exclusive rights to Cache Creek.



Figure 4: Circa 1860 view of Yolo City.

In 1861, Major Freeman gained permission to build a post office in the town, and Yolo City was officially renamed Woodland by his wife, Gertrude Freeman in honor of the Valley Oak forest that filled the valley. Frank Freeman was appointed Postmaster in 1861, and he established the first Woodland post office in a brick commercial building he constructed on the northwest corner of Main and First Streets (539 Main Street). A saloon, the first in the town, was opened in 1861 by Benjamin Hotchkiss on Main Street. There were two boarding houses, one kept by James W. Stotenburg and the other by E. Dollarhide.⁸

The grade of the road once known as the "old Vallejo Railroad Grade" was completed to Woodland in 1860. The same year Hesperian College was completed. The flood of 1861-1862 demonstrated the necessity of a more accessible point for the county seat than the

⁸Gilbert 1879:76; City of Woodland 1996; Walters 2008.

current town of Washington.⁹ In 1862, the Yolo County seat was transferred from Washington (present-day West Sacramento) to Woodland. The first plat of the town was recorded in 1863 with Sixth Street designated as the eastern boundary, College Street as the western boundary, North Street as the northern boundary, and South Street (now Main Street) as the southern boundary. By the mid-1860s Woodland was the most important commercial center in the county, with a business district that boasted the county courthouse and hospital, a steam flour mill, brewery, livery stable, two blacksmith shops, wagon shop, two hotels, drugstore and six retail stores.¹⁰



Figure 5: *Birds Eye View of Woodland, Yolo County, 1871. The Court Street School, also known as the Main Street School, is denoted by the red arrow.*

⁹Gilbert 1879:76.

¹⁰City of Woodland 1996; Walters 2008.

In 1869, the California Pacific Railroad Company constructed a line between Davisville and Marysville with a Woodland station in the vicinity of College Street and Lincoln Avenue. Warehousing and industries requiring rail service developed along the railroad tracks, creating the industrial area that still remains between East and Fifth Streets. By 1870, the population of Woodland was approximately 1,600. By the time Woodland was incorporated in 1871 most of the oaks for which the town was named had vanished. Agricultural produce included tobacco, peanuts, grapes, rice, sugar beets, various grains, and row crops. Wineries and livestock were also important agricultural operations.

In 1891, Woodland acquired the water works system, built a sewer system, and completed the city hall. The Opera House, which was destroyed by fire in 1891 and rebuilt in 1896, became a center for recreation and culture. William H. Weeks, a renowned Northern California architect, designed many buildings in Woodland, including the Yolo County Courthouse, Hotel Woodland, Elks Lodge, and the Bank of Woodland.¹¹

By 1910, Woodland was the largest city in the county, with a population of 3,187. For the next 40 years, Woodland remained a stable community, anchored by agricultural industrial plants, such as the three rice mills, a sugar beet refinery, and a tomato cannery. The post-World War II period heralded explosive growth for California, and Woodland's population tripled between 1950 and 1980. New subdivisions and shopping centers developed around the town's perimeter, while industrial plants and distribution centers have been established in the northeast area of Woodland.¹²

3.4 Freeman Park History

On May 31, 1871 Theodore Deming recorded a deed, conveying one of the two parcels that now comprise Freeman Park to the Trustees of Woodland School District for the sum of one dollar "for the purposes of building a public school house thereon, which shall be of at least the value of three thousand dollars and be built within eighteen months from the date hereof." On May 27, 1872 L. P. Craft recorded a deed, conveying the second parcel that now comprises Freeman Park to the Woodland School District for the sum of three hundred dollars.¹³

¹¹City of Woodland 1996; Walters 2008.

¹²Walters 2008.

¹³ Ann Siprelle and Steven Ingram. Law Offices of Best, Best & Krieger, LLP. Closed Session Memorandum. March 18, 2004.

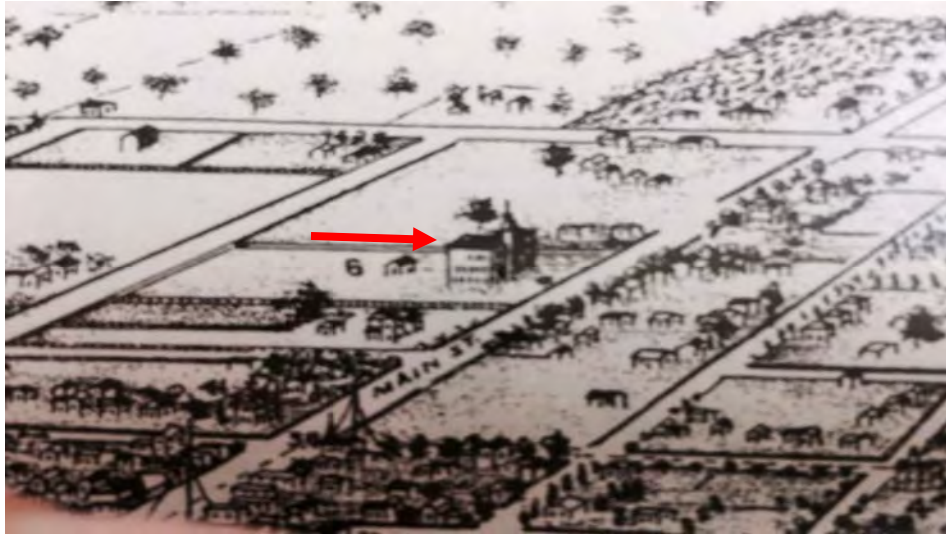


Figure 6: Circa 1880s lithograph of Woodland, California. The red arrow points to the location of the Court Street School House and the current location of Freeman Park (Courtesy of Yolo County Archives).

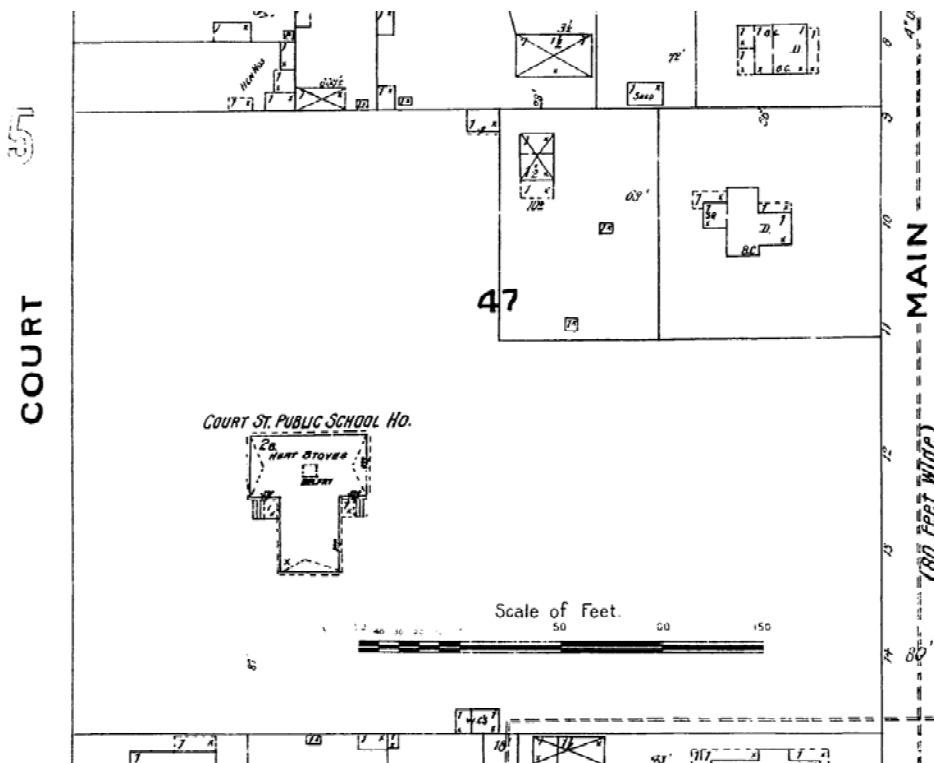


Figure 7: Sanborn Fire Insurance Map, Woodland, CA (Sheet 1) September 1895. Note the Court Street Public School House in the bottom left of the map, also the Victorian house north of the word "Main Street."



Figure 8: Main Street School, 1890s (Courtesy Yolo County Archives).
The school was located where the gazebo is today in Freeman Park.

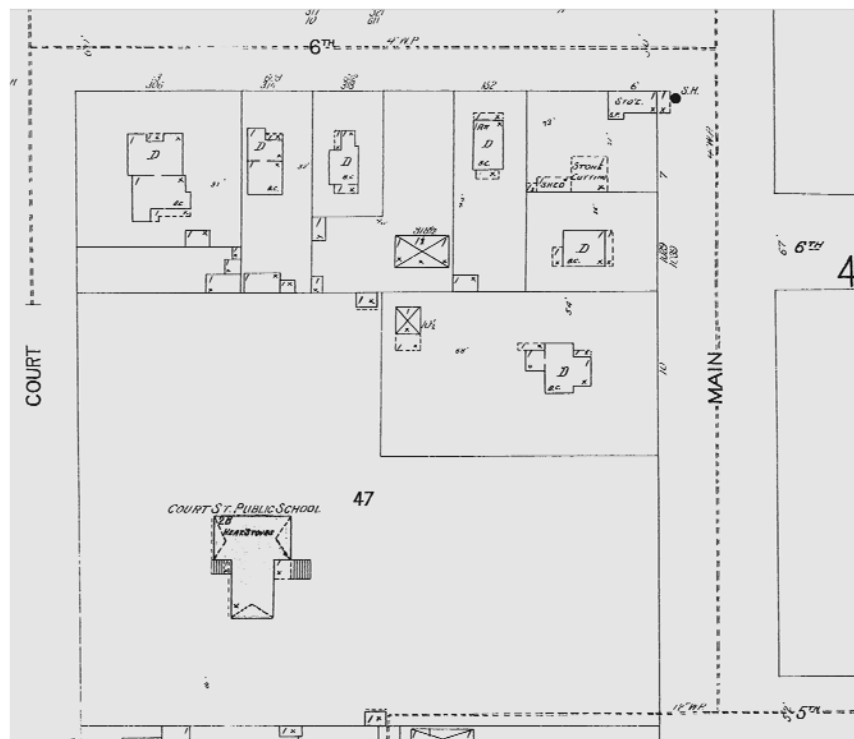


Figure 9: Sanborn Fire Insurance Map, Woodland, CA (Sheet 3) June 1906.

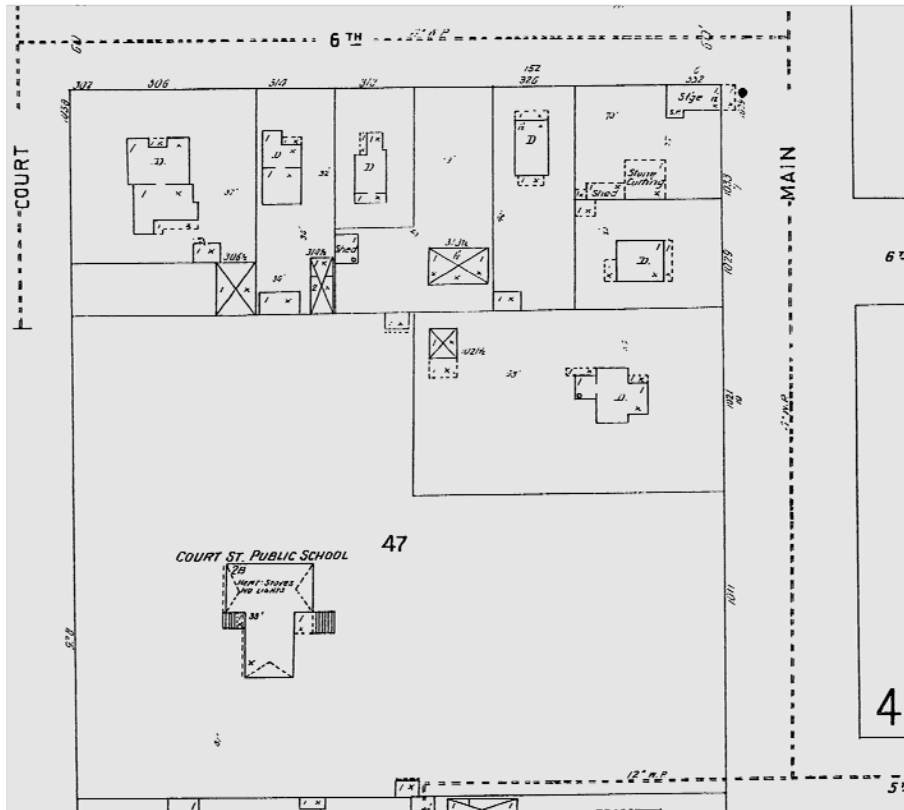
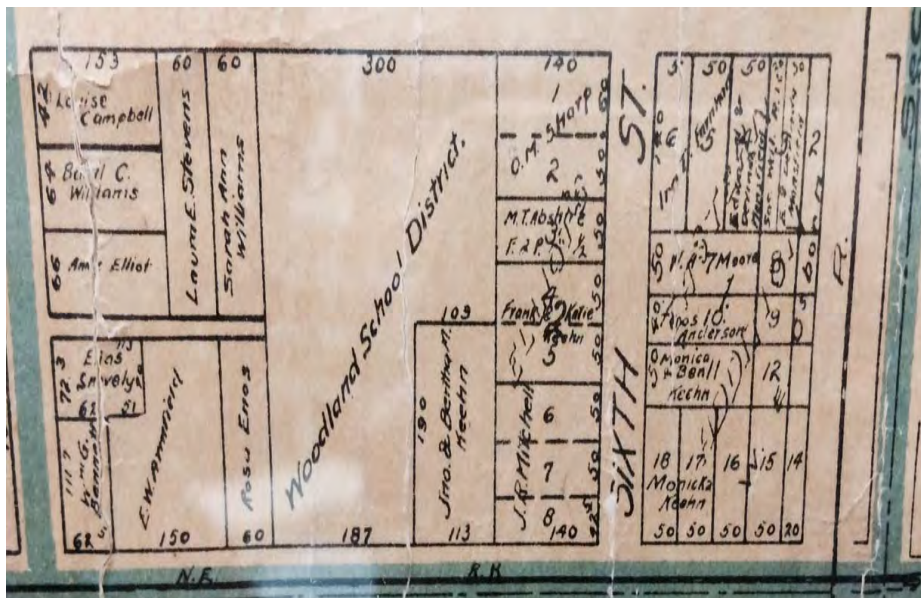


Figure 10: Sanborn Fire Insurance Map, Woodland, CA (Sheet 3) January 1912.



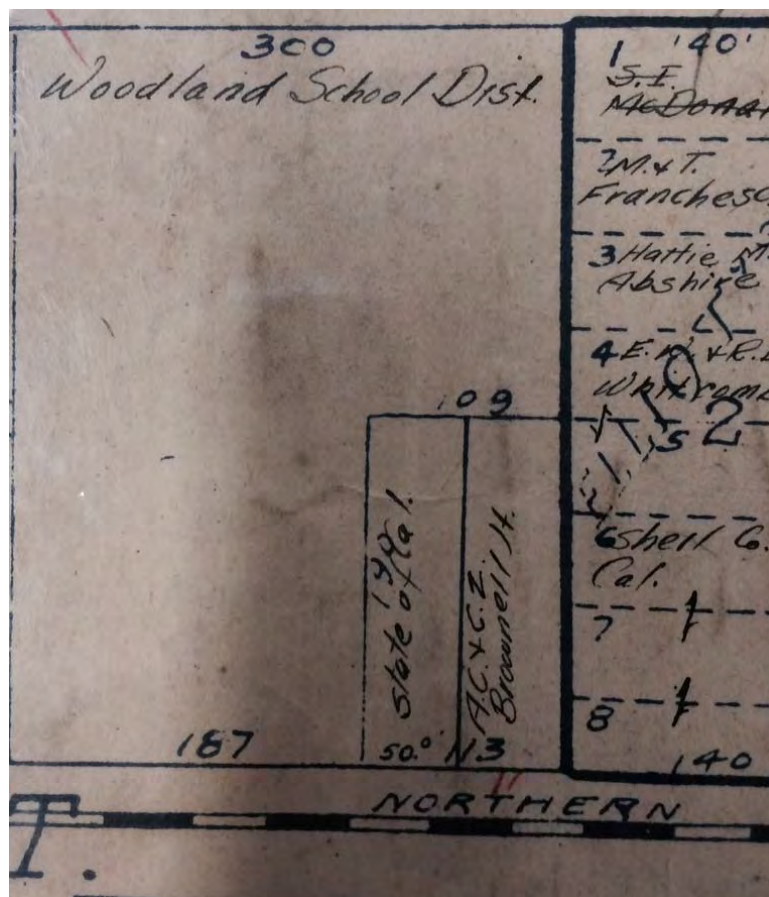


Figure 12: Assessor's Parcel Map, 1921, depicting lands owned by the Woodland School District, later transferred to the City as Freeman Park, the State of California parcel being the site of the DMV/Highway Patrol Office, and the parcel owned by A.C. and C.Z. Brownell, where the Budget Inn, formerly the Gray Motel, was built (Courtesy Yolo County Archives).

On February 7, 1921 a petition signed by some one hundred persons was presented to the City Council to acquire and maintain a city park on "the old Grammar School Property," and the Council appointed a committee to investigate the matter to acquire the school property for park purposes. On October 3, 1921 the Council committee reported that the school trustees agreed to lease the school lot to the City until the property was needed for a school building.¹⁴

On December 19, 1921 the Council authorized arrangements for a supply of water to the City Park on Main Street, between Fourth and Sixth Streets. On February 20, 1922 the City Council directed the City Engineer to prepare plans and specifications for grading and fixing a tennis court on the Main Street Park, which included hauling crushed rock from nearby quarries. The rock was shipped to the park via the nearby railroad.¹⁵ During

¹⁴ Ann Siprelle and Steven Ingram. Law Offices of Best, Best & Krieger, LLP. Closed Session Memorandum. March 18, 2004; *Woodland Daily Democrat*, August 30, 1922.

¹⁵ Ibid.

February existing trees perhaps associated with the old school were removed in order to replant the site.¹⁶

In January 1923, the city announced it planned to start construction on a wading pool for the children at the park.¹⁷ On July 6, 1923 the City Council approved Resolution #442, approving a lease agreement with the Woodland School District Board of Trustees to lease the property for a term of twenty (20) years for the purpose of maintaining a public park thereon. On August 20, 1923 the Council awarded a bid to J. A. Gould for \$1,885 to construct a restroom at the park.¹⁸

By 1925 a new municipal park was built at the site of the early grammar school known as the "brick school" (1871-1916). The board of trustees named it Freeman Park to honor Woodland's Founder, Frank S. Freeman. W. E. Robinson, the newly appointed gardener for the park, began work on the beautification of the park, in accordance with plans of the City Engineer, A. G. Proctor. The plans included flower plots and numerous paths.¹⁹

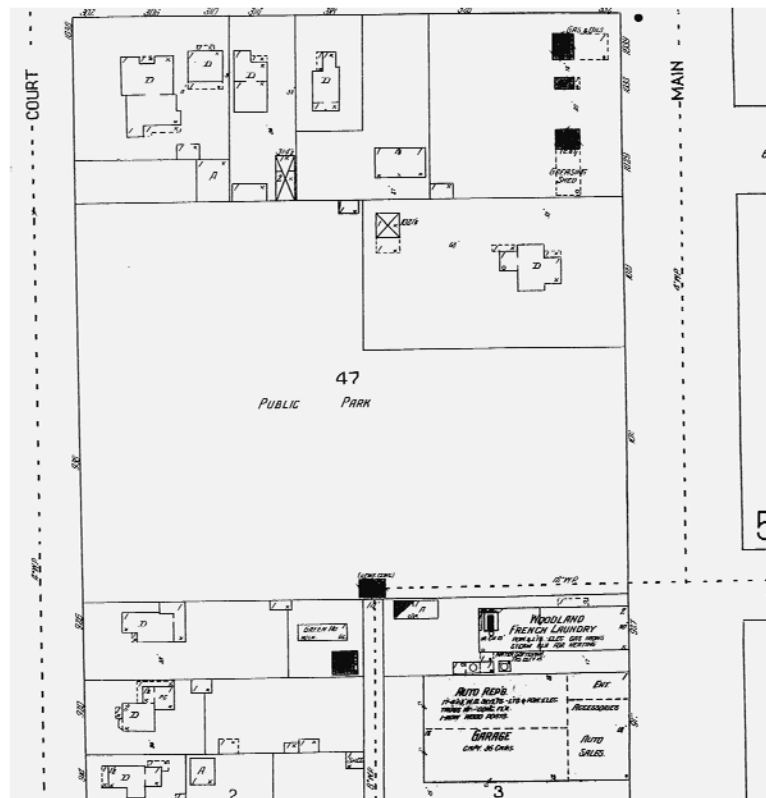


Figure 13: Sanborn Fire Insurance Map, Woodland, CA (Sheet 4) November 1926.

¹⁶Woodland Daily Democrat, February 24, 1922.

¹⁷Woodland Daily Democrat, January 27, 1923.

¹⁸Ibid.

¹⁹Woodland Daily Democrat. "Beautification of Woodland is Started." Woodland, California. March 17, 1925.

Freeman Park reflects a general movement in the United States referred to as "City Beautiful Movement." The 1890s and early years of the twentieth century were a turning point in American society. The economic system struggled to define itself and Americans through the language of consumption; social unrest and violence, results of economic depressions, disgust with corruption in government, and overcrowded urban centers erupted periodically throughout the era; and the agrarian way of life, so familiar and fundamental to American thought and self-image, was passing away into a nostalgic past. Historian Harold Faulkner observes that Americans witnessed the passing of the frontier and the rise of the United States to a position of world power and responsibility which was to make any return to her old isolation increasingly difficult, if not impossible. Old issues were dead or dying; sectional tension was no longer a force of much importance in politics, and efforts to revive it proved unavailing. Most important of all, the triumph of industry over agriculture was now assured. The Industrial Revolution, if not completed, had gone so far as to make turning back to the ways of a simpler agrarian society out of the question.²⁰

Life had come to be lived, for many, in the city. Not only had population increased during the period 1860 to 1910 from 31.4 million to 91.9 million, but the percentage of Americans living in cities increased as well - by 1910, 46% lived in cities with populations of over 2,500.²¹ With population centering on urban areas, the questions of the city - crime, poverty, urban blight, and civic idealism - all came to the fore near the turn of the century.

The real consumers of the city's goods were not its residents; increasingly, with the advent of improved transportation and roadways, the middle and upper-middle class retreated from the cities into the suburbs, leaving the less well-to-do and the downright poverty-stricken to the quickly decaying urban center. The upper classes traveled into the city to attend to their business, consume the leisure activities contained therein, and the return to their comfortable and beautiful suburban homes. What they left behind in the cities is the subject of numerous Progressive reform movements throughout the period.

The reformers were concerned less with the poor of the cities than with their own fear of these growing urban masses. Their concern can be understood in the context of the social upheaval centered on the city during the Gilded Age, beginning with Chicago's Haymarket Riot of 1886 and followed by labor unrest just prior and just after the beginning of the 1893 depression - the Homestead strike of 1892 and the Pullman strike of 1894. The depression starting in 1893 lasted until 1897, its pain, division, and violence a memory fresh in the minds of Americans.

The reformers of urban America were generally middle and upper-middle class, whose concern was with the potential violence of those left in the cities. The lower classes these activists were attempting to control were living in squalid and significantly unhealthy

²⁰American Studies at the University of Virginia Website. "The City Beautiful Movement." <http://xroads.virginia.edu/~cap/citybeautiful/city.html>. Accessed September 2015.

²¹Hines, Thomas S. "The Imperial Mall: The City Beautiful Movement and the Washington Plan of 1901-02." in *The Mall in Washington, 1791-1991*. Washington: National Gallery of Art, 1991:81.

conditions. The squalor and hopelessness of city life for immigrants and the poor throughout the country has been recounted numerous times by writers such as Theodore Dreiser, Stephen Crane, Riis, and Frank Norris. The middle and upper-class reformers who sought to remedy this situation did so, for the most part, out of their own fear. They had to make the assumption that the poverty-stricken were somehow morally, and by extension civically, deficient, a point of view quite in vogue at the time, with the continuing popularity of Darwin's theories of survival of the fittest and Spenser's translation of these ideas into the social realm.²²

The most visible expression of this belief in the creation of moral and civic virtue in the urban population was created by the reformers of the City Beautiful movement. The movement was conceived as explicitly reform-minded; Daniel Burnham, a leading proponent of the movement, linked their efforts with Progressivism. A reform "of the landscape, he suggested, [would] complement the burgeoning reforms in other areas of society."²³ While other reformers concentrated on improving sanitary conditions or opening missions, the City Beautiful leaders (upper-middle class, white, male), believed the emphasis should be on creating a beautiful city, which would in turn inspire its inhabitants to moral and civic virtue. "The reform movement in America, which had largely been concerned with corruption in local government, exploitation of the laboring classes by big business, improvement in housing conditions in large cities, and other social causes, quickly embraced the concept of the city beautiful as an American goal."²⁴

Generally stated, the City Beautiful advocates sought to improve their city through beautification, which would have a number of effects: social ills would be swept away, as the beauty of the city would inspire civic loyalty and moral rectitude in the impoverished; American cities would be brought to cultural parity with their European competitors through the use of the European Beaux-Arts idiom; and a more inviting city center still would not bring the upper classes back to live, but certainly to work and spend money, in the urban areas. The premise of the movement was the idea that beauty could be an effective social control device.

Based on their fear, and a sincere sense of responsibility to improve the lives of the inner city poor, the City Beautiful reformers believed that "civic loyalty itself ... [could] provide the foundation stone" for a harmonious urban moral order.²⁵ Important as beauty was for itself, its role in environmental conditioning was never far from the minds of civic center advocates. The civic center's beauty would reflect the souls of the city's inhabitants, inducing order, calm, and propriety. Furthermore, the citizen's presence in the center, together with other citizens, would strengthen pride in the city and awaken a sense of community with fellow urban dwellers.²⁶

²² Boyer, Paul S. *Urban Masses and Moral Order in America, 1820-1920*. Cambridge: Harvard University Press, 1978, vii.

²³ Hines, 95.

²⁴ Riis, Jacob A. *How the Other Half Lives*. New York: Charles Scribner's Sons, 1890:195.

²⁵ Boyer, 252.

²⁶ Wilson, William H. *The City Beautiful Movement*. Baltimore: Johns Hopkins University Press, 1989:92.

The idiom the City Beautiful leaders used in their ideal civic center was the Beaux-Arts style, named for the famous Ecole des Beaux-Arts in Paris, which instructed artists and architects in the necessity of order, dignity, and harmony in their work. The first expression of this monumental style in the United States was found at the World's Columbian Exposition of 1893. The shimmering "White City," as the fair came to be known during that summer in Chicago, was a tour de force of early city planning and architectural cohesion. In the grand Court of Honor, architects, brought in from the East by Director of Construction Daniel H. Burnham of Chicago, put their Beaux-Arts training to use in the monumental and vaguely classical buildings, all of uniform cornice height, all decorated roughly the same, and all painted bright white.

Not only was the White City dignified and monumental, it was also well-run: there was no poverty and no crime, there were state-of-the-art sanitation and transportation systems, and the Columbian Guard kept everyone happily in their place. In contrast to the grey urban sprawl and blight of Chicago and other American cities, this seemed a utopia. The fair set American taste in architecture for at least the next 15 years, although some argue that its influence extends even farther into the twentieth century. The Beaux-Arts style was considered dignified and beautiful, and Americans embraced the order the style provided during a period of great disharmony and disorder in their country. The fair also introduced the concept of a monumental core or civic center, an arrangement of buildings intended to inspire in their beauty and harmony, as well as the beginnings of comprehensive city planning, although in many cases the city planning was directly only at the monumental core and public parks, rather than addressing zoning issues or affordable housing.

Freeman Park, although dedicated as a city park in 1921, remained marginally developed until the 1930s. On January 16, 1936, the *Woodland Democrat* reported that "work had started on the new park for the city." The notation in newspaper read:

Hopeful they will be given a break by the weatherman, a crew of WPA laborers was at work Thursday morning landscaping the old city dump at the east end of Court Street which is being made into a three-acre park. The ground will be leveled before the planting of shrubs and trees takes place. Much interest is being shown in the proposed target range which will occupy part of the park.²⁷

²⁷ *Woodland Daily Democrat*, January 16, 1936:1.



Figure 14: Photograph of Freeman Park, circa 1940, with WPA landscaping (Courtesy Yolo County Archives).

Based upon a historic photograph (Figure 14), probably taken in the 1940s, Freeman Park had been improved by the Works Project Administration (WPA) with sidewalks, fluted lamp standards, a raised promenade with a fountain, a drinking fountain, concrete seating areas, and various shrubs and trees. The overall impression is a "Neo-Classical" inspired landscape popular during the 1920s-1930s.

The centrally located raised concrete promenade has been replaced with a gazebo in 2001, and the other improvements, such as the drinking fountain and concrete benches, were removed as part of the most recent park improvement project. Figures 15 and 16 illustrate the dramatic change in the landscape design of the park between 1937 and 2015. Based upon the two aerial images, all of the WPA landscape features have been removed from the park and replaced with a rectilinear design that includes lawns, newer walkways, a gazebo, and restrooms. The planting pattern and tree canopy in the 1930s photograph (Figure 15) does not appear to represent the trees in the park today (Figure 16), which include predominantly cedar and sycamore trees.



Figure 15: Aerial Photograph of Freeman Park, 1937, with the completed WPA landscape design (courtesy U.C. Davis Map Library).



Figure 16: Aerial Photograph of Freeman Park, 2015 (Google Earth)

The Trustees of the Woodland School District leased the Freeman Park property to the City of Woodland from 1923 until at least 1943. On July 28, 2004 the Woodland Joint Unified School District quitclaimed to the City of Woodland all interest in the following described property, identified as Assessor Parcel Number 005-645-10:

Parcel One:

A part of Block #5, as shown by plat of said town on file and of record, in the Recorders Office of our county, being a part of the land conveyed by William B. Emery and Lucy Emery to J. J. Deming on the 1st day of October 1862, recorded in Book "Y" of Deeds on pages 180 & 181, which record is referred to for a more full description of the land hereby conveyed.

Commencing at the southeast corner of the said tract as the southwest corner of a tract owned by James M. Martin; running thence north four hundred and thirty-five feet; thence west one hundred and ninety-five feet; thence south four hundred and thirty-five feet; thence east one hundred and ninety-five feet to the place of beginning.

Parcel Two:

Commencing at a point in the center of Court Street in said town of Woodland at the southwest corner of land, owned and occupied by J. Chandler; running thence south two hundred thirty (230) feet; thence west one hundred seven (107) feet; thence north two hundred thirty (230) feet to the center of said Court Street; thence east along the center of said Court Street one hundred and seven (107) feet to the place of beginning. The same being a part of the land described in the deed of F. S. Bruman to M. Burber, recorded in Book "F" of Deeds, Page 582 records of said Yolo County.²⁸

As previously noted, today Freeman Park retains its historic configuration, however, the original and later WPA landscape features no longer exist, replaced by a contemporary gazebo, restrooms, walkways. The trees and planting appear to date from the last 50 years.

3.5 California State DMV and Woodland Highway Patrol History

Just before the turn of the century a new mode of transportation was seen and heard on the California landscape. It made an enormous racket, like a rapidly popping string of firecrackers. It spewed smoke and stirred giant clouds of dust. It thrilled youngsters of the day and frightened animals. Some referred to it as a "horseless carriage." Others called it an "automobile." It was to have a more profound and greater impact upon the state than

²⁸ Yolo County Recorder's Office. Official Deeds, Book 38259, Page 1320. July 28, 2004.

any other single invention. It would eventually intrude into all California life, causing deep and lasting changes.

California's first half century of automobile legislation portrays a people striving to understand and to cope with their new motor car environment. Essentially, Californians were anxious to police motorists and protect themselves with a formidable barrier of "rules of the road." In 1901, California laws authorized cities and counties to license bicycles, tricycles, automobile carriages, carts, and similar wheeled vehicles. By 1905, this task was transferred to the Secretary of State for a more statewide and uniform vehicle registration system.

Owners paid a \$2 fee and were issued a circular tag that had to be conspicuously displayed in the vehicle. In addition, they had to display the license number on the rear of the vehicle in 3-inch-high black letters on a white background. Some owners also painted numbers on headlamp lenses. Vehicle registration prerequisites included satisfactory lamps, good brakes, and either a bell or a horn. The secretary of state handled vehicle registrations from 1905 until 1913, when the legislature gave the task to the state treasurer. At the same time, the Engineering Department (predecessor of the Department of Public Works and forerunner of today's Department of Transportation) became custodian of vehicle records.

The first Department of Motor Vehicles in California was created in 1915 with enactment of Senator E.S. Birdsall's "Vehicle Act of 1915." Vehicle registrations that year had climbed to 191,000. In 1921, the powers and duties of the Department of Motor Vehicles (DMV) were transferred to the Division of Motor Vehicles, part of the newly created Department of Finance. The move reflected recognition of the division's revenue producing status. In 1931, the DMV became a stand-alone state department and has remained in this status to the present day.²⁹

On August 14, 1929, the California Highway Patrol (CHP) was created through an act of the Legislature. The new law gave Statewide authority to the Highway Patrol to enforce traffic laws on county and State highways - a responsibility which remains in effect today, along with many additional functions undreamed of in 1929. The primary mission of the California Highway Patrol is "the management and regulation of traffic to achieve safe, lawful, and efficient use of the highway transportation system." As a major statewide law enforcement agency, the secondary mission of the Department is to assist in emergencies exceeding local capabilities. The CHP also provides disaster and lifesaving assistance. In 1930, the CHP established its first academy training class at the old State Fairgrounds in Sacramento.

During its first ten years, the CHP successfully grew into a highly respected, effective traffic safety force of 730 uniformed personnel. After World War II, the legislature decided to consolidate and reorganize the Patrol's enforcement and administrative responsibilities. In October 1947, the Department of the California Highway Patrol was

²⁹ State of California. "CA Department of Motor Vehicles History."
<https://www.dmv.ca.gov/portal/dmv/detail/about/profile/history>. Accessed September 2015.

established and the position of commissioner was created to head the new Department. The span of enforcement responsibility has expanded dramatically and the CHP has continued to grow and change. Today's responsibilities include truck and bus inspections, air operations (both airplanes and helicopters) and vehicle theft investigation and prevention. The 1995 merger with the California State Police also increased the areas of responsibility to include protection of state property and employees, the Governor, and other dignitaries.³⁰

The founding of the California Highway Patrol really was an evolution more than a birth – one that started in 1911 with the hiring of the first rural traffic officer by San Mateo County. It was formalized in 1929 with the passage of a bill to create a formal Highway Patrol to be part of the Division of Motor Vehicles, and continued through 1947, when it earned the status of separate department. Despite that, the obvious key date is August 14, 1929. That is when Senate Bill 869, which had been signed into law by then Governor C.C. Young, became a law that created a statewide rural traffic force. Only 280 men comprised the initial patrol. The impetus for organizing came in 1915, when the first statewide traffic laws were printed in pamphlet form.

Most counties hired officers to enforce these laws. By 1917, four inspectors were visiting counties to train local officers – an effort that was not often received cordially. The system was disrupted in 1923, when the state Supreme Court ruled it was illegal for counties to appoint traffic officers and pay them from county treasuries. So the state legislature created a program of dual control, in which the state appointed and paid officers from lists submitted by county supervisors. However, since those officers were still controlled by counties, there was little uniformity of approach to problems.

Meanwhile, by 1925 the vehicle registration had grown to almost half a million. In 1927, the state Senate appointed an interim committee to study the issues. The result was the formation of the patrol in 1929. That didn't entirely solve the dilemma, unfortunately. A few county boards – most notably Los Angeles county – elected to maintain separate traffic squads. It finally became a truly statewide entity when the Los Angeles Motor Patrol was absorbed on July 1, 1932. The final piece of the puzzle came on October 1, 1947, when the Department of California Highway Patrol was created – to be headed by a commissioner appointed by the governor.³¹

³⁰ California Highway Patrol Website. "History of the California Highway Patrol." <https://www.chp.ca.gov/home/about-us/the-history-of-the-california-highway-patrol>, Accessed September 2015.

³¹ Spike Helmick. "Formation of the California Highway Patrol." <http://www.spike-helmick.com/Highway-Patrol-/>, Accessed September 2015.

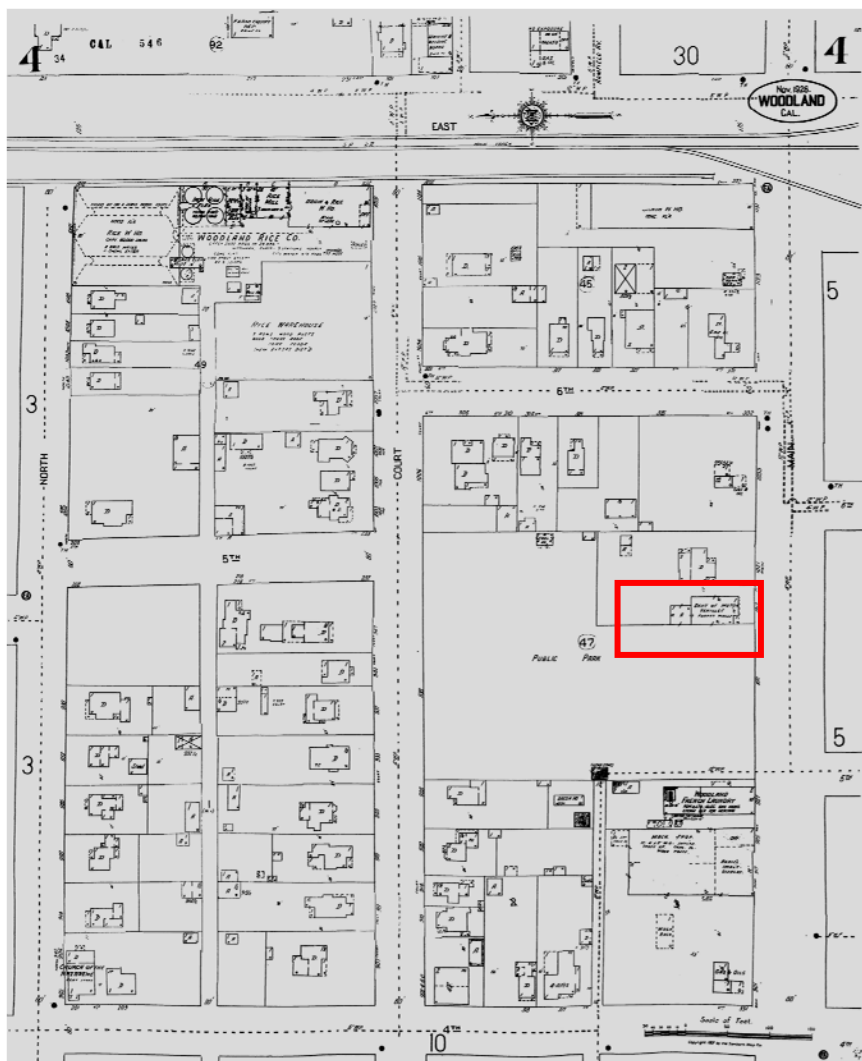


Figure 17: Sanborn Fire Insurance Map, Woodland, CA (Sheet 4) November 1926-revised July 1949. The DMV/Highway Patrol Office is highlighted in red. Note the original office configuration included a single-car garage in the rear.

Equally important as the functionality of the DMV and California Highway Patrol were the architects who designed the wide variety of state-owned buildings. One in particular deserves special recognition - Alfred W. Eichler. Born in Missouri on September 7, 1895, Eichler spent most of his childhood in San Francisco. He studied at the Ecole des Beaux Arts Institute of Design in Paris, France. Out of school in 1924, Eichler partnered with architect Everett Radcliff Harman to form Harman and Eichler, Architects in Los Angeles, California. A year later, in 1925, Eichler began to work for the California Department of Public Works in the Division of Architecture. By 1949, he was promoted to a supervising architect. He retired in 1963. Alfred W. Eichler died on November 27, 1977, at the age of 82.³²

³² Online Archives of California Website. "Finding Aid for the Alfred Eichler Papers, circa 1914-circa 1963." http://www.oac.cdlib.org/findaid/ark:/13030/c8cv4grq/entire_text/, Accessed September 2015.

During his employment with the State of California, Eichler designed hundreds of buildings, as well as bridges. His designs varied from one project to another, including Modern, Art Deco, Spanish Revival or Mediterranean, and Classical. He was particularly active during the Great Depression of the 1930s working with WPA staff architects. In 1935, Eichler designed 1017 Main Street, the Woodland Department of Motor Vehicles Office (Figure 18).

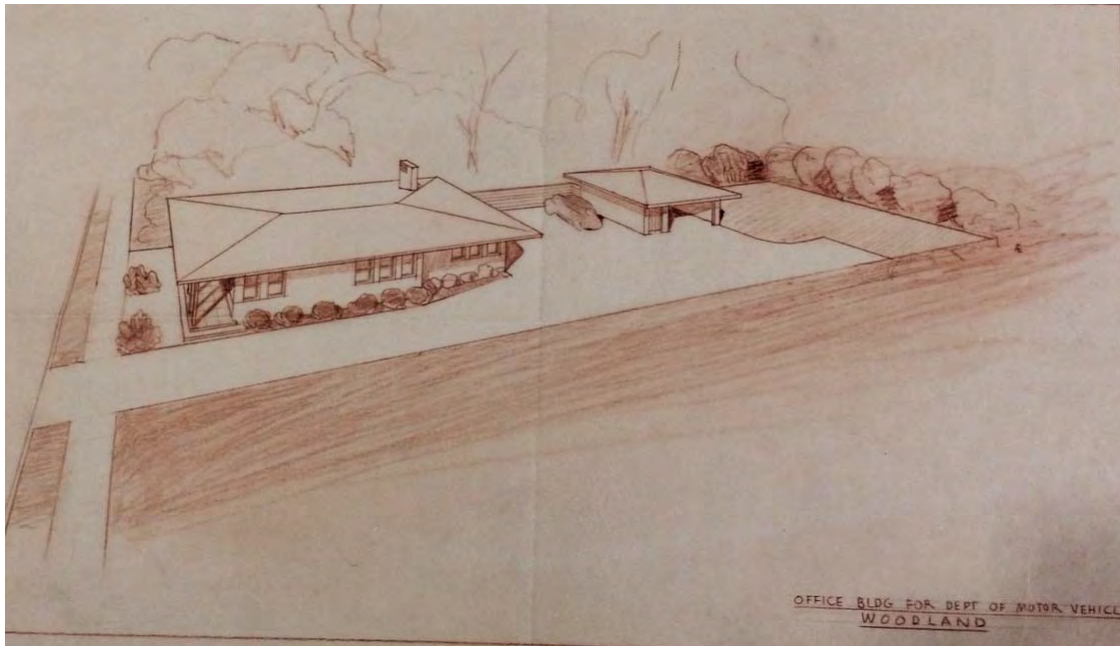


Figure 18: Eichler design for the Woodland DMV Office, 1935 (Courtesy California State Archives, Dept. of Public Works, Division of Architecture, Design Section, F3274.206).

The rendering of the DMV office carried out by Eichler in 1935 does not entirely represent the building that was ultimately built in Woodland. The main difference appears to be that the front facade does not have such a prominent roofline extending towards Main Street, creating a veranda. Also, the rear garage was either never built or incorporated into the late carports.

Another building that bears a striking resemblance to the DMV Office at 1017 Main Street in Woodland was the Marysville DMV office, designed by Eichler in 1936 (Figure 19). The Marysville DMV and Highway Patrol Office exhibited a similar massing and arrangement of doors and windows as the Woodland DMV and Highway Patrol Office. Both buildings had a single garage in the rear.



Figure 19: Eichler design for the Marysville DMV and Highway Patrol Office, 1936 (Courtesy California State Archives, Dept. of Public Works, Division of Architecture, Design Section, F3274.206).

Figures 20 and 21 depict two of Eichler's more elaborate designs for DMV and Highway Patrol Offices in the mid-1930s.

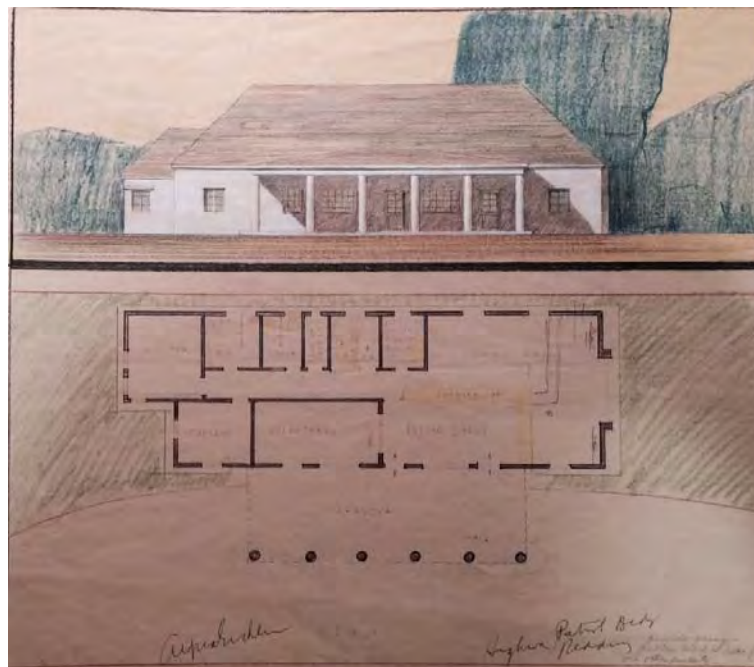


Figure 20: Eichler design for the Redding Highway Patrol Office, 1936 (Courtesy California State Archives, Dept. of Public Works, Division of Architecture, Design Section).



Figure 21: Eichler design for the Pasadena Highway Patrol Office, 1936
(Courtesy California State Archives, Dept. of Public Works,
Division of Architecture, Design Section).

Both the Woodland and Marysville DMV/Highway Patrol offices were built during the Great Depression, a period of time when the state incurred budget shortfalls and funding was tempered by the location and function of the building. Certainly the Woodland and Marysville offices were designed largely for their function and minimal cost to construct. Exterior walls and fenestration were plain, lacking any ornamentation or unique architectural features.

With the 1931 stand-alone status of the DMV as a formal department, new offices were planned for various cities throughout California. Architectural designs were prepared under the auspices of the California State Architect's office, and through funds secured through appropriations for each fiscal year. The Stockton DMV office bears a strong resemblance to the Woodland office.



Figure 22: Former DMV office, 411 N. Hunter Street, Stockton, CA.



Figure 23: Art Moderne DMV and Highway Patrol Office, San Rafael, CA, during the flood of 1945.



Figure 24: 1960s Era Modernist DMV Office, Pasadena, CA.

The functionality or usefulness of the Woodland office gradually declined after World War II, largely due to the increase of people driving automobiles in California, increased demand for licenses, and the centralization of the California Highway Patrol in Sacramento. On April 1, 1974 the State of California, through the acting Director of General Services, quitclaimed to the City of Woodland the following described property in Woodland, Yolo County, California:

Commencing at a point in the north line of Main Street, said point being located 63.5 feet west of the southwest corner of Block 2 of Elliot's Eastern Addition to the City of Woodland; thence west along the north line of Main Street 50 feet, more or less, to the southeast corner of a tract of land now or formerly owned by Woodland School District; thence north along the east line of the land of the Woodland School District 200.05 feet to a tract of land now or formerly owned by Woodland School District; thence along said line east and parallel to the north line of Main Street, 50 feet to a point; thence south 200.05 feet, more or less, to the point of commencement.³³

The conveyance was subject to the express condition that the real property conveyed be used only for park and recreation purposes for a period of twenty-five years. The property conveyed was the southeast corner of the land at Freeman Park located at 1017 Main Street. As result of the conveyance, the former Woodland DMV/Highway Patrol office would be adapted in the 1970s to serve the City of Woodland as the Woodland Toy Library over the past four decades.

³³ Yolo County Recorder's Office. Official Deeds, Book 1101, Page 295-296. April 1, 1974.

4.0 REGULATORY FRAMEWORK

4.1 NRHP Criteria

Criterion A: Event

Properties can be eligible for the National Register if they are associated with events that have made a significant contribution to the broad patterns of our history.

Criterion B: Person

Properties may be eligible for the National Register if they are associated with the lives of persons significant in our past.

Criterion C: Design/Construction

Properties may be eligible for the National Register if they 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.

Criterion D: Information Potential

Properties may be eligible for the National Register if they have yielded, or may be likely to yield, information important in prehistory or history. As the National Register points out, “when evaluated within its historic context, a property must be shown to be significant for one or more of the four Criteria for Evaluation - A, B, C, or D.” The rationale for judging a property's significance and, ultimately, its eligibility under the Criteria is its historic context and integrity. The use of historic context allows a property to be properly evaluated in a variety of ways. The key to determining whether the characteristics or associations of a particular property are significant is to consider the property within its proper historic context.³⁴

4.2 CEQA and CRHR Criteria

The regulatory framework for this historic resource study and the evaluation lies within the guidelines imposed for the California Environmental Quality Act (CEQA) and the California Register of Historic Resources (CRHR) under Public Resources Code section 5024.1. CEQA guidelines define a significant cultural resource as “a resource listed in or eligible for listing on the CRHR. A historical resource may be eligible for inclusion in the CRHR if it:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;

³⁴ USDI, National Park Service. National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, n.d.

2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important to prehistory or history.

Even if a resource is not listed in, or determined eligible for listing in, the CRHR, the lead agency may consider the resource to be an “historical resource” for the purposes of CEQA provided that the lead agency determination is supported by substantial evidence (CEQA Guidelines 14 CCR 15064.5).

According to the state guidelines, a project with an effect that may cause a substantial adverse change in the significance of a historical resource or a unique archaeological resource is a project that may have a significant effect on the environment (14 CCR 15064.5[b]). CEQA further states that a substantial adverse change in the significance of a resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. Actions that would materially impair the significance of a historical resource are any actions that would demolish or adversely alter those physical characteristics of a historical resource that convey its significance and qualify it for inclusion in the CRHR or in a local register or survey that meet the requirements of PRC 5020.1(k) and 5024.1(g).

4.3 City of Woodland Standards for Historic Designation

In addition, the City of Woodland Sec. 12A-3-1. Standards for designation of historical landmarks, historical districts, and historical resources was taken into consideration. The standard is as follows:

(a) A building, structure, object, or particular place may be designated for preservation as a landmark if it meets one or more of the following criteria:

(1) Historical Importance. The building, structure, object, particular place, vegetation or geology, has character, interest of value, as part of the development, heritage or cultural characteristics of the city, state or nation; or is the site of an historic event with an effect upon society; or is identified with a person or group of persons who had some influence on society; or exemplifies the cultural, political, economic, social or historic heritage of the community.

(2) Architectural Importance. The building, structure, object, or particular place exemplifies the environment of a group of people in an era of history characterized by distinctive architectural style; or embodies those distinguishing characteristics of an architectural type specimen; or is the work of an architect or master builder whose individual work has influenced the development of the area; or contains elements of

architectural design, detail, materials or craftsmanship which represent a significant innovation.

(b) An area may be designated as an historical district which it includes at least two designated historical landmarks in such proximity that they create a setting historically or culturally significant to the local community, the state, or the nation, sufficiently distinguishable from other areas of the city to warrant preservation by such means. Such districts may include structures and sites that individually do not meet criteria for landmark status but which geographically and visually are located so as to be part of the setting in which the other structures are viewed.

(c) The city council shall approve and maintain a historical resources list. A building, structure, or object may be included on the list as a historical resource if, in the determination of the city council, it satisfies the historical preservation commission's historical resources inventory study list evaluation criteria. (Ord. No. 1004, § 2 (part); Ord. No. 1310, § 3 (part).)

5.0 INTEGRITY CRITERIA

Determining the significance of 1001 and 1017 Main Street is predicated on the property retaining a sufficient level of integrity in order to convey its historic significance. Integrity is defined by the National Park Service as follows:

Location

Location is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved.

Design

Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape. Design can also apply to districts, whether they are important primarily for historic association, architectural value, information potential,

or a combination thereof. For districts significant primarily for historic association or architectural value, design concerns more than just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related: for example, spatial relationships between major features; visual rhythms in a streetscape or landscape plantings; the layout and materials of walkways and roads; and the relationship of other features, such as statues, water fountains, and archeological sites.

Setting

Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the *character* of the place in which the property played its historical role. It involves *how*, not just *where*, the property is situated and its relationship to surrounding features and open space.

Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences.

The physical features that constitute the setting of a historic property can be either natural or manmade, including such elements as:

- Topographic features (a gorge or the crest of a hill);
- Vegetation;
- Simple manmade features (paths or fences); and
- Relationships between buildings and other features or open space.

These features and their relationships should be examined not only within the exact boundaries of the property, but also between the property and its *surroundings*. This is particularly important for districts.

Materials

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place.

A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved. The property must also be an actual historic resource, not a recreation; a recent structure fabricated to look historic is not eligible. Likewise, a

property whose historic features and materials have been lost and then reconstructed is usually not eligible (refer to Criteria Consideration E in Part VII: *How to Apply the Criteria Considerations* for the conditions under which a reconstructed property can be eligible.)

Workmanship

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques. Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles. Examples of workmanship in historic buildings include tooling, carving, painting, graining, turning, and joinery.

Feeling

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character. For example, a rural historic district retaining original design, materials, workmanship, and setting will relate the feeling of agricultural life in the 19th century. A grouping of prehistoric petroglyphs, unmarred by graffiti and intrusions and located on its original isolated bluff, can evoke a sense of tribal spiritual life.

Association

Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character. For example, a Revolutionary War battlefield whose natural and manmade elements have remained intact since the 18th century will retain its quality of association with the battle. Because feeling and association depend on individual perceptions, their retention *alone* is never sufficient to support eligibility of a property for the National Register.

6.0 DETERMINATION OF INTEGRITY AND ELIGIBILITY

Location - Both Freeman Park (1001 Main Street) and the former DMV/Highway Patrol Office (1017 Main Street) retain their original location.

Design - The design of Freeman Park has been altered by the removal of virtually all of its original landscape design elements, including those installed by the WPA in the 1930s. The DMV/Highway Patrol Office has largely retained its original design with the exception of additions to the original structure in the rear, which included adding carports after 1950.

Setting - The setting of Freeman Park has been altered through physical changes to the original park including new trees, lawns, etc. During the 1950s a motel was built on the site of the nineteenth century residence east of the DMV/Highway Patrol Office, altering the original setting, which once had a much larger setback to the east.

Materials - The majority of the original materials associated with the 1920s through the 1930s at Freeman Park no longer exist. With the exception of the addition to the rear of the former DMV/Highway Patrol Office, most of its original materials still remain.

Workmanship - The original workmanship of Freeman Park has been compromised by contemporary re-design and development of the park, including a gazebo and restrooms. The workmanship of the former DMV/Highway Patrol Office remains largely intact.

Feeling - The feeling of Freeman Park is diminished, due to the loss of the original park design and WPA features. The overall feeling of the former DMV/Highway Patrol Office is relatively good.

Association - The association of Freeman Park remains relatively good in that it still serves as a public park. The association of the former DMV/Highway Patrol Office is diminished, due to its abandonment as a state office and later uses as a toy library.

7.0 EVALUATION CRITERIA

Is Freeman Park (1001 Main Street) eligible for the NRHP? No.

Under NRHP Criterion A, Freeman Park played an important role in the cultural and recreational history of Woodland. Under NRHP Criterion B, the park is associated with the Freemans, a pioneer Woodland family who reportedly donated some of the land that became the park. Under Criterion C, other than the configuration of the park, the historic landscape design and furniture built by the WPA no longer exist. Under NRHP Criterion D, there is some evidence that the park site was once part of the Woodland City Dump. However, it is likely that the refuse was removed prior to the development of the park and prior to construction of the school. Because the park lacks integrity of design, workmanship, materials, association, and, to some degree, feeling, the property does not appear to be eligible for the NRHP under any of the criteria.

Is Freeman Park (1001 Main Street) eligible for CEQA and the CRHR? No.

Under CRHR Criterion 1, Freeman Park played an important role in the cultural and recreational history of Woodland. Under CRHR Criterion 2, the park is associated with the Freemans, a pioneer Woodland family who reportedly donated some of the land that became the park. Under CRHR 3, other than the configuration of the park, the historic landscape design and furniture built by the WPA no longer exist. Under CRHR Criterion 4, there is some evidence that the park site was once part of the Woodland City Dump. However, it is likely that the refuse was removed prior to the development of the park and prior to construction of the school. Because the park lacks integrity of design, workmanship, materials, association, and, to some degree, feeling, the property does not appear to be eligible for the CRHR under any of the criteria.

Is Freeman Park (1001 Main Street) a significant resource per the City of Woodland Sec. 12A-3-1-Standards for designation of historical landmarks, historical districts and historical resources? No.

In order for any historical property to be designated, it must retain adequate integrity to convey its significance. Unfortunately, while Freeman Park has commemorative importance, being associated with the Freeman family, it no longer retains adequate integrity in order to convey its historic significance as a "historic park." One of the most important aspects of the park is its association with the WPA during the 1930s. Prior to that time, the park was developed, but not to its full potential nor with a specific design in mind. The WPA changed that with a central promenade and fountain, concrete walls with Neo-Classic balustrades, walkways, a drinking fountain, and the planting of trees, shrubs, and lawns. While the trees and lawns are consistent with the original concept, the design elements of the WPA no longer exist. Instead the park includes a centrally located gazebo installed where the WPA fountain once sat and a restroom. During the past few decades contemporary infill has occurred around the park, including in the past year the completion of the new County Courthouse across the street. Therefore, the park does not appear to warrant historic designation as a landmark, individual property, or historic district.

Is the former DMV/Highway Patrol Office (1017 Main Street) eligible for the NRHP? No.

1017 Main Street represents a very austere former state-owned office used by the DMV/Highway Patrol from 1936-37 through the 1960s. The building was designed by a prolific California State Architect, Alfred W. Eichler. Because Eichler's career with the state lasted for almost five decades, he was instrumental in designing hundreds of buildings in the state, many of which still remain. With exception of some modest door replacements and a large rear addition (carport), the building retains good integrity. Under NRHP Criterion A, the DMV/Highway Patrol office played an important role in the acquisition of drivers licenses and car registration and served as a branch office for the highway patrol. This association, however, is not well represented in any documentation, which suggests its value to the public was no lesser or greater than other

similar offices covering the state, with the main office in Sacramento. The value of the office appears to have diminished after World War II, due to proliferation of automobilists and the size of the office. The centralization of the highway patrol in Sacramento also led to the eventual abandonment of the office. Therefore, the DMV/Highway Patrol Offices does not appear to be significant under NRHP Criterion A. Under NRHP Criterion B, no documentation exists to connect the office to a person or persons of significance locally, regionally, or statewide. Under Criterion C, although the office was designed by Alfred A. Eichler, a renowned California architect, Eichler was responsible for numerous other office buildings of much more importance, both in their architectural design and function. He was also the designer of the historic Tower Bridge in Sacramento, which is listed on the NRHP. The architectural design of the building, principally a rectangular brick box, does not have important artistic merit or a high degree of workmanship. Therefore, the DMV/Highway Patrol Office does not appear to eligible for the NRHP under Criterion C. The subject property has no information or scientific data potential under NRHP Criterion D.

Is the former DMV/Highway Patrol Office (1017 Main Street) eligible for CEQA and the CRHR? No.

1017 Main Street represents a very austere former state-owned office used by the DMV/Highway Patrol from 1936-37 through the 1960s. The building was designed by a prolific California State Architect, Alfred W. Eichler. Because Eichler's career with the state last for almost five decades, he was instrumental in designing hundreds of buildings in the state, many of which still remain. With the exception of some modest door replacements and a large rear addition (carport), the building retains good integrity. Under NRHP Criterion A, the DMV/Highway Patrol office played an important role in the acquisition of drivers licenses and car registration and served as a branch office for the highway patrol. This association, however, is not well represented in any documentation, which suggests its value to the public was no lesser or greater than other similar offices covering the state, with the main office in Sacramento. The value of the office appears to have diminished after World War II, due to proliferation of automobilists and the size of the office. The centralization of the highway patrol in Sacramento also led to the eventual abandonment of the office. Therefore, the DMV/Highway Patrol Offices does not appear to be significant under CRHR Criterion 1. Under CRHR Criterion 2, no documentation exists to connect the office to a person or persons of significance locally, regionally, or statewide. Under CRHR Criterion 3, although the office was designed by Alfred A. Eichler, a renowned California architect, Eichler was responsible for numerous other office buildings of much more importance, both in their architectural design and function. He was also the designer of the historic Tower Bridge in Sacramento, which is listed on the CRHR and NRHP. The architectural design of the building, principally a rectangular brick box, does not have important artistic merit or a high degree of workmanship. Therefore, the DMV/Highway Patrol Office does not appear to eligible for the CRHR under Criterion 3. The subject property has no information or scientific data potential under CRHR Criterion 4.

Is the former DMV/Highway Patrol Office (1017 Main Street) a significant resource per the City of Woodland Sec. 12A-3-1- Standards for designation of historical landmarks, historical districts and historical resources? No.

In order for any historical property to be designated, it must retain adequate integrity to convey its significance. The former State DMV/Highway Patrol Office does retain good integrity. Built in 1936-37 and used as a state office through the 1960s, the building was designed by a prolific California State Architect, Alfred W. Eichler. Because Eichler's career with the state last for almost five decades, he was instrumental in designing hundreds of buildings in the state, many of which still remain. The DMV/Highway Patrol office played an important local role for citizens to obtain driver's licenses and register vehicles. For a time the building also served as a small branch office for the California Highway Patrol. This association, however, is not well represented in any documentation, which suggests its value to the public was no lesser or greater than other similar offices covering the state, with the main office in Sacramento. The value of the office appears to have diminished after World War II, due to proliferation of automobilists and the size of the office. The centralization of the highway patrol in Sacramento also led to the eventual abandonment of the office. The architectural design of the building, principally a rectangular brick box, does not have important artistic merit or a high degree of workmanship. Nor does the building represent a significant element to the local or county governmental history of Woodland, as does the historic County Courthouse. Therefore, the former DMV/Highway Patrol Office does not appear to warrant historic designation as a landmark, individual property, or historic district.

8.0 SIGNIFICANCE SUMMARY STATEMENT

Neither 1001 nor 1017 Main Street, Woodland, California warrant designation as significant historic resources under the NRHP, CRHR, as City of Woodland Landmark individual resources, or as part of a historic district.

9.0 PROFESSIONAL QUALIFICATIONS

Dana E. Supernowicz, principal of Historic Resource Associates, earned his M.A. degree in History at California State University, Sacramento in 1983, with an emphasis in California and Western United States history. Supernowicz has over 38 years of experience working in the field of cultural resources management for federal and state agencies, as well as 30 years in private consulting. He is a Registered Professional Archaeologist (RPA), has also served as president of the El Dorado County Historical Society, and is a member of the Society for California Archaeology, Oregon-California Trails Association, and the National Trust for Historic Preservation.

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PRIMARY RECORD

Primary #: _____
HRI # _____
Trinomial _____
NRHP Status Code: _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 1

*Resource Name or #: (Assigned by recorder) 1001 Main Street

P1. Other Identifier:

*P2. **Location:** ☐ Not for Publication ☒ Unrestricted

*a. **County:** Yolo

b. **USGS 7.5' Quadrangle:** Woodland, CA **Date:** 1952, revised 1981

c. **Address:** 1001 Main Street **City:** Woodland **Zip:** 95695

d. **UTM:** N/A

e. **Other Locational Data (e.g., parcel #, directions to resource, elevation, etc., as appropriate):** The subject property is a park located between Main and Court Street, and west of 6th Street and east of 4th Street. APN 005-645-10.

*P3a. **Description:** Freeman Park is a owned and maintained by the City of Woodland. The park is bounded on the south by Main Street and on the north by Court Street. The park shares a common boundary with the Woodland Toy Library (1017 Main Street), located immediately to the east. To the west are commercial buildings. The park, which was originally developed in the early 1920s, and redesigned in 1936 by the Works Progress Administration (WPA), is located on a level parcel of land covering approximately 2 acres. Characteristics of the park include two rows of sycamore trees that front the park along Main Street and continue along the right edge of the lawn to the north, mature pine and cedar along the north central part of the park, a wooden gazebo in the center built in 2001, and a restroom on the right northern quadrant of the park also built in recent years. Other trees include flowering plum, as well as oaks near its outer border. The park also features an expansive lawn with rectilinear walkways or paths that provide access to different features in the park, including the gazebo and contemporary park benches. On the right side of the park between the park and the Woodland Toy Library is a small asphalt parking area. A second parking area paved with asphalt is located on the far northeast end of the park, behind the Woodland Toy Library and the restrooms. Viewing the park from the air, the current design includes three quadrants that are separated by large poured concrete walkways. The front quadrant closest to Main Street features mature trees and an expansive lawn; the center quadrant includes the gazebo and concrete benches; and the rear quadrant features a children's playground with benches and a paved asphalt basketball court that bumps up against a contemporary concrete block utility building surrounded by a steel fence.

*P3b. **Resource Attributes:** HP9 - public utility building; HP29 - landscape architecture; HP30 - trees and vegetation

*P4. **Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: View looking north within the park at the gazebo.

*P6. **Date Constructed/Age and Sources:** ☒ Historic Constructed 1921-1923; 1936 (City of Woodland historic records; newspaper articles; historic photographs and maps).

*P7. **Owner and Address:** City of Woodland, 300 First Street, Woodland, CA 95695.

*P8. **Recorded by:** Dana E. Supernowicz, Architectural Historian, Historic Resource Associates, 2001 Sheffield Drive, El Dorado Hills, CA 95762.

*P9. **Date Recorded:** September 2015.

*P10. **Type of Survey:** ☒ Architectural

*P11. **Report Citation:** Historical Resource Analysis Study of 1001 and 1017 Main Street, Woodland, Yolo County, California 95695. Prepared for the City of Woodland, 300 First Street, Woodland, CA 95695. Prepared by Historic Resource Associates, 2001 Sheffield Drive, El Dorado Hills, CA 95762. September 2015.

*Attachments: Building, Structure, and Object Record, Photograph Record.

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 of 21

*Resource Name or #: (Assigned by recorder) 1001 Main Street

NRHP Status Code: 6Z

- B1. Historic Name:** Freeman Park
B2. Common Name:
B3. Original Use: School **B4. Present Use:** Park
***B5. Architectural Style:** City Park/Landscape Architecture
***B6. Construction History:** Based upon historic maps, photographs, deeds, and historic design drawings, Freeman Park was developed between 1921 and 1937. The original phase of development occurred between 1921 and 1923. In 1936, the Works Project Administration commenced a redesign of the parks landscaping. In the past two decades the park has again been redesigned, this time with a centrally located gazebo, walkways, trees, and restrooms.
***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:**
***B8. Related Features:** Freeman Park abuts the Woodland Toy Library (1017 Main Street) to the east and Main Street to the south.
B9a. Architect: Alfred W. Eichler **B9b. Builder:** Contracted through the State of California
***B10. Significance: Theme:** Landscape Architecture **Area:** Woodland
Period of Significance: 1921-1937 **Property Type:** City Park **Applicable Criteria:** A, B, C, and D

During the 1850s through the 1870s, Yolo County was a prosperous agricultural area of grain cultivation, particularly wheat. The railroad junction provided a natural shipping point and the availability of transportation led to the creation of processing and packaging plants that made shipping more efficient. In the winter of 1853, Henry Wyckoff settled in a dense grove of oak trees and opened a small box frame dry goods store near Court and Sixth Streets in present-day Woodland, establishing Yolo City. The store served farmers and ranchers living nearby and travelers along the trail between the small towns of Washington (West Sacramento) and Cacheville (Yolo). Thereafter, A. Weaver opened a blacksmith shop, and in about three months was succeeded by James McClure, and he by E. R. Moses. The first shop was at a point near the former railroad, about 400 feet north from Main Street (refer to BSO, Page 2 of 21).

B11. Additional Resource Attributes: None.

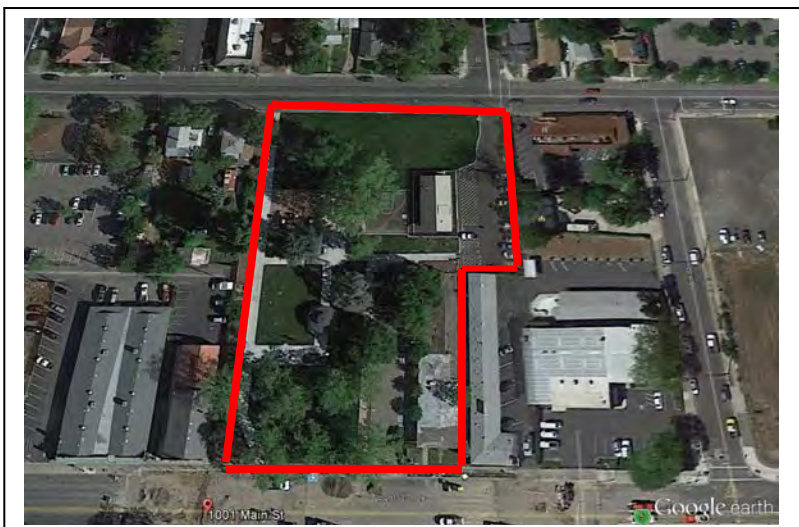
B12. References: Adams, Steven. *The Arts and Crafts Movement*. London: Quintet Publishing Limited. 1987; American Studies at the University of Virginia Website. "The City Beautiful Movement." <http://xroads.virginia.edu/~cap/citybeautiful/city.html>. Accessed September 2015; Ames, David L. "Draft Guidelines for Evaluating America's Historic Suburbs for the National Register of Historic Places." Unpublished manuscript. Washington D.C.: U.S. Department of the Interior, National Park Service. 1998; Anderson, Timothy, Eudora M. Moore, and Robert W. Winter, eds. *California Design 1910*. Salt Lake City: Peregrine Smith Books. 1980; Boyer, Paul S. *Urban Masses and Moral Order in America, 1820-1920*. Cambridge: Harvard University Press. 1978; California Highway Patrol Website. "History of the California Highway Patrol." <https://www.chp.ca.gov/home/about-us/the-history-of-the-california-highway-patrol>, Accessed September 2015; City of Woodland. "A Brief History of Woodland." Excerpted from the 1996 Woodland General Plan. www.cityofwoodland.org. 1996 (refer to BSO, Page 20 of 21).

B13. Remarks:

B14. Evaluator: Dana E. Supernowicz, Historic Resource Associates, 2001 Sheffield Dr., El Dorado Hills, CA 95762.

Date of Evaluation: September 2015

AERIAL PHOTOGRAPH 2015 (Google Earth)



(This space reserved for official
comments.)

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 21

*Resource Name or #: (Assigned by recorder) 1001 Main Street

NRHP Status Code: 6Z

***B10. Significance: (Continued):**

In 1856, Henry Wyckoff established a second store near Court Street, but sold out in April 1857 to Missourian Franklin S. Freeman, who demolished the old residence and erected a new house, still standing at 1037 Court Street. He married local school teacher Gertrude Swain in 1858, and they lived in the house until about 1868, after which they constructed a larger house on the 400 block of First Street, which was demolished in 1948.¹ His wife, Gertrude taught 60 pupils in the school which was located across from the present-day Freeman Park.²



Figure 1: Gertrude and Frank Freeman on their porch
(Courtesy Yolo County Archives).

By 1857, Major Frank S. Freeman had acquired 160 acres of land, and offered free lots to settlers who would clear the land and build homes. Eventually the settlement of Yolo City was established around the central part of present-day Main Street. Yolo City developed into an agricultural community, bolstered by the first irrigation canal developed in 1856 by James Moore, who owned exclusive rights to Cache Creek.

¹Gilbert, Frank T. *The Illustrated Atlas and History of Yolo County, Cal., containing a History of California from 1513 to 1850, a History of Yolo County from 1825 to 1880*. San Francisco: DePue & Company. 1879; City of Woodland 1996; Walters 2008.

²Hayes, Elinor. Woodland Daily Democrat. "Woodland's Godmother to be Honored Tonight." Woodland, California. March 9, 1928.

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*Resource Name or #: (Assigned by recorder) 1001 Main Street

NRHP Status Code: 6Z

*B10. Significance: (Continued):



Figure 2: Circa 1860 view of Yolo City.

In 1861, Major Freeman gained permission to build a post office in the town, and Yolo City was officially renamed Woodland by his wife, Gertrude Freeman in honor of the Valley Oak forest that filled the valley. Frank Freeman was appointed Postmaster in 1861, and he established the first Woodland post office in a brick commercial building he constructed on the northwest corner of Main and First Streets (539 Main Street). A saloon, the first in the town, was opened in 1861 by Benjamin Hotchkiss on Main Street. There were two boarding houses, one kept by James W. Stotenburg and the other by E. Dollarhide.³

The grade of the road once known as the "old Vallejo Railroad Grade" was completed to Woodland in 1860. The same year Hesperian College was completed. The flood of 1861-1862 demonstrated the necessity of a more accessible point for the county seat than the current town of Washington.⁴ In 1862, the Yolo County seat was transferred from Washington (present-day West Sacramento) to Woodland. The first plat of the town was recorded in 1863 with Sixth Street designated as the eastern boundary, College Street as the western boundary, North Street as the northern boundary, and South Street (now Main Street) as the southern boundary. By the mid-1860s Woodland was the most important commercial center in the county, with a business district that boasted the county courthouse and hospital, a steam flour mill, brewery, livery stable, two blacksmith shops, wagon shop, two hotels, drugstore and six retail stores.⁵

³Gilbert 1879:76; City of Woodland 1996; Walters 2008.

⁴Gilbert 1879:76.

⁵City of Woodland 1996; Walters 2008.

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*Resource Name or #: (Assigned by recorder) 1001 Main Street

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***B10. Significance: (Continued):**

In 1869, the California Pacific Railroad Company constructed a line between Davisville and Marysville with a Woodland station in the vicinity of College Street and Lincoln Avenue. Warehousing and industries requiring rail service developed along the railroad tracks, creating the industrial area that still remains between East and Fifth Streets. By 1870, the population of Woodland was approximately 1,600. By the time Woodland was incorporated in 1871 most of the oaks for which the town was named had vanished. Agricultural produce included tobacco, peanuts, grapes, rice, sugar beets, various grains, and row crops. Wineries and livestock were also important agricultural operations.



Figure 3: Birds Eye View of Woodland, Yolo County, 1871. The Court Street School, also known as the Main Street School, is denoted by the red arrow.

In 1891, Woodland acquired the water works system, built a sewer system, and completed the city hall. The Opera House, which was destroyed by fire in 1891 and rebuilt in 1896, became a center for recreation and culture. William H. Weeks, a renowned Northern California architect, designed many buildings in Woodland, including the Yolo County Courthouse, Hotel Woodland, Elks Lodge, and the Bank of Woodland.⁶ By 1910, Woodland was the largest city in the county, with a population of 3,187. For the next 40 years, Woodland remained a stable community, anchored by agricultural industrial plants, such as the three rice mills, a sugar beet refinery, and a tomato cannery. The post-World War II period heralded explosive growth for California, and Woodland's population tripled between 1950 and 1980. New subdivisions and shopping centers developed around the town's perimeter, while industrial plants and distribution centers have been established in the northeast area of Woodland.⁷

⁶ City of Woodland 1996; Walters 2008.

⁷Walters 2008.

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*Resource Name or #: (Assigned by recorder) 1001 Main Street

NRHP Status Code: 6Z

*B10. Significance: (Continued):

History of Freeman Park (1001 Main Street)

On May 31, 1871 Theodore Deming recorded a deed, conveying one of the two parcels that now comprise Freeman Park to the Trustees of Woodland School District for the sum of one dollar "for the purposes of building a public school house thereon, which shall be of at least the value of three thousand dollars and be built within eighteen months from the date hereof." On May 27, 1872 L. P. Craft recorded a deed, conveying the second parcel that now comprises Freeman Park to the Woodland School District for the sum of three hundred dollars.⁸

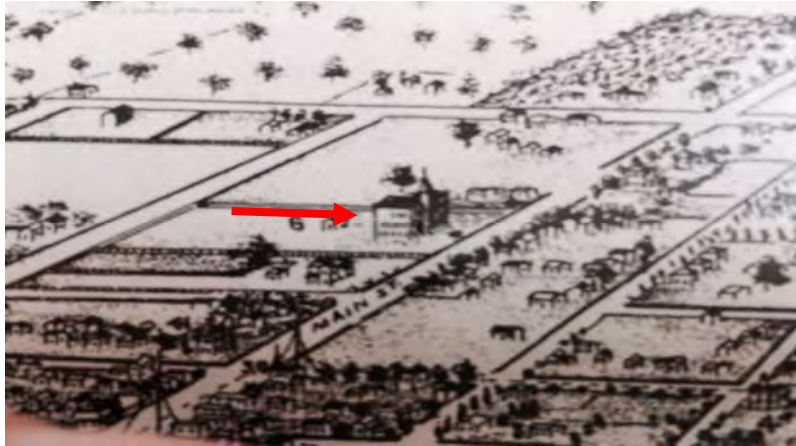


Figure 4: Circa 1880s lithograph of Woodland, California. The red arrow points to the location of the Court Street School House and the current location of Freeman Park (Courtesy of Yolo County Archives).

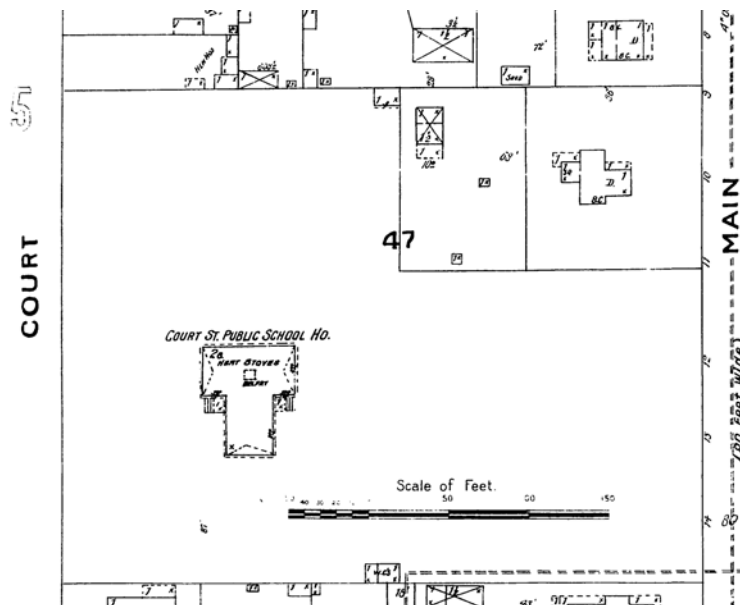


Figure 5: Sanborn Fire Insurance Map, Woodland, CA (Sheet 1) September 1895.

⁸ Ann Sipelle and Steven Ingram. Law Offices of Best, Best & Krieger, LLP. Closed Session Memorandum. March 18, 2004.

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*Resource Name or #: (Assigned by recorder) 1001 Main Street

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*B10. Significance: (Continued):



Figure 6: Main Street School, 1890s (Courtesy Yolo County Archives).
The school was located where the gazebo is today in Freeman Park.

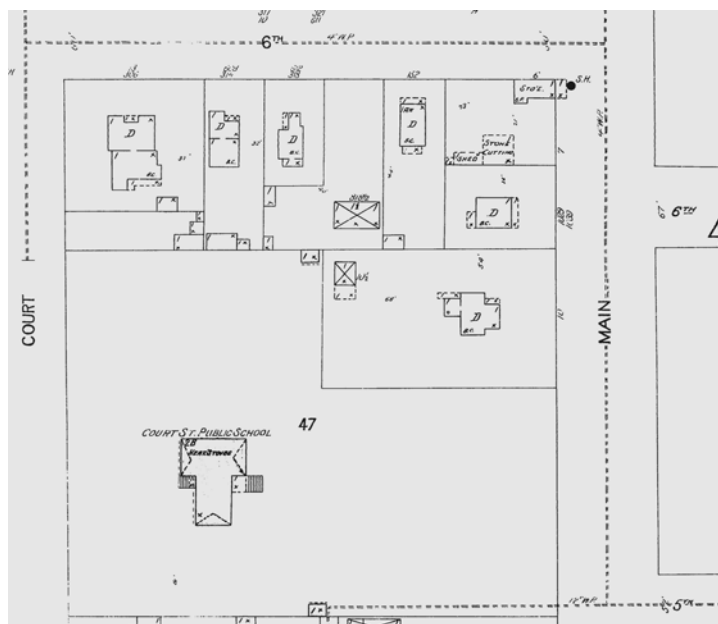


Figure 7: Sanborn Fire Insurance Map, Woodland, CA (Sheet 3) June 1906.

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*Resource Name or #: (Assigned by recorder) 1001 Main Street

NRHP Status Code: 6Z

*B10. Significance: (Continued):

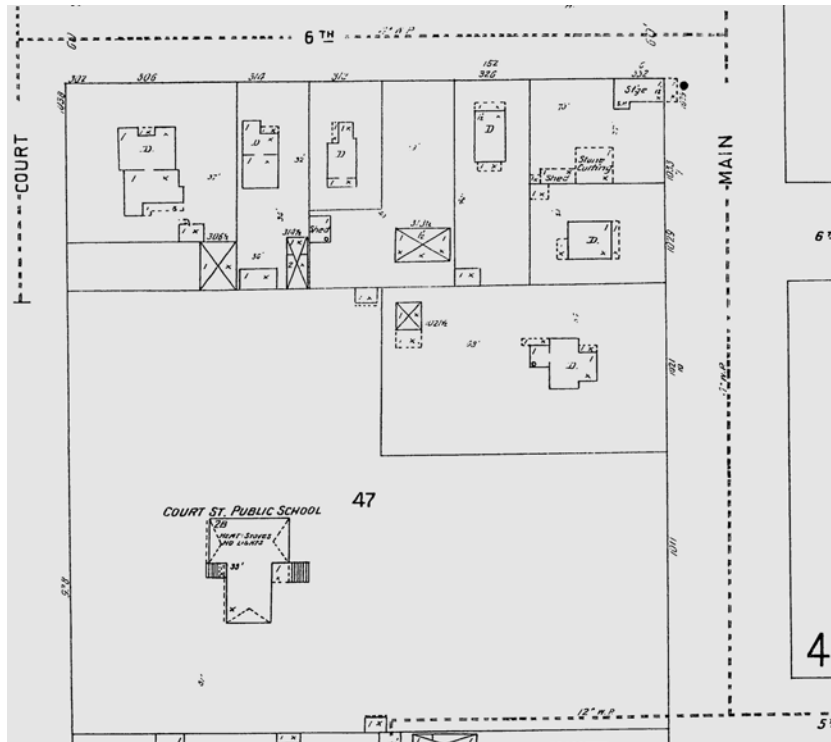


Figure 8: Sanborn Fire Insurance Map, Woodland, CA (Sheet 3) January 1912.



Figure 9: Official Map of Yolo County, 1915. The map depicts the Woodland School District parcel, now the site of Freeman Park, and the parcel occupied by the former DMV office, once owned by the Keehn brothers (Courtesy of Yolo County Archives).

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*Resource Name or #: (Assigned by recorder) 1001 Main Street

NRHP Status Code: 6Z

*B10. Significance: (Continued):

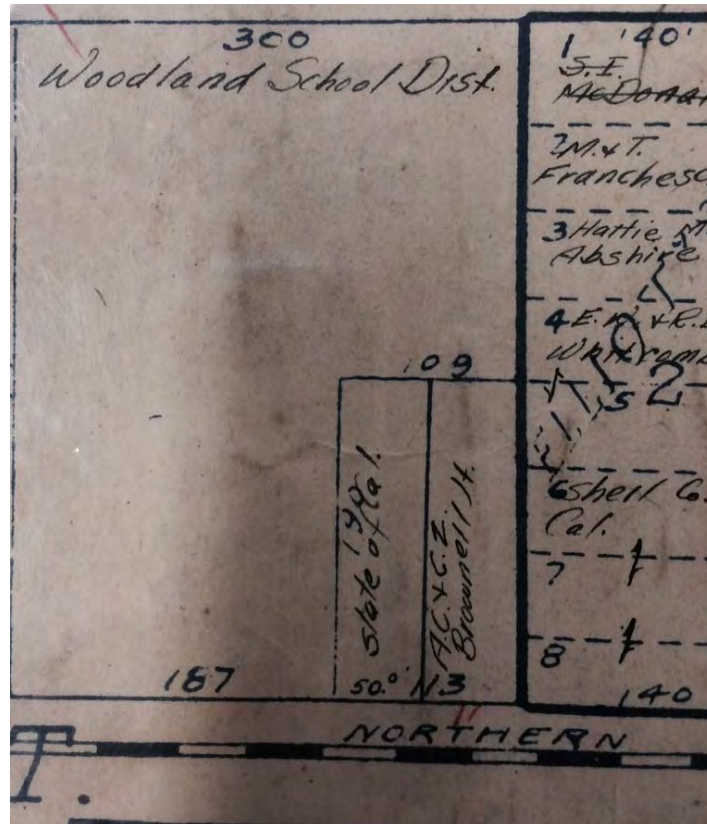


Figure 10: Assessor's Parcel Map, 1921, depicting lands owned by the Woodland School District, later transferred to the City as Freeman Park, the State of California parcel being the site of the DMV/Highway Patrol Office, and the parcel owned by A.C. and C.Z. Brownell, where the Budget Inn, formerly the Gray Motel, was built (Courtesy Yolo County Archives).

On February 7, 1921 a petition signed by some one hundred persons was presented to the City Council to acquire and maintain a city park on "the old Grammar School Property," and the Council appointed a committee to investigate the matter to acquire the school property for park purposes. On October 3, 1921 the Council committee reported that the school trustees agreed to lease the school lot to the City until the property was needed for a school building.⁹

On December 19, 1921 the Council authorized arrangements for a supply of water to the City Park on Main Street, between Fourth and Sixth Streets. On February 20, 1922 the City Council directed the City Engineer to prepare plans and specifications for grading and fixing a tennis court on the Main Street Park, which included hauling crushed rock from nearby quarries. The rock was shipped to the park via the nearby railroad.¹⁰ During February existing trees, perhaps associated with the old school, were removed in order to replant the site.¹¹ In January 1923, the city announced it planned to start construction on a wading pool for the children at the park.¹²

⁹ Ann Siprelle and Steven Ingram. Law Offices of Best, Best & Krieger, LLP. Closed Session Memorandum. March 18, 2004; *Woodland Daily Democrat*, August 30, 1922.

¹⁰ Ibid.

¹¹ *Woodland Daily Democrat*, February 24, 1922.

¹² *Woodland Daily Democrat*, January 27, 1923.

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***Resource Name or #:** (Assigned by recorder) 1001 Main Street

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***B10. Significance: (Continued):**

On July 6, 1923 the City Council approved Resolution #442, approving a lease agreement with the Woodland School District Board of Trustees to lease the property for a term of twenty (20) years for the purpose of maintaining a public park thereon. On August 20, 1923 the Council awarded a bid to J. A. Gould for \$1,885 to construct a restroom at the park.¹³

By 1925 a new municipal park was built at the site of an early grammar school known as the "brick school" (1871-1916). The board of trustees named it Freeman Park to honor Woodland's Founder, Frank S. Freeman. W. E. Robinson, the newly appointed gardener for the park, began work on the beautification of the park, in accordance with plans of the City Engineer, A. G. Proctor. The plans included flower plots and numerous paths.¹⁴

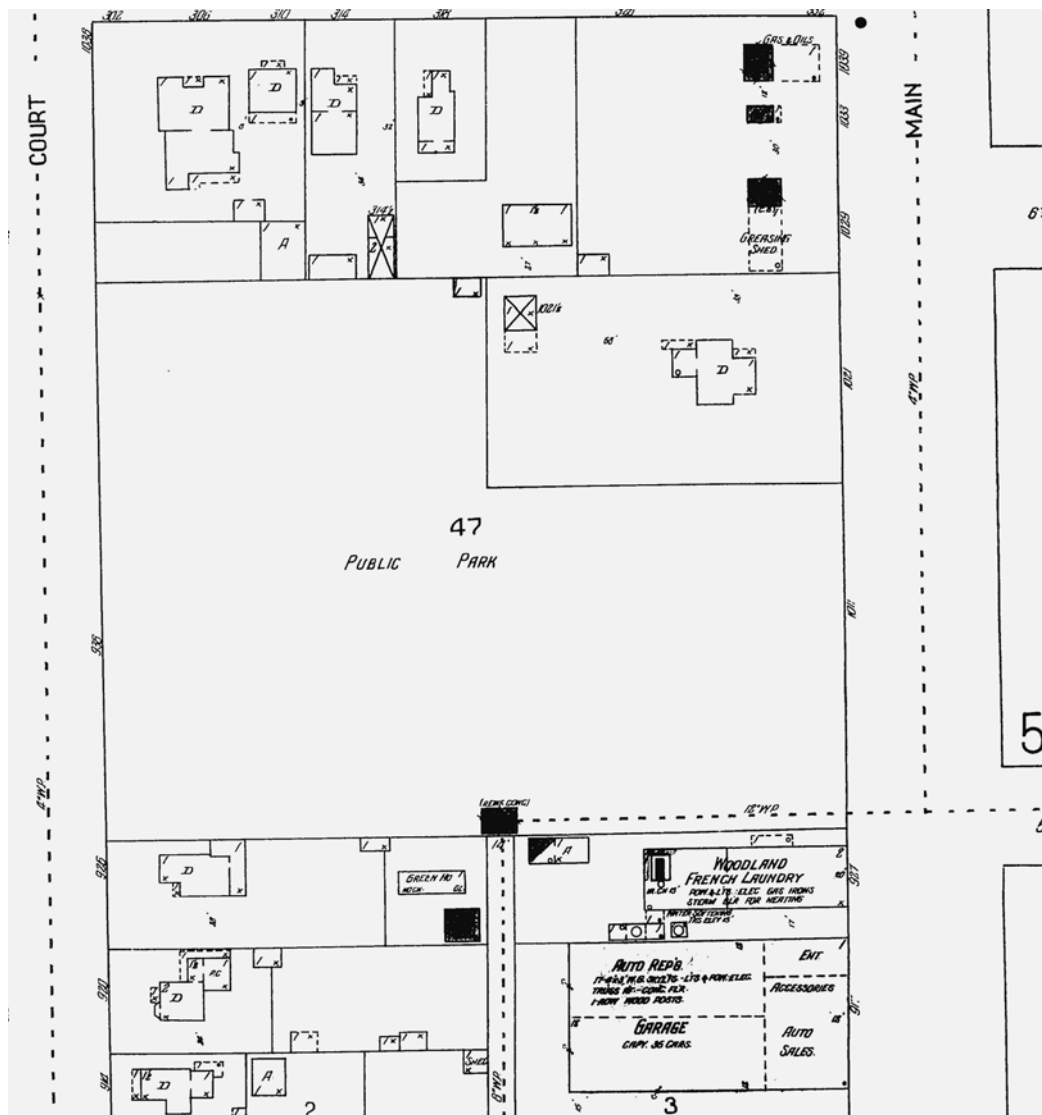


Figure 11: Sanborn Fire Insurance Map, Woodland, CA (Sheet 4) November 1926.

¹³ *Woodland Daily Democrat*, January 27, 1923.bid.

¹⁴ *Woodland Daily Democrat*. "Beautification of Woodland is Started." Woodland, California. March 17, 1925.

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*Resource Name or #: (Assigned by recorder) 1001 Main Street

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***B10. Significance: (Continued):**

Freeman Park reflects a general movement in the United States referred to as "City Beautiful Movement." The 1890s and early years of the twentieth century were a turning point in American society. The economic system struggled to define itself and Americans through the language of consumption; social unrest and violence, results of economic depressions, disgust with corruption in government, and overcrowded urban centers erupted periodically throughout the era; and the agrarian way of life, so familiar and fundamental to American thought and self-image, was passing away into a nostalgic past. Historian Harold Faulkner observes that Americans witnessed the passing of the frontier and the rise of the United States to a position of world power and responsibility which was to make any return to her old isolation increasingly difficult, if not impossible. Old issues were dead or dying; sectional tension was no longer a force of much importance in politics, and efforts to revive it proved unavailing. Most important of all, the triumph of industry over agriculture was now assured. The Industrial Revolution, if not completed, had gone so far as to make turning back to the ways of a simpler agrarian society out of the question.¹⁵

Life had come to be lived, for many, in the city. Not only had population increased during the period 1860 to 1910 from 31.4 million to 91.9 million, but the percentage of Americans living in cities increased as well - by 1910, 46% lived in cities with populations of over 2,500.¹⁶ With population centering on urban areas, the questions of the city - crime, poverty, urban blight, and civic idealism - all came to the fore near the turn of the century.

The real consumers of the city's goods were not its residents; increasingly, with the advent of improved transportation and roadways, the middle and upper-middle class retreated from the cities into the suburbs, leaving the less well-to-do and the downright poverty-stricken to the quickly decaying urban center. The upper classes traveled into the city to attend to their business, consume the leisure activities contained therein, and the return to their comfortable and beautiful suburban homes. What they left behind in the cities is the subject of numerous Progressive reform movements throughout the period.

The reformers were concerned less with the poor of the cities than with their own fear of these growing urban masses. Their concern can be understood in the context of the social upheaval centered on the city during the Gilded Age, beginning with Chicago's Haymarket Riot of 1886 and followed by labor unrest just prior and just after the beginning of the 1893 depression - the Homestead strike of 1892 and the Pullman strike of 1894. The depression starting in 1893 lasted until 1897, its pain, division, and violence a memory fresh in the minds of Americans.

The reformers of urban America were generally middle and upper-middle class, whose concern was with the potential violence of those left in the cities. The lower classes these activists were attempting to control were living in squalid and significantly unhealthy conditions. The squalor and hopelessness of city life for immigrants and the poor throughout the country has been recounted numerous times by writers such as Theodore Dreiser, Stephen Crane, Riis, and Frank Norris. The middle and upper-class reformers who sought to remedy this situation did so, for the most part, out of their own fear. They had to make the assumption that the poverty-stricken were somehow morally, and by extension civically, deficient, a point of view quite in vogue at the time, with the continuing popularity of Darwin's theories of survival of the fittest and Spenser's translation of these ideas into the social realm.¹⁷

The most visible expression of this belief in the creation of moral and civic virtue in the urban population was created by the reformers of the City Beautiful movement. The movement was conceived as explicitly reform-minded; Daniel Burnham, a leading proponent of the movement, linked their efforts with Progressivism. A reform "of the landscape, he suggested, [would] complement the burgeoning reforms in other areas of society."¹⁸ While other reformers concentrated on improving sanitary conditions or opening missions, the City Beautiful leaders (upper-middle class, white, male), believed the emphasis should be on creating a beautiful city, which would in turn inspire its inhabitants to moral and civic virtue. "The reform movement in America, which had largely been concerned with corruption in local government, exploitation of the laboring classes by big business, improvement in housing conditions in large cities, and other social causes, quickly embraced the concept of the city beautiful as an American goal."¹⁹

¹⁵ "The City Beautiful Movement." <http://xroads.virginia.edu/~cap/citybeautiful/city.html>. Accessed September 2015.

¹⁶ Hines, Thomas S. "The Imperial Mall: The City Beautiful Movement and the Washington Plan of 1901-02." in *The Mall in Washington, 1791-1991*. Washington: National Gallery of Art, 1991:81.

¹⁷ Boyer, Paul S. *Urban Masses and Moral Order in America, 1820-1920*. Cambridge: Harvard University Press, 1978, vii.

¹⁸ Hines, 95.

¹⁹ Riis, Jacob A. *How the Other Half Lives*. New York: Charles Scribner's Sons, 1890:195.

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*Resource Name or #: (Assigned by recorder) 1001 Main Street

NRHP Status Code: 6Z

***B10. Significance: (Continued):**

Generally stated, the City Beautiful advocates sought to improve their city through beautification, which would have a number of effects: social ills would be swept away, as the beauty of the city would inspire civic loyalty and moral rectitude in the impoverished; American cities would be brought to cultural parity with their European competitors through the use of the European Beaux-Arts idiom; and a more inviting city center still would not bring the upper classes back to live, but certainly to work and spend money, in the urban areas. The premise of the movement was the idea that beauty could be an effective social control device.

Based on their fear, and a sincere sense of responsibility to improve the lives of the inner city poor, the City Beautiful reformers believed that "civic loyalty itself ... [could] provide the foundation stone" for a harmonious urban moral order.²⁰ Important as beauty was for itself, its role in environmental conditioning was never far from the minds of civic center advocates. The civic center's beauty would reflect the souls of the city's inhabitants, inducing order, calm, and propriety. Furthermore, the citizen's presence in the center, together with other citizens, would strengthen pride in the city and awaken a sense of community with fellow urban dwellers.²¹

The idiom the City Beautiful leaders used in their ideal civic center was the Beaux-Arts style, named for the famous Ecole des Beaux-Arts in Paris, which instructed artists and architects in the necessity of order, dignity, and harmony in their work. The first expression of this monumental style in the United States was found at the World's Columbian Exposition of 1893. The shimmering "White City," as the fair came to be known during that summer in Chicago, was a tour de force of early city planning and architectural cohesion. In the grand Court of Honor, architects, brought in from the East by Director of Construction Daniel H. Burnham of Chicago, put their Beaux-Arts training to use in the monumental and vaguely classical buildings, all of uniform cornice height, all decorated roughly the same, and all painted bright white.

Not only was the White City dignified and monumental, it was also well-run: there was no poverty and no crime, there were state-of-the-art sanitation and transportation systems, and the Columbian Guard kept everyone happily in their place. In contrast to the grey urban sprawl and blight of Chicago and other American cities, this seemed a utopia. The fair set American taste in architecture for at least the next 15 years, although some argue that its influence extends even farther into the twentieth century. The Beaux-Arts style was considered dignified and beautiful, and Americans embraced the order the style provided during a period of great disharmony and disorder in their country. The fair also introduced the concept of a monumental core or civic center, an arrangement of buildings intended to inspire in their beauty and harmony, as well as the beginnings of comprehensive city planning, although in many cases the city planning was directly only at the monumental core and public parks, rather than addressing zoning issues or affordable housing.

Freeman Park, although dedicated as a city park in 1921, remained marginally developed until the 1930s. On January 16, 1936, the *Woodland Democrat* reported that "work had started on the new park for the city." The notation in newspaper read:

Hopeful they will be given a break by the weatherman, a crew of WPA laborers was at work Thursday morning landscaping the old city dump at the east end of Court Street which is being made into a three-acre park. The ground will be leveled before the planting of shrubs and trees takes place. Much interest is being shown in the proposed target range which will occupy part of the park.²²

²⁰ Boyer, 252.

²¹ Wilson, William H. *The City Beautiful Movement*. Baltimore: Johns Hopkins University Press, 1989:92.

²² *Woodland Daily Democrat*, January 16, 1936:1.

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*B10. Significance: (Continued):



Figure 12: Photograph of Freeman Park, circa 1940 with WPA landscaping (Courtesy Yolo County Archives).

Based upon a historic photograph (Figure 12), probably taken in the 1940s, Freeman Park had been improved by the Works Project Administration (WPA) with sidewalks, fluted lamp standards, a raised promenade with a fountain, a drinking fountain, concrete seating areas, and various shrubs and trees. The overall impression is "Neo-classical" landscape architecture popularized in the 1920s-1930s. The centrally located raised concrete promenade has been replaced with a gazebo in 2001, and the other improvements, such as the drinking fountain and concrete benches, no longer exist. In essence, virtually all of the WPA landscape features have been removed from the park and replaced with lawns, newer walkways, a gazebo, and restrooms. The tree canopy in the 1940s photograph does not appear to represent the trees in the park today, which include predominantly cedar and sycamore trees.

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*Resource Name or #: (Assigned by recorder) 1001 Main Street

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*B10. Significance: (Continued):



Figure 13: Aerial Photograph of Freeman Park, 1937, with the completed WPA landscape design (courtesy U.C. Davis Map Library).



Figure 14. Aerial Photograph of Freeman Park, 2015 (Google Earth)

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*Resource Name or #: (Assigned by recorder) 1001 Main Street

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***B10. Significance: (Continued):**

The Trustees of the Woodland School District leased the Freeman Park property to the City of Woodland from 1923 until at least 1943. On July 28, 2004 the Woodland Joint Unified School District quitclaimed to the City of Woodland all interest in the following described property, identified as Assessor Parcel Number 005-645-10:

Parcel One:

A part of Block #5, as shown by plat of said town on file and of record, in the Records Office of our county, being a part of the land conveyed by William B. Emery and Lucy Emery to J. J. Deming on the 1st day of October 1862, recorded in Book "Y" of Deeds on pages 180 & 181, which record is referred to for a more full description of the land hereby conveyed.

Commencing at the southeast corner of the said tract as the southwest corner of a tract owned by James M. Martin; running thence north four hundred and thirty-five feet; thence west one hundred and ninety-five feet; thence south four hundred and thirty-five feet; thence east one hundred and ninety-five feet to the place of beginning.

Parcel Two:

Commencing at a point in the center of Court Street in said town of Woodland at the southwest corner of land, owned and occupied by J. Chandler; running thence south two hundred thirty (230) feet; thence west one hundred seven (107) feet; thence north two hundred thirty (230) feet to the center of said Court Street; thence east along the center of said Court Street one hundred and seven (107) feet to the place of beginning. The same being a part of the land described in the deed of F. S. Bruman to M. Burber, recorded in Book "F" of Deeds, Page 582 records of said Yolo County.²³

As previously noted, today Freeman Park retains its historic configuration, however, the original and later WPA landscape features no longer exist, replaced by a contemporary gazebo, restrooms, walkways. The trees and planting appear to date from the last 50 years.

REGULATORY FRAMEWORK

NRHP Criteria

Criterion A: Event

Properties can be eligible for the National Register if they are associated with events that have made a significant contribution to the broad patterns of our history.

Criterion B: Person

Properties may be eligible for the National Register if they are associated with the lives of persons significant in our past.

Criterion C: Design/Construction

Properties may be eligible for the National Register if they 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.

²³ Yolo County Recorder's Office. Official Deeds, Book 38259, Page 1320. July 28, 2004.

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*Resource Name or #: (Assigned by recorder) 1001 Main Street

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*B10. Significance: (Continued):

Criterion D: Information Potential

Properties may be eligible for the National Register if they have yielded, or may be likely to yield, information important in prehistory or history. As the National Register points out, “when evaluated within its historic context, a property must be shown to be significant for one or more of the four Criteria for Evaluation - A, B, C, or D.” The rationale for judging a property's significance and, ultimately, its eligibility under the Criteria is its historic context and integrity. The use of historic context allows a property to be properly evaluated in a variety of ways. The key to determining whether the characteristics or associations of a particular property are significant is to consider the property within its proper historic context.²⁴

CEQA and CRHR Criteria

The regulatory framework for this historic resource study and the evaluation lies within the guidelines imposed for the California Environmental Quality Act (CEQA) and the California Register of Historic Resources (CRHR) under Public Resources Code section 5024.1. CEQA guidelines define a significant cultural resource as “a resource listed in or eligible for listing on the CRHR. A historical resource may be eligible for inclusion in the CRHR if it:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important to prehistory or history.

Even if a resource is not listed in, or determined eligible for listing in, the CRHR, the lead agency may consider the resource to be an “historical resource” for the purposes of CEQA provided that the lead agency determination is supported by substantial evidence (CEQA Guidelines 14 CCR 15064.5).

According to the state guidelines, a project with an effect that may cause a substantial adverse change in the significance of a historical resource or a unique archaeological resource is a project that may have a significant effect on the environment (14 CCR 15064.5[b]). CEQA further states that a substantial adverse change in the significance of a resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. Actions that would materially impair the significance of a historical resource are any actions that would demolish or adversely alter those physical characteristics of a historical resource that convey its significance and qualify it for inclusion in the CRHR or in a local register or survey that meet the requirements of PRC 5020.1(k) and 5024.1(g).

City of Woodland Standards for Historic Designation

In addition, the City of Woodland Sec. 12A-3-1. Standards for designation of historical landmarks, historical districts, and historical resources was taken into consideration. The standard is as follows:

(a) A building, structure, object, or particular place may be designated for preservation as a landmark if it meets one or more of the following criteria:

(1) Historical Importance. The building, structure, object, particular place, vegetation or geology, has character, interest of value, as part of the development, heritage or cultural characteristics of the city, state or nation; or is the site of an historic event with an effect upon society; or is identified with a person or group of persons who had some influence on society; or exemplifies the cultural, political, economic, social or historic heritage of the community.

²⁴ USDI, National Park Service. National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, n.d.

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*Resource Name or #: (Assigned by recorder) 1001 Main Street

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*B10. Significance: (Continued):

(2) Architectural Importance. The building, structure, object, or particular place exemplifies the environment of a group of people in an era of history characterized by distinctive architectural style; or embodies those distinguishing characteristics of an architectural type specimen; or is the work of an architect or master builder whose individual work has influenced the development of the area; or contains elements of architectural design, detail, materials or craftsmanship which represent a significant innovation.

(b) An area may be designated as an historical district which it includes at least two designated historical landmarks in such proximity that they create a setting historically or culturally significant to the local community, the state, or the nation, sufficiently distinguishable from other areas of the city to warrant preservation by such means. Such districts may include structures and sites that individually do not meet criteria for landmark status but which geographically and visually are located so as to be part of the setting in which the other structures are viewed.

(c) The city council shall approve and maintain a historical resources list. A building, structure, or object may be included on the list as a historical resource if, in the determination of the city council, it satisfies the historical preservation commission's historical resources inventory study list evaluation criteria. (Ord. No. 1004, § 2 (part); Ord. No. 1310, § 3 (part).)

INTEGRITY CRITERIA

Determining the significance of 1001 and 1017 Main Street is predicated on the property retaining a sufficient level of integrity in order to convey its historic significance. Integrity is defined by the National Park Service as follows:

Location

Location is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved.

Design

Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape. Design can also apply to districts, whether they are important primarily for historic association, architectural value, information potential, or a combination thereof. For districts significant primarily for historic association or architectural value, design concerns more than just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related: for example, spatial relationships between major features; visual rhythms in a streetscape or landscape plantings; the layout and materials of walkways and roads; and the relationship of other features, such as statues, water fountains, and archeological sites.

Setting

Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the *character* of the place in which the property played its historical role. It involves *how*, not just *where*, the property is situated and its relationship to surrounding features and open space.

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*Resource Name or #: (Assigned by recorder) 1001 Main Street

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*B10. Significance: (Continued):

Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences.

The physical features that constitute the setting of a historic property can be either natural or manmade, including such elements as:

- Topographic features (a gorge or the crest of a hill);
- Vegetation;
- Simple manmade features (paths or fences); and
- Relationships between buildings and other features or open space.

These features and their relationships should be examined not only within the exact boundaries of the property, but also between the property and its *surroundings*. This is particularly important for districts.

Materials

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place.

A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved. The property must also be an actual historic resource, not a recreation; a recent structure fabricated to look historic is not eligible. Likewise, a property whose historic features and materials have been lost and then reconstructed is usually not eligible (refer to Criteria Consideration E in Part VII: *How to Apply the Criteria Considerations* for the conditions under which a reconstructed property can be eligible.)

Workmanship

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques. Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles. Examples of workmanship in historic buildings include tooling, carving, painting, graining, turning, and joinery.

Feeling

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character. For example, a rural historic district retaining original design, materials, workmanship, and setting will relate the feeling of agricultural life in the 19th century. A grouping of prehistoric petroglyphs, unmarred by graffiti and intrusions and located on its original isolated bluff, can evoke a sense of tribal spiritual life.

BUILDING, STRUCTURE, AND OBJECT RECORD

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*Resource Name or #: (Assigned by recorder) 1001 Main Street

NRHP Status Code: 6Z

*B10. Significance: (Continued):

Association

Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character. For example, a Revolutionary War battlefield whose natural and manmade elements have remained intact since the 18th century will retain its quality of association with the battle. Because feeling and association depend on individual perceptions, their retention *alone* is never sufficient to support eligibility of a property for the National Register.

DETERMINATION OF INTEGRITY AND ELIGIBILITY

Location - Freeman Park (1001 Main Street) retains its original location.

Design - The design of Freeman Park has been altered by the removal of virtually all of its original landscape design elements, including those installed by the WPA in the 1930s.

Setting - The setting of Freeman Park has been altered through physical changes to the original park including new trees, lawns, etc.

Materials - The majority of the original materials associated with the 1920s through the 1930s at Freeman Park no longer exist.

Workmanship - The original workmanship of Freeman Park has been compromised by contemporary re-design and development of the park, including a gazebo and restrooms.

Feeling - The feeling of Freeman Park is diminished, due to the loss of the original park design and WPA features.

Association - The association of Freeman Park remains relatively good in that it still serves as a public park.

EVALUATION CRITERIA

Is Freeman Park (1001 Main Street) eligible for the NRHP? No.

Under NRHP Criterion A, Freeman Park played an important role in the cultural and recreational history of Woodland. Under NRHP Criterion B, the park is associated with the Freemans, a pioneer Woodland family who reportedly donated some of the land that became the park. Under Criterion C, other than the configuration of the park, the historic landscape design and furniture built by the WPA no longer exist. Under NRHP Criterion D, there is some evidence that the park site was once part of the Woodland City Dump. However, it is likely that the refuse was removed prior to the development of the park and prior to construction of the school. Because the park lacks integrity of design, workmanship, materials, association, and, to some degree, feeling, the property does not appear to be eligible for the NRHP under any of the criteria.

Is Freeman Park (1001 Main Street) eligible for CEQA and the CRHR? No.

Under CRHR Criterion 1, Freeman Park played an important role in the cultural and recreational history of Woodland. Under CRHR Criterion 2, the park is associated with the Freemans, a pioneer Woodland family who reportedly donated some of the land that became the park. Under CRHR 3, other than the configuration of the park, the historic landscape design and furniture built by the WPA no longer exist. Under CRHR Criterion 4, there is some evidence that the park site was once part of the Woodland City Dump. However, it is likely that the refuse was removed prior to the development of the park and prior to construction of the school. Because the park lacks integrity of design, workmanship, materials, association, and, to some degree, feeling, the property does not appear to be eligible for the CRHR under any of the criteria.

BUILDING, STRUCTURE, AND OBJECT RECORD

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*Resource Name or #: (Assigned by recorder) 1001 Main Street

NRHP Status Code: 6Z

*B10. Significance: (Continued):

Is Freeman Park (1001 Main Street) a significant resource per the City of Woodland Sec. 12A-3-1-Standards for designation of historical landmarks, historical districts and historical resources? No.

In order for any historical property to be designated, it must retain adequate integrity to convey its significance. Unfortunately, while Freeman Park has commemorative importance, being associated with the Freeman family, it no longer retains adequate integrity in order to convey its historic significance as a "historic park." One of the most important aspects of the park is its association with the WPA during the 1930s. Prior to that time, the park was developed, but not to its full potential nor with a specific design in mind. The WPA changed that with a central promenade and fountain, concrete walls with Neo-Classic balustrades, walkways, a drinking fountain, and the planting of trees, shrubs, and lawns. While the trees and lawns are consistent with the original concept, the design elements of the WPA no longer exist. Instead the park includes a centrally located gazebo installed where the WPA fountain once sat and a restroom. During the past few decades contemporary infill has occurred around the park, including in the past year the completion of the new County Courthouse across the street. Therefore, the park does not appear to warrant historic designation as a landmark, individual property, or historic district.

SIGNIFICANCE SUMMARY STATEMENT

Freeman Park, located at 1001 Main Street, Woodland, California, does not warrant designation as a significant historic resource under the NRHP, CRHR, as a City of Woodland Landmark individual resource, or as part of a historic district. This finding is based upon the property's lack of integrity, particularly its workmanship, design, and materials.

BUILDING, STRUCTURE, AND OBJECT RECORD

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*Resource Name or #: (Assigned by recorder) 1001 Main Street

NRHP Status Code: 6Z

B12. References (Continued):

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BUILDING, STRUCTURE, AND OBJECT RECORD

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*Resource Name or #: (Assigned by recorder) 1001 Main Street

NRHP Status Code: 6Z

B12. References (Continued):

Trapp, Kenneth, ed. *The Arts and Crafts Movement in California: Living the Good Life*, New York: Abbeville Press Publishers. 1993.

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Maps

Assessor Parcel Maps, Yolo County, California.

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State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #: _____
HRI # _____
Trinomial _____
NRHP Status Code: _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

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*Resource Name or #: (Assigned by recorder) 1017 Main Street

- P1. Other Identifier:** Woodland Toy Library
- *P2. Location:** ☐ Not for Publication ☒ Unrestricted ***a. County:** Yolo
- b. USGS 7.5' Quadrangle:** Woodland, CA **Date:** 1952, revised 1981
- c. Address:** 1017 Main Street **City:** Woodland **Zip:** 95695
- d. UTM:** N/A
- e. Other Locational Data (e.g., parcel #, directions to resource, elevation, etc., as appropriate):** The subject property is located on the north side of Main Street, approximately 210' west of 6th Street and approximately 470' east of 4th Street, bordered on the west by Freeman Park, and on the east by the Budget Inn and Rainbow Sales glass company. APN 005-645-11.

***P3a. Description:** The subject property consists of a one-story, brick masonry, "L" shaped building that faces south towards Main Street. The north half of the building is wood-frame with stucco exterior cladding. Besides an enclosed area, the rear addition includes open bays for automobiles that face a narrow paved driveway. Character defining features of the building include a nearly flat hipped roof clad with rolled asphalt roofing, brick masonry exterior walls, wide overhanging roof eaves with fascia and rain gutters, a slight inset front entry porch offset to the left of the building facing Main Street, and double-hung wood-sash windows set in plain architraves. From left to right the south or front elevation of the building features a wood-sash window with a steel security screen, a contemporary paneled wood entry door (facing west), two more wood-sash windows, and a second contemporary entry door with a aluminum screen door in front. The main access is via the left entry door with a concrete stoop and roof overhang. The west elevation features a single wood-sash window and a third replacement wood paneled entry door. Above the door is a cloth awning and a sign that reads "TOY LIBRARY." The west elevation continues to the north with plain stucco walls to its termination near the existing restrooms for Freeman Park. The east elevation of the building features five wood-sash windows and a wall vent. The east elevation nearly abuts the adjacent Budget Inn, a concrete walkway dividing the two buildings. The northeast corner of the building makes a slight return to the west before continuing to the north as part of the stucco clad carports. The rear or north elevation of the original brick building is covered by the wood-frame stucco addition, terminating with plain partially re-stuccoed walls lacking any fenestration. The rear carport is visible from the north through a locked chain link fence and driveway.

***P3b. Resource Attributes:** HP14 former government building; HP15 Educational building (library)

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: View looking north at 1017 (Woodland Toy Library) across Main Street.

***P6. Date Constructed/Age and Sources:** ☒ Historic Constructed circa 1931, according to City of Woodland records.

***P7. Owner and Address:** City of Woodland, 300 First Street, Woodland, CA 95695.

***P8. Recorded by:** Dana E. Supernowicz, Architectural Historian, Historic Resource Associates, 2001 Sheffield Drive, El Dorado Hills, CA 95762.

***P9. Date Recorded:** September 12, 2015.

***P10. Type of Survey:** ☒ Architectural

***P11. Report Citation:** Historical Resource Analysis Study of 1001 and 1017 Main Street, Woodland, Yolo County, California 95695. Prepared for the City of Woodland, 300 First Street, Woodland, Yolo County, CA 95695. Prepared by Historic Resource Associates, 2001 Sheffield Drive, El Dorado Hills, CA 95762. September 2015.

***Attachments:** Building, Structure, and Object Record, Photograph Record.

BUILDING, STRUCTURE, AND OBJECT RECORD

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*Resource Name or #: (Assigned by recorder) 1017 Main Street

NRHP Status Code: 6Z

- B1. Historic Name:** California State Department of Motor Vehicles/Highway Patrol Office
B2. Common Name: Woodland Toy Library
B3. Original Use: State government office
B4. Present Use: City library
***B5. Architectural Style:** Brick masonry government office
***B6. Construction History:** Based upon historic photos, maps, deeds, and design drawings, the subject property was built in 1936-37. Sometime after 1949-50, a rear addition was added that included 3 vehicle bays.
***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:**
***B8. Related Features:** Freeman Park, which dates to the 1920s lies immediately to the west of the subject property.
B9a. Architect: Alfred A. Eichler **B9b. Builder:** State of California
***B10. Significance: Theme:** Depression Era State Government Office Building **Area:** Woodland
Period of Significance: 1936-1937 **Property Type:** government building **Applicable Criteria:** A, B, C, and D

The historic context for the subject property lies principally in the expansion of branch offices owned and operated by the California Department of Motor Vehicles during the Great Depression of the 1930s. The subject property, located on the east side of Woodland's historic Main Street and bordered on the east by 6th Street, also represents expanding governmental services in the city as well as the county. The building was constructed on a irregularly-shaped corner parcel that once was developed with a late-nineteenth century Victorian residence. The residence was likely demolished in the 1950s and replaced in the 1960s with a motel, today referred to as the Budget Inn. Immediately to the west is Freeman Park, developed in the 1920s with further improvements during the 1930s (refer to BSO, Page 2 of 15).

B11. Additional Resource Attributes: None

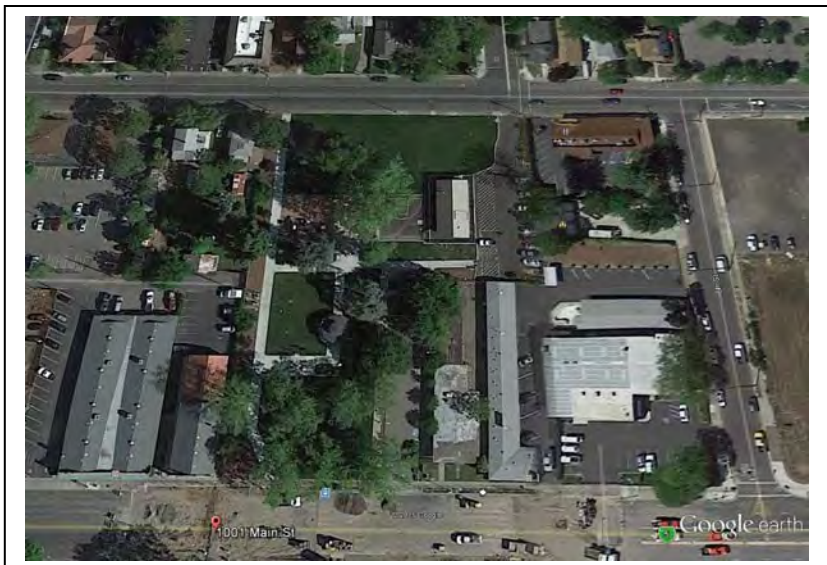
B12. References: Adams, Steven. *The Arts and Crafts Movement*. London: Quintet Publishing Limited. 1987; American Studies at the University of Virginia Website. "The City Beautiful Movement." <http://xroads.virginia.edu/~cap/citybeautiful/city.html>. Accessed September 2015; Ames, David L. "Draft Guidelines for Evaluating America's Historic Suburbs for the National Register of Historic Places." Unpublished manuscript. Washington D.C.: U.S. Department of the Interior, National Park Service. 1998; Anderson, Timothy, Eudorah M. Moore, and Robert W. Winter, eds. *California Design 1910*. Salt Lake City: Peregrine Smith Books. 1980; Boyer, Paul S. *Urban Masses and Moral Order in America, 1820-1920*. Cambridge: Harvard University Press. 1978; California Highway Patrol Website. "History of the California Highway Patrol." <https://www.chp.ca.gov/home/about-us/the-history-of-the-california-highway-patrol>, Accessed September 2015; City of Woodland. "A Brief History of Woodland." Excerpted from the 1996 Woodland General Plan. www.cityofwoodland.org. 1996 (refer to BSO, Page 14 of 15).

B13. Remarks:

B14. Evaluator: Dana E. Supernowicz, Historic Resource Associates, 2001 Sheffield Dr., El Dorado Hills, CA 95762.

Date of Evaluation: September 2015

AERIAL PHOTOGRAPH 2015 (Google Earth)



(This space reserved for official comments.)

BUILDING, STRUCTURE, AND OBJECT RECORD

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*Resource Name or #: (Assigned by recorder) 1017 Main Street

NRHP Status Code: 6Z

B12. Significance (Continued):

Just before the turn of the century a new mode of transportation was seen and heard on the California landscape. It made an enormous racket, like a rapidly popping string of firecrackers. It spewed smoke and stirred giant clouds of dust. It thrilled youngsters of the day and frightened animals. Some referred to it as a "horseless carriage." Others called it an "automobile." It was to have a more profound and greater impact upon the state than any other single invention. It would eventually intrude into all California life, causing deep and lasting changes.

California's first half century of automobile legislation portrays a people striving to understand and to cope with their new motor car environment. Essentially, Californians were anxious to police motorists and protect themselves with a formidable barrier of "rules of the road." In 1901, California laws authorized cities and counties to license bicycles, tricycles, automobile carriages, carts, and similar wheeled vehicles. By 1905, this task was transferred to the Secretary of State for a more statewide and uniform vehicle registration system. Owners paid a \$2 fee and were issued a circular tag that had to be conspicuously displayed in the vehicle. In addition, they had to display the license number on the rear of the vehicle in 3-inch-high black letters on a white background. Some owners also painted numbers on headlamp lenses. Vehicle registration prerequisites included satisfactory lamps, good brakes, and either a bell or a horn. The secretary of state handled vehicle registrations from 1905 until 1913, when the legislature gave the task to the state treasurer. At the same time, the Engineering Department (predecessor of the Department of Public Works and forerunner of today's Department of Transportation) became custodian of vehicle records.

The first Department of Motor Vehicles in California was created in 1915 with enactment of Senator E.S. Birdsall's "Vehicle Act of 1915." Vehicle registrations that year had climbed to 191,000. In 1921, the powers and duties of the Department of Motor Vehicles (DMV) were transferred to the Division of Motor Vehicles, part of the newly created Department of Finance. The move reflected recognition of the division's revenue producing status. In 1931, the DMV became a stand-alone state department and has remained in this status to the present day.¹

On August 14, 1929, the California Highway Patrol (CHP) was created through an act of the Legislature. The new law gave Statewide authority to the Highway Patrol to enforce traffic laws on county and State highways - a responsibility which remains in effect today, along with many additional functions undreamed of in 1929. The primary mission of the California Highway Patrol is "the management and regulation of traffic to achieve safe, lawful, and efficient use of the highway transportation system." As a major statewide law enforcement agency, the secondary mission of the Department is to assist in emergencies exceeding local capabilities. The CHP also provides disaster and lifesaving assistance. In 1930, the CHP established its first academy training class at the old State Fairgrounds in Sacramento.

During its first ten years, the CHP successfully grew into a highly respected, effective traffic safety force of 730 uniformed personnel. After World War II, the legislature decided to consolidate and reorganize the Patrol's enforcement and administrative responsibilities. In October 1947, the Department of the California Highway Patrol was established and the position of commissioner was created to head the new Department. The span of enforcement responsibility has expanded dramatically and the CHP has continued to grow and change. Today's responsibilities include truck and bus inspections, air operations (both airplanes and helicopters) and vehicle theft investigation and prevention. The 1995 merger with the California State Police also increased the areas of responsibility to include protection of state property and employees, the Governor, and other dignitaries.²

The founding of the California Highway Patrol really was an evolution more than a birth – one that started in 1911 with the hiring of the first rural traffic officer by San Mateo County. It was formalized in 1929 with the passage of a bill to create a formal Highway Patrol to be part of the Division of Motor Vehicles, and continued through 1947, when it earned the status of separate department. Despite that, the obvious key date is August 14, 1929. That is when Senate Bill 869, which had been signed into law by then Governor C.C. Young, became a law that created a statewide rural traffic force. Only 280 men comprised the initial patrol. The impetus for organizing came in 1915, when the first statewide traffic laws were printed in pamphlet form.

¹ State of California. "CA Department of Motor Vehicles History." <https://www.dmv.ca.gov/portal/dmv/detail/about/profile/history>. Accessed September 2015.

² California Highway Patrol. "History of the California Highway Patrol." <https://www.chp.ca.gov/home/about-us/the-history-of-the-california-highway-patrol>, Accessed September 2015.

BUILDING, STRUCTURE, AND OBJECT RECORD

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*Resource Name or #: (Assigned by recorder) 1017 Main Street

NRHP Status Code: 6Z

B12. Significance (Continued):

Most counties hired officers to enforce these laws. By 1917, four inspectors were visiting counties to train local officers – an effort that was not often received cordially. The system was disrupted in 1923, when the state Supreme Court ruled it was illegal for counties to appoint traffic officers and pay them from county treasuries. So the state legislature created a program of dual control, in which the state appointed and paid officers from lists submitted by county supervisors. However, since those officers were still controlled by counties, there was little uniformity of approach to problems. Meanwhile, by 1925 the vehicle registration had grown to almost half a million. In 1927, the state Senate appointed an interim committee to study the issues. The result was the formation of the patrol in 1929. That didn't entirely solve the dilemma, unfortunately. A few county boards – most notably Los Angeles county – elected to maintain separate traffic squads. It finally became a truly statewide entity when the Los Angeles Motor Patrol was absorbed on July 1, 1932. The final piece of the puzzle came on October 1, 1947, when the Department of California Highway Patrol was created – to be headed by a commissioner appointed by the governor.³

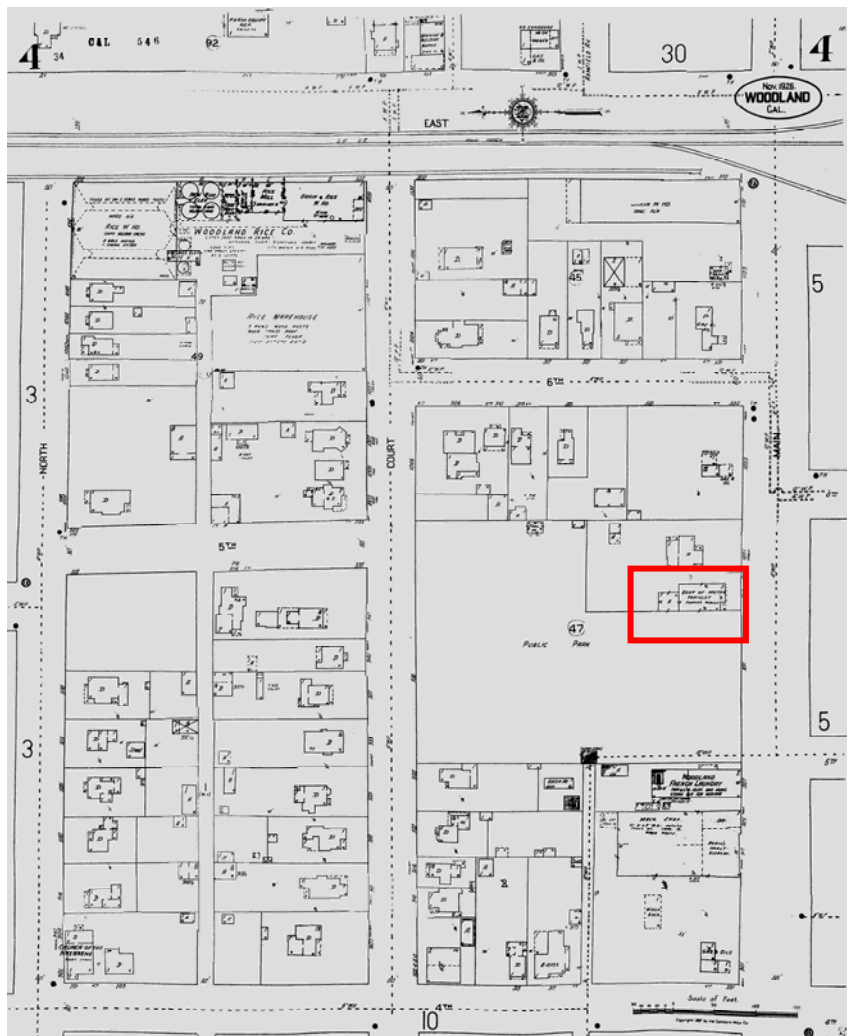


Figure 1: Sanborn Fire Insurance Map, Woodland, CA (Sheet 4) November 1926-revised July 1949. The DMV/Highway Patrol Office is highlighted in red. Note the original office configuration included a single-car garage in the rear.

³ Spike Helmick. "Formation of the California Highway Patrol." <http://www.spike-helmick.com/Highway-Patrol/>, Accessed September 2015.

BUILDING, STRUCTURE, AND OBJECT RECORD

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*Resource Name or #: (Assigned by recorder) 1017 Main Street

NRHP Status Code: 6Z

B12. Significance (Continued):

Equally important as the functionality of the DMV and California Highway Patrol were the architects who designed the wide variety of state-owned buildings. One in particular deserves special recognition - Alfred W. Eichler. Born in Missouri on September 7, 1895, Eichler spent most of his childhood in San Francisco. He studied at the Ecole des Beaux Arts Institute of Design in Paris, France. Out of school in 1924, Eichler partnered with architect Everett Radcliff Harman to form Harman and Eichler, Architects in Los Angeles, California. A year later, in 1925, Eichler began to work for the California Department of Public Works in the Division of Architecture. By 1949, he was promoted to a supervising architect. He retired in 1963. Alfred W. Eichler died on November 27, 1977, at the age of 82.⁴

During his employment with the State of California, Eichler designed hundreds of buildings, as well as bridges. His designs varied from one project to another, including Modern, Art Deco, Spanish Revival or Mediterranean, and Classical. He was particularly active during the Great Depression of the 1930s working with WPA staff architects. In 1935, Eichler designed 1017 Main Street, the Woodland Department of Motor Vehicles Office (Figure 2).

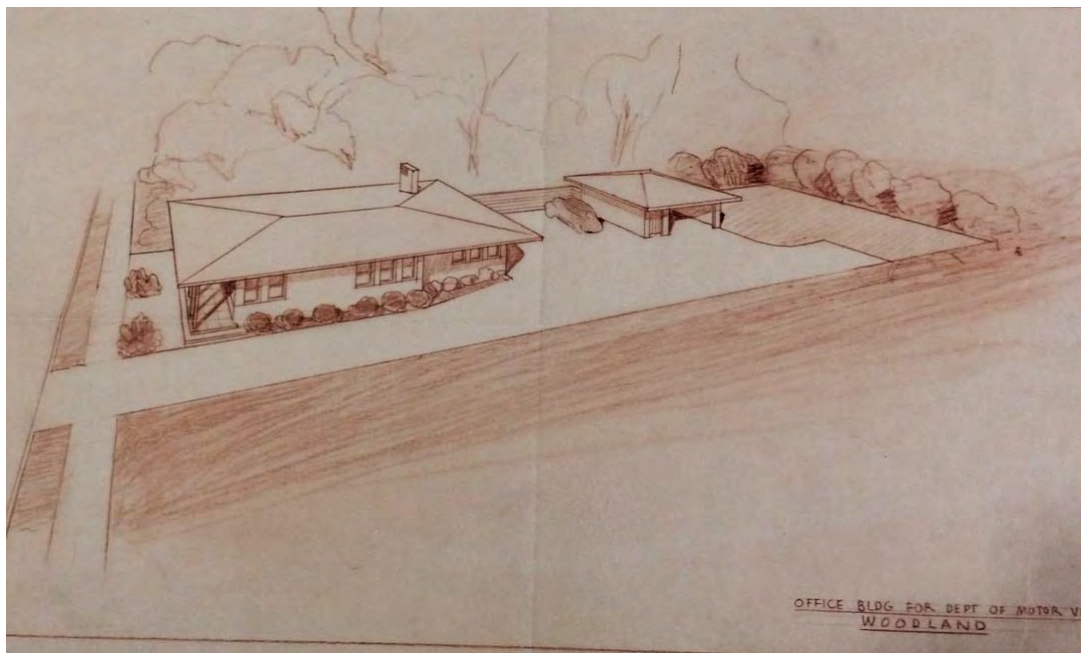


Figure 2: Eichler design for the Woodland DMV Office, 1935 (Courtesy California State Archives, Department of Public Works, Division of Architecture, Design Section).

The rendering of the DMV office carried out by Eichler in 1935 does not entirely represent the building that was ultimately built in Woodland. The main difference appears to be that the front facade does not have such a prominent roofline extending towards Main Street, creating a veranda. Also, the rear garage was either never built or incorporated into the late carports. Another building that bears a striking resemblance to 1017 Main Street was the Marysville DMV office, designed by Eichler in 1936 (Figure 3). The Marysville DMV and Highway Patrol Office exhibited a similar massing and arrangement of doors and windows as the Woodland DMV and Highway Patrol Office. Both buildings had a single garage in the rear.

⁴ Online Archives of California Website. "Finding Aid for the Alfred Eichler Papers, circa 1914-circa 1963." http://www.oac.cdlib.org/findaid/ark:/13030/c8cv4grq/entire_text/, Accessed September 2015.

BUILDING, STRUCTURE, AND OBJECT RECORD

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*Resource Name or #: (Assigned by recorder) 1017 Main Street

NRHP Status Code: 6Z

B12. Significance (Continued):



Figure 3: Eichler design for the Marysville DMV and Highway Patrol Office, 1936 (Courtesy California State Archives, Dept. of Public Works, Division of Architecture, Design Section, F3274.206).

Figures 4 and 5 depict two of Eichler's more elaborate designs for DMV and Highway Patrol Offices in the mid-1930s.

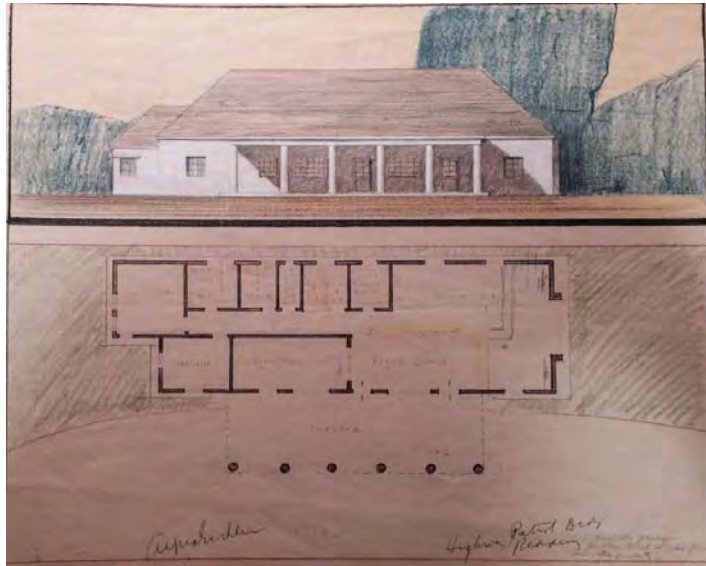


Figure 4: Eichler design for the Redding Highway Patrol Office, 1936 (Courtesy California State Archives, Dept. of Public Works, Division of Architecture, Design Section).

BUILDING, STRUCTURE, AND OBJECT RECORD

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*Resource Name or #: (Assigned by recorder) 1017 Main Street

NRHP Status Code: 6Z

B12. Significance (Continued):



*Figure 5: Eichler design for the Pasadena Highway Patrol Office, 1936
(Courtesy California State Archives, Dept. of Public Works,
Division of Architecture, Design Section).*

With the 1931 stand-alone status of the DMV as a formal department, new offices were planned for various cities throughout California. Architectural designs were prepared under the auspices of the California State Architect's office, and through funds secured through appropriations for each fiscal year.



Figure 6: Former DMV office, 411 N. Hunter Street, Stockton, CA.

BUILDING, STRUCTURE, AND OBJECT RECORD

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*Resource Name or #: (Assigned by recorder) 1017 Main Street

NRHP Status Code: 6Z

B12. Significance (Continued):



Figure 7: Former shared DMV and Highway Patrol Office, San Rafael, CA, during the flood of 1945.



Figure 8: 1960s era DMV Office, Pasadena, CA.

BUILDING, STRUCTURE, AND OBJECT RECORD

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*Resource Name or #: (Assigned by recorder) 1017 Main Street

NRHP Status Code: 6Z

B12. Significance (Continued):

The Woodland, Marysville, and Stockton DMV/Highway Patrol offices were built during the Great Depression, a period of time when the state incurred budget shortfalls and funding was tempered by the location and function of the building. Certainly the Woodland and Marysville offices were designed largely for their function and minimal cost to construct. Exterior walls and fenestration were plain, lacking any ornamentation or unique architectural features.

The functionality or usefulness of the Woodland office gradually declined after World War II, largely due to the increase of people driving automobiles in California, increased demand for licenses, and the centralization of the California Highway Patrol in Sacramento. On April 1, 1974 the State of California, through the acting Director of General Services, quitclaimed to the City of Woodland the following described property in Woodland, Yolo County, California:

Commencing at a point in the north line of Main Street, said point being located 63.5 feet west of the southwest corner of Block 2 of Elliot's Eastern Addition to the City of Woodland; thence west along the north line of Main Street 50 feet, more or less, to the southeast corner of a tract of land now or formerly owned by Woodland School District; thence north along the east line of the land of the Woodland School District 200.05 feet to a tract of land now or formerly owned by Woodland School District; thence along said line east and parallel to the north line of Main Street, 50 feet to a point; thence south 200.05 feet, more or less, to the point of commencement.⁵

The conveyance was subject to the express condition that the real property conveyed be used only for park and recreation purposes for a period of twenty-five years. The property conveyed was the southeast corner of the land at Freeman Park located at 1017 Main Street. As result of the conveyance, the former Woodland DMV/Highway Patrol office would be adapted in the 1970s to serve the City of Woodland as the Woodland Toy Library over the past four decades.

REGULATORY FRAMEWORK

NRHP Criteria

Criterion A: Event

Properties can be eligible for the National Register if they are associated with events that have made a significant contribution to the broad patterns of our history.

Criterion B: Person

Properties may be eligible for the National Register if they are associated with the lives of persons significant in our past.

Criterion C: Design/Construction

Properties may be eligible for the National Register if they 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.

⁵ Yolo County Recorder's Office. Official Deeds, Book 1101, Page 295-296. April 1, 1974.

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 9 of 15

*Resource Name or #: (Assigned by recorder) 1017 Main Street

NRHP Status Code: 6Z

B12. Significance (Continued):

Criterion D: Information Potential

Properties may be eligible for the National Register if they have yielded, or may be likely to yield, information important in prehistory or history. As the National Register points out, “when evaluated within its historic context, a property must be shown to be significant for one or more of the four Criteria for Evaluation - A, B, C, or D.” The rationale for judging a property’s significance and, ultimately, its eligibility under the Criteria is its historic context and integrity. The use of historic context allows a property to be properly evaluated in a variety of ways. The key to determining whether the characteristics or associations of a particular property are significant is to consider the property within its proper historic context.⁶

CEQA and CRHR Criteria

The regulatory framework for this historic resource study and the evaluation lies within the guidelines imposed for the California Environmental Quality Act (CEQA) and the California Register of Historic Resources (CRHR) under Public Resources Code section 5024.1. CEQA guidelines define a significant cultural resource as “a resource listed in or eligible for listing on the CRHR. A historical resource may be eligible for inclusion in the CRHR if it:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important to prehistory or history.

Even if a resource is not listed in, or determined eligible for listing in, the CRHR, the lead agency may consider the resource to be an “historical resource” for the purposes of CEQA provided that the lead agency determination is supported by substantial evidence (CEQA Guidelines 14 CCR 15064.5).

According to the state guidelines, a project with an effect that may cause a substantial adverse change in the significance of a historical resource or a unique archaeological resource is a project that may have a significant effect on the environment (14 CCR 15064.5[b]). CEQA further states that a substantial adverse change in the significance of a resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. Actions that would materially impair the significance of a historical resource are any actions that would demolish or adversely alter those physical characteristics of a historical resource that convey its significance and qualify it for inclusion in the CRHR or in a local register or survey that meet the requirements of PRC 5020.1(k) and 5024.1(g).

City of Woodland Standards for Historic Designation

In addition, the City of Woodland Sec. 12A-3-1. Standards for designation of historical landmarks, historical districts, and historical resources was taken into consideration. The standard is as follows:

(a) A building, structure, object, or particular place may be designated for preservation as a landmark if it meets one or more of the following criteria:

(1) Historical Importance. The building, structure, object, particular place, vegetation or geology, has character, interest of value, as part of the development, heritage or cultural characteristics of the city, state or nation; or is the site of an historic event with an effect upon society; or is identified with a person or group of persons who had some influence on society; or exemplifies the cultural, political, economic, social or historic heritage of the community.

⁶ USDI, National Park Service. National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, n.d.

BUILDING, STRUCTURE, AND OBJECT RECORD

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*Resource Name or #: (Assigned by recorder) 1017 Main Street

NRHP Status Code: 6Z

B12. Significance (Continued):

(2) Architectural Importance. The building, structure, object, or particular place exemplifies the environment of a group of people in an era of history characterized by distinctive architectural style; or embodies those distinguishing characteristics of an architectural type specimen; or is the work of an architect or master builder whose individual work has influenced the development of the area; or contains elements of architectural design, detail, materials or craftsmanship which represent a significant innovation.

(b) An area may be designated as an historical district which it includes at least two designated historical landmarks in such proximity that they create a setting historically or culturally significant to the local community, the state, or the nation, sufficiently distinguishable from other areas of the city to warrant preservation by such means. Such districts may include structures and sites that individually do not meet criteria for landmark status but which geographically and visually are located so as to be part of the setting in which the other structures are viewed.

(c) The city council shall approve and maintain a historical resources list. A building, structure, or object may be included on the list as a historical resource if, in the determination of the city council, it satisfies the historical preservation commission's historical resources inventory study list evaluation criteria. (Ord. No. 1004, § 2 (part); Ord. No. 1310, § 3 (part).)

INTEGRITY CRITERIA

Determining the significance of 1001 and 1017 Main Street is predicated on the property retaining a sufficient level of integrity in order to convey its historic significance. Integrity is defined by the National Park Service as follows:

Location

Location is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved.

Design

Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape. Design can also apply to districts, whether they are important primarily for historic association, architectural value, information potential, or a combination thereof. For districts significant primarily for historic association or architectural value, design concerns more than just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related: for example, spatial relationships between major features; visual rhythms in a streetscape or landscape plantings; the layout and materials of walkways and roads; and the relationship of other features, such as statues, water fountains, and archeological sites.

Setting

Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the *character* of the place in which the property played its historical role. It involves *how*, not just *where*, the property is situated and its relationship to surrounding features and open space.

BUILDING, STRUCTURE, AND OBJECT RECORD

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*Resource Name or #: (Assigned by recorder) 1017 Main Street

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B12. Significance (Continued):

Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences.

The physical features that constitute the setting of a historic property can be either natural or manmade, including such elements as:

- Topographic features (a gorge or the crest of a hill);
- Vegetation;
- Simple manmade features (paths or fences); and
- Relationships between buildings and other features or open space.

These features and their relationships should be examined not only within the exact boundaries of the property, but also between the property and its *surroundings*. This is particularly important for districts.

Materials

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place.

A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved. The property must also be an actual historic resource, not a recreation; a recent structure fabricated to look historic is not eligible. Likewise, a property whose historic features and materials have been lost and then reconstructed is usually not eligible (refer to Criteria Consideration E in Part VII: *How to Apply the Criteria Considerations* for the conditions under which a reconstructed property can be eligible.)

Workmanship

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques. Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles. Examples of workmanship in historic buildings include tooling, carving, painting, graining, turning, and joinery.

Feeling

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character. For example, a rural historic district retaining original design, materials, workmanship, and setting will relate the feeling of agricultural life in the 19th century. A grouping of prehistoric petroglyphs, unmarred by graffiti and intrusions and located on its original isolated bluff, can evoke a sense of tribal spiritual life.

BUILDING, STRUCTURE, AND OBJECT RECORD

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*Resource Name or #: (Assigned by recorder) 1017 Main Street

NRHP Status Code: 6Z

B12. Significance (Continued):

Association

Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character. For example, a Revolutionary War battlefield whose natural and manmade elements have remained intact since the 18th century will retain its quality of association with the battle. Because feeling and association depend on individual perceptions, their retention *alone* is never sufficient to support eligibility of a property for the National Register.

DETERMINATION OF INTEGRITY AND ELIGIBILITY

Location - The former DMV/Highway Patrol Office retains its original location.

Design - The DMV/Highway Patrol Office has largely retained its original design with the exception of additions to the original structure in the rear, which included adding carports after 1950.

Setting - During the 1950s, a motel was built on the site of a nineteenth century residence east of the DMV/Highway Patrol Office, altering the original setting, which once had a much larger setback to the east.

Materials - With the exception of the addition to the rear of the former DMV/Highway Patrol Office, most of its original materials still remain.

Workmanship - The workmanship of the former DMV/Highway Patrol Office remains largely intact.

Feeling - The overall feeling of the former DMV/Highway Patrol Office is relatively good.

Association - The association of the former DMV/Highway Patrol Office is diminished, due to its abandonment as a state office and later use as a toy library.

EVALUATION CRITERIA

Is the former DMV/Highway Patrol Office (1017 Main Street) eligible for the NRHP? No.

1017 Main Street represents a very austere former state-owned office used by the DMV/Highway Patrol from 1936-37 through the 1960s. The building was designed by a prolific California State Architect, Alfred W. Eichler. Because Eichler's career with the state lasted for almost five decades, he was instrumental in designing hundreds of buildings in the state, many of which still remain. With exception of some modest door replacements and a large rear addition (carport), the building retains good integrity. Under NRHP Criterion A, the DMV/Highway Patrol office played an important role in the acquisition of drivers licenses and car registration and served as a branch office for the highway patrol. This association, however, is not well represented in any documentation, which suggests its value to the public was no lesser or greater than other similar offices covering the state, with the main office in Sacramento. The value of the office appears to have diminished after World War II, due to proliferation of automobilists and the size of the office. The centralization of the highway patrol in Sacramento also led to the eventual abandonment of the office. Therefore, the DMV/Highway Patrol Offices does not appear to be significant under NRHP Criterion A. Under NRHP Criterion B, no documentation exists to connect the office to a person or persons of significance locally, regionally, or statewide. Under Criterion C, although the office was designed by Alfred A. Eichler, a renowned California architect, Eichler was responsible for numerous other office buildings of much more importance, both in their architectural design and function. He was also the designer of the historic Tower Bridge in Sacramento, which is listed on the NRHP. The architectural design of the building, principally a rectangular brick box, does not have important artistic merit or a high degree of workmanship. Therefore, the DMV/Highway Patrol Office does not appear to eligible for the NRHP under Criterion C. The subject property has no information or scientific data potential under NRHP Criterion D.

BUILDING, STRUCTURE, AND OBJECT RECORD

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*Resource Name or #: (Assigned by recorder) 1017 Main Street

NRHP Status Code: 6Z

B12. Significance (Continued):

Is the former DMV/Highway Patrol Office (1017 Main Street) eligible for CEQA and the CRHR? No.

1017 Main Street represents a very austere former state-owned office used by the DMV/Highway Patrol from 1936-37 through the 1960s. The building was designed by a prolific California State Architect, Alfred W. Eichler. Because Eichler's career with the state last for almost five decades, he was instrumental in designing hundreds of buildings in the state, many of which still remain. With the exception of some modest door replacements and a large rear addition (carport), the building retains good integrity. Under NRHP Criterion A, the DMV/Highway Patrol office played an important role in the acquisition of drivers licenses and car registration and served as a branch office for the highway patrol. This association, however, is not well represented in any documentation, which suggests its value to the public was no lesser or greater than other similar offices covering the state, with the main office in Sacramento. The value of the office appears to have diminished after World War II, due to proliferation of automobilists and the size of the office. The centralization of the highway patrol in Sacramento also led to the eventual abandonment of the office. Therefore, the DMV/Highway Patrol Offices does not appear to be significant under CRHR Criterion 1. Under CRHR Criterion 2, no documentation exists to connect the office to a person or persons of significance locally, regionally, or statewide. Under CRHR Criterion 3, although the office was designed by Alfred A. Eichler, a renowned California architect, Eichler was responsible for numerous other office buildings of much more importance, both in their architectural design and function. He was also the designer of the historic Tower Bridge in Sacramento, which is listed on the CRHR and NRHP. The architectural design of the building, principally a rectangular brick box, does not have important artistic merit or a high degree of workmanship. Therefore, the DMV/Highway Patrol Office does not appear to eligible for the CRHR under Criterion 3. The subject property has no information or scientific data potential under CRHR Criterion 4.

Is the former DMV/Highway Patrol Office (1017 Main Street) a significant resource per the City of Woodland Sec. 12A-3-1- Standards for designation of historical landmarks, historical districts and historical resources? No.

In order for any historical property to be designated, it must retain adequate integrity to convey its significance. The former State DMV/Highway Patrol Office does retain good integrity. Built in 1936-37 and used as a state office through the 1960s, the building was designed by a prolific California State Architect, Alfred W. Eichler. Because Eichler's career with the state last for almost five decades, he was instrumental in designing hundreds of buildings in the state, many of which still remain. The DMV/Highway Patrol office played an important local role for citizens to obtain driver's licenses and register vehicles. For a time the building also served as a small branch office for the California Highway Patrol. This association, however, is not well represented in any documentation, which suggests its value to the public was no lesser or greater than other similar offices covering the state, with the main office in Sacramento. The value of the office appears to have diminished after World War II, due to proliferation of automobilists and the size of the office. The centralization of the highway patrol in Sacramento also led to the eventual abandonment of the office. The architectural design of the building, principally a rectangular brick box, does not have important artistic merit or a high degree of workmanship. Nor does the building represent a significant element to the local or county governmental history of Woodland, as does the historic County Courthouse. Therefore, the former DMV/Highway Patrol Office does not appear to warrant historic designation as a landmark, individual property, or historic district.

SIGNIFICANCE SUMMARY STATEMENT

The Woodland Branch of the DMV/California Highway Patrol, located at 1017 Main Street does not warrant designation as a significant historic resource under the NRHP, CRHR, as a City of Woodland Landmark individual resource, or as part of a historic district.

BUILDING, STRUCTURE, AND OBJECT RECORD

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*Resource Name or #: (Assigned by recorder) 1017 Main Street

NRHP Status Code: 6Z

B12. References (Continued):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 15 of 15

*Resource Name or #: (Assigned by recorder) 1017 Main Street

NRHP Status Code: 6Z

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Maps

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PHOTOGRAPH RECORD

1001 and 1017 Main Street, Woodland, California
September 2015



Photograph 1: View from Main Street looking northeast towards 1017 Main Street (Woodland Toy Library), formerly the California State Department of Motor Vehicles (DMV) and Highway Patrol Office.



Photograph 2: View looking north at the front or south facade of 1017 Main Street.



Photograph 3: View looking east at the west facade of 1017 Main Street and the main entrance to the Woodland Toy Library.



Photograph 4: View looking south at the east elevation of 1017 Main Street with the new County Courthouse in the background of the photograph.



Photograph 5: View looking east down Main Street with 1017 Main Street on the left.



Photograph 6: View looking north at Freeman Park restrooms and 1017 Main Street on the right.



Photograph 7: View of the right front facade of 1017 Main Street showing brick and window detail.



Photograph 8: View looking northwest at the left front facade of 1017 Main Street.



***Photograph 9: View looking north at the east elevation of 1017 Main Street.
The building on the right is the Budget Inn, located at 1021 Main Street.***



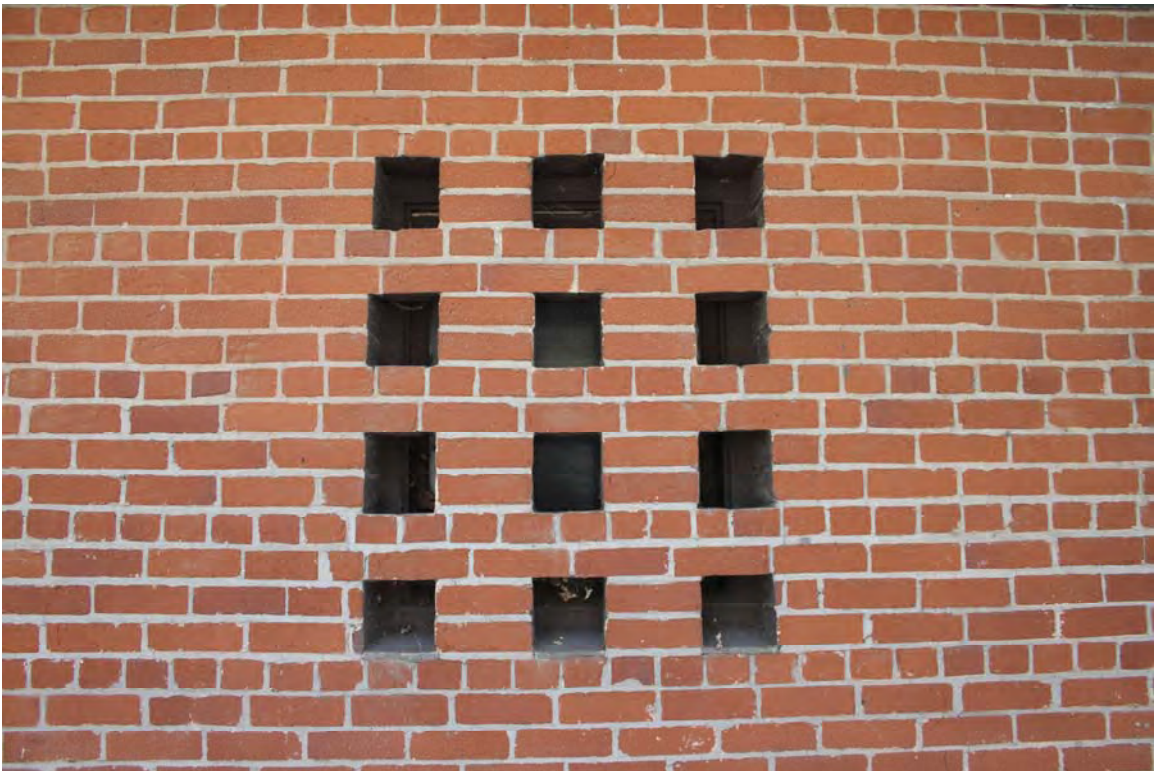
Photograph 10: View of the replaced front entry door, looking east.



Photograph 11: Close-up of window details showing the double-hung windows covered by contemporary security screens.



Photograph 12: View of the east elevation of the building.



Photograph 13: Linear vents in the brick exterior facade.



Photograph 14: View looking south through the parking lot of Freeman Park towards 1017 Main Street on the left and the new County Courthouse on the right.



Photograph 15: View looking east from Freeman Park at the rear addition (parking bays) for 1017 Main Street. The addition was completed after 1949-1950.



Photograph 16: Another view looking southeast at 1017 Main Street from Freeman Park.



Photograph 17: View looking south across the right or east side of Freeman Park towards the new County Courthouse.



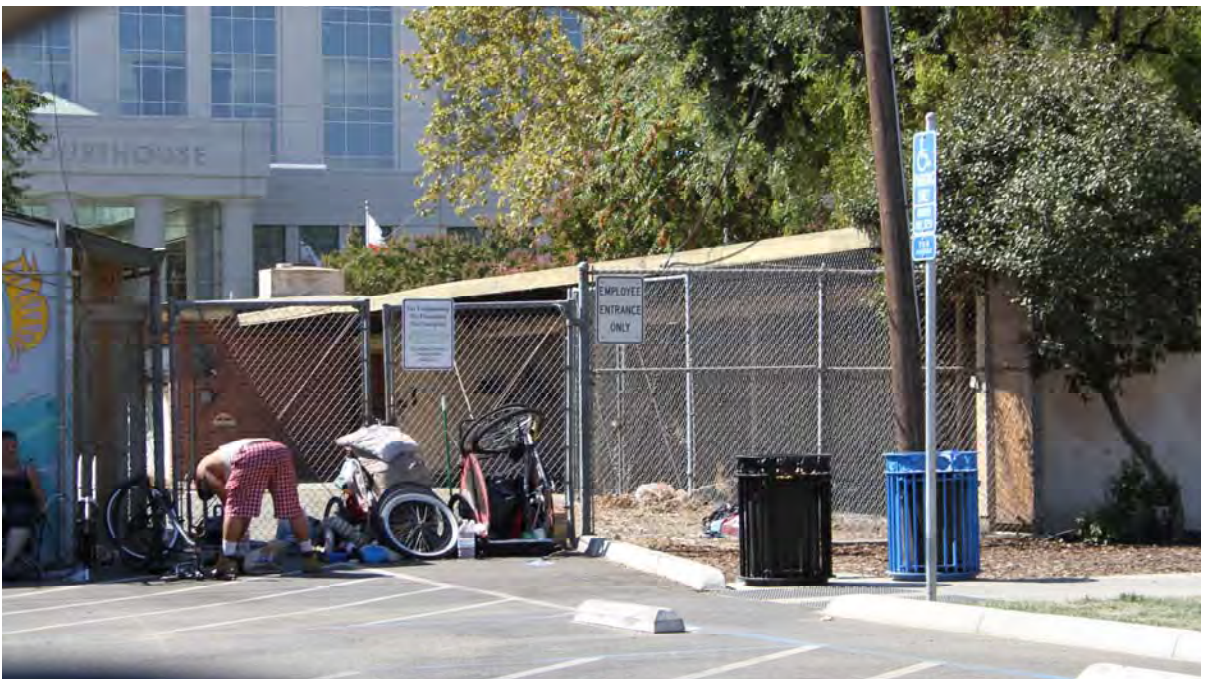
Photograph 18: View looking south across Freeman Park towards the new walkways and restrooms with 1017 Main Street in the distance.



Photograph 19: View looking southwest from the rear parking area towards the Freeman Park restrooms and the rear of 1017 Main Street.



Photograph 20: View looking east at the west elevation of the addition to 1017 Main Street.



Photograph 21: View looking south at the gated rear entrance to 1017 Main Street from the rear parking area.



Photograph 22: View looking south inside the gated and fenced courtyard behind 1017 Main Street. The carports or bays on the right are later additions.



Photograph 23: View looking north across 1001 Main Street (Freeman Park) from Main Street.



Photograph 24: View looking northwest across Freeman Park from Main Street.



Photograph 25: View looking northeast across Freeman Park from Main Street.



Photograph 26: Close-up of the gazebo in Freeman Park, built in 2001.



Photograph 27: View looking northwest across Freeman Park at contemporary concrete benches. The original Neo-Classical seating was designed by the Works Progress Administration (WPA) in 1936. All of the original park furniture has since been removed.



Legislation Details (With Text)

File #: 16-200 Version: 1 Name:
Type: Staff Report Status: Agenda Ready
File created: 10/30/2015 In control: Historic Preservation Commission
On agenda: 11/18/2015 Final action:
Title: SUBJECT: Appointment of Members to the Historical Preservation Commission Subcommittee

DATE: November 18, 2015

RECOMMENDATION:

Staff recommends that the Chairman of the Historical Preservation Commission (HPC) appoint one to two members of the commission to serve on the HPC Subcommittee created at its last meeting, on October 21, 2015, to develop the HPC 2015/2016 Work Program and Provide Recommendations to the full commission on the potential reallocation of HPC funds.

Sponsors:

Indexes:

Code sections:

Attachments: [1 - Sample Work Program](#)

Date	Ver.	Action By	Action	Result
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City of Woodland

MEMORANDUM

TO: Members of the Woodland Historical Preservation Commission
FROM: Erika Bumgardner, AICP, Senior Planner
SUBJECT: Appointment of Members to the Historical Preservation Commission Subcommittee
DATE: November 18, 2015

RECOMMENDATION:

Staff recommends that the Chairman of the Historical Preservation Commission (HPC) appoint one to two members of the commission to serve on the HPC Subcommittee created at its last meeting, on October 21, 2015, to develop the HPC 2015/2016 Work Program and Provide Recommendations to the full commission on the potential reallocation of HPC funds.

PROJECT DESCRIPTION:

At its October 21, 2015 meeting, the Historic Preservation Commission approved a motion establishing an HPC Subcommittee to assist Planning staff in the development of the Historical Preservation Commission 2015/2016 Work Program. The work program outlines the specified tasks and responsibilities of the commission as well as goals and special projects to be accomplished over a one to two year timeframe.

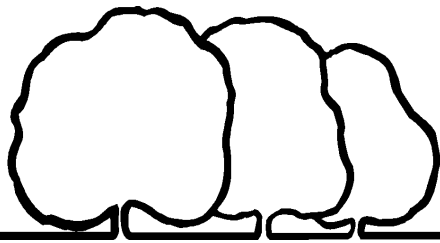
Upon completing this task, the 2015/2016 Work Program will be presented by the Subcommittee to the full Historical Preservation Commission for review and recommendation to City Council. The work program will then be presented to the City Council by the Chairman of the Commission for final review and approval. An example of a prior year work program is attached (see Attachment 1).

The second key function of the proposed subcommittee is to evaluate the potential reallocation of HPC funds currently allocated to the Historic Woodland Walking Tour book update project. The subcommittee will discuss whether the funds should remain allocated to the book project and/or explore other projects relevant to the preservation of the Downtown Historic District and Woodland's Historic Neighborhoods which may benefit from available funds. The Subcommittee will make a recommendation to the full Commission and ultimately to City Council regarding the potential reallocation of funds.

Because two members of the Commission were absent from the October meeting, the members present recommended waiting to make official appointments to the Subcommittee until all members could be present. Staff recommends that the Chairman of the Historical Preservation Commission appoint one to two members of the Commission to the Subcommittee. Planning Staff will work with the appointed member(s) to determine the best times to meet based on member schedules.

ATTACHMENTS:

Attachment 1 -Sample Work Program



City of Woodland

MEMORANDUM

TO: MEMBERS OF THE HISTORICAL PRESERVATION COMMISSION

FROM: Paul L Hanson, AICP, Senior Planner, Staff Secretary to the HPC

SUBJECT: 2013 WORK PROGRAM

DATE: October 17, 2012

Program Name	Type of Program	Current Status	Time Frames	Priority
<i>Annual/ Active Projects</i>				
Historical Preservation Commission meetings	Regular meetings of the Commission	As Needed	Suggested quarterly or as needed based on project review.	1
Heritage Home Award	Education - Recognition	Awarded annually in September.	April -September. Nominate in April and Select in May, research June - August, award in September	1
<u>Preservation Award</u>	<u>Education – Recognition</u>	<u>To be awarded along with Heritage Home Awards</u>	<u>On-hold</u> <u>April -September. Nominate in April and Select in May, research June - August, award in September</u>	
Training and Workshops	Education for staff and commission and the public.	Attendance at conference and workshops as available. Possibly hosting workshops by SHPO or local preservation firms for training.	On-hold	
Stroll Through History	Annual special event: Commission attendance; exhibit booth in plaza and		On-hold	

Historical Preservation Commission

Program Name	Type of Program	Current Status	Time Frames	Priority
	Walking Tour Book sales.			
Project List				
Project Review Pursuant to Ordinance 12A and CEQA	Project review as they are submitted for CEQA and demolition permits	As Needed	On-going as projects come up.	1
Certified Local Government (CLG) Application	State – Local partnership in preservation	Draft was reviewed by the State Office of Historic Preservation. SHPO suggested revisions. Staff and Commission to review and develop proposed amendments.	On-hold Subject to City availability to respond to State Office of Historic Preservation comments	?
Proposed Projects				
Historic Preservation web site update	Education, Economic Development	Update to the city's web site to include additional information regarding history of city, active preservation groups, links, inventory listing, walking tour maps	Subject to City availability	
Maintain and update Historical Resources Inventory	Preservation tool	City wide inventory completed in 1981-82, RDA inventory of Commercial – Industrial properties completed in 1998.	Updates may take place as funding and city staffing allow. Possible to apply for grants once receive CLG status.	2
Prepare listing of all designated properties and sites (trees...)	Preservation tool, Education	Prepare a user friendly comprehensive listing of all designated and potentially designated structures as well as cultural and landscape features	On-hold	

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Residential Design Guidelines	Per General Plan Policy 6.C.8. Preparation of design guidelines to assist in the review of new construction and additions in historic neighborhoods and homes on the City's inventory.	May be evaluated at the time of a zoning code update.	On-hold	
Downtown Plaque Program	Education – Economic Development	Descriptive plaques on downtown buildings and businesses. Nomination or self-nominate. City to develop design criteria and funding assistance guidelines.	On-hold	
Sign toppers – Honorary District	Education – Economic Development	On-hold Thought that there were some funds from the Woodland Hotel that could be used.	On-hold	
Recommend Heritage and Landmark Trees	Preservation, Education, Recognition	As needed	As needed	
Preservation Week	Education – Outreach: proclamation, events, ceremony, exhibits	Preservation week takes place annually in May	On-hold	
<u>Sustainability Plan</u>	<u>Preservation tool, Education</u>	<u>As needed</u>	<u>On-going</u>	
<u>General Plan Update</u>	<u>Preservation tool, Education</u>	<u>As needed</u>	<u>18 months</u>	

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