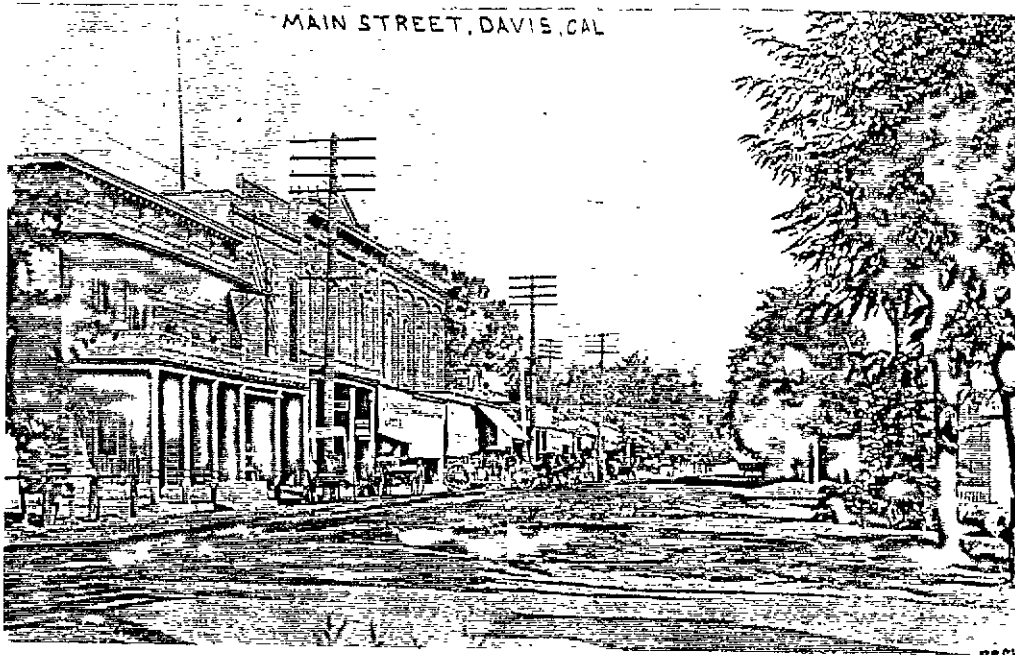


Attachment D

CITY OF DAVIS CULTURAL RESOURCE INVENTORY AND CONTEXT STATEMENT

SEPTEMBER 30, 1996

**City of Davis
Cultural Resources Inventory
and
Context Statement**



Prepared for:

**The City of Davis
Parks and Community Services Department**

Prepared by:

**Architectural Resources Group
Architects, Planners & Conservators Inc.
Pier 9, The Embarcadero
San Francisco, Ca 94111**

September 30, 1996

OBJECTIVES

In February of 1996 Architectural Resources Group (ARG) was contracted by the City of Davis to update that municipalities Cultural Resources Inventory. The previous survey, undertaken in 1979 and 1980, is a well written and excellently researched document. This 1980 effort formed the foundation on which the current survey is based. Due to limited funding for the project the City of Davis recruited a number of volunteers to aid in the field work involved with a survey of this type.

The contract called for documentation of at least 120 individual or district properties utilizing the appropriate State recordation form or forms (DPR 523 or DPR 523 A-L series.) In addition, a context statement was formulated based on the findings of the survey, identifying such themes as prehistoric and historic settlement patterns, commercial development, urban design, transportation developments, agricultural development and archaeological potential in the Davis area. ARG has undertaken this project in accordance with *The Secretary of the Interior's Standards for Preservation Planning and Identification, Evaluation and Registration of Historic Resources.*

CERTIFIED LOCAL GOVERNMENT PROGRAM

As a Certified Local Government, defined under the National Historic Preservation Act of 1966 as amended, Davis is required by the California State Historic Preservation Office (SHPO) to update its Cultural Resources Inventory compiled in 1980. Many local governments have sought greater participation in the national historic preservation program and have been certified by the National Park Service and the SHPO to carry out the purposes of the National Historic Preservation Act, including nomination of resources to the National Register of Historic Places (NRHP). Under the Certified Local Government program local agencies can enforce appropriate State or local legislation for the designation and protection of historic properties. Esther Polito and Sophia Pagoulatos of the Parks and Community Services Department at the City of Davis were the local contacts for the Certified Local Government program during the time frame of this project. In addition, Davis has a Historic Resources Commission that is responsible for preserving and promoting Davis history. Members of this commission advise and consult with the Parks and Community Services Staff members on matters of historic preservation and planning.

CONSULTANT QUALIFICATIONS

Architectural Resources Group (ARG) is a San Francisco-based firm, founded in 1980, providing professional services in the fields of architecture and urban planning with specialized expertise in historic preservation. The firm's experience includes documentation and restoration of historic properties, the adaptive re-use and seismic strengthening of existing structures, and the design of new structures and building additions which complement existing historic fabric. ARG provides historic research services necessary for the completion of nomination forms for the National Register of Historic Places or to create Historic Structures Reports detailing the history of a particular building or group of buildings. Many projects the firm has undertaken involve documentation for the Historic American Buildings Survey (HABS). In addition, the firm has participated in several architectural survey projects within municipalities in California.

The staff at ARG includes twelve licensed architects specializing in historic architecture, four intern architects, two full-time conservators, an architectural historian and several CADD trained designers. Bruce D. Judd, FAIA, Principal-in-Charge for this project, has been in architectural preservation practice for more than twenty years. As a principal in the firm, he is actively involved in review and supervision of the firm's projects specializing in rehabilitation projects, downtown revitalization, historic preservation planning and preparation of design guidelines. He is a past member and chair of the California Historical Resources Commission, Advisor Emeritus of the National Trust for Historic Preservation, former Vice President and Board of Trustees member of the California Preservation Foundation, and current Board member of Preservation Action and the Foundation for San Francisco's Architectural Heritage. Mr. Judd was appointed to the President's Advisory Council on Historic Preservation in June of 1996.

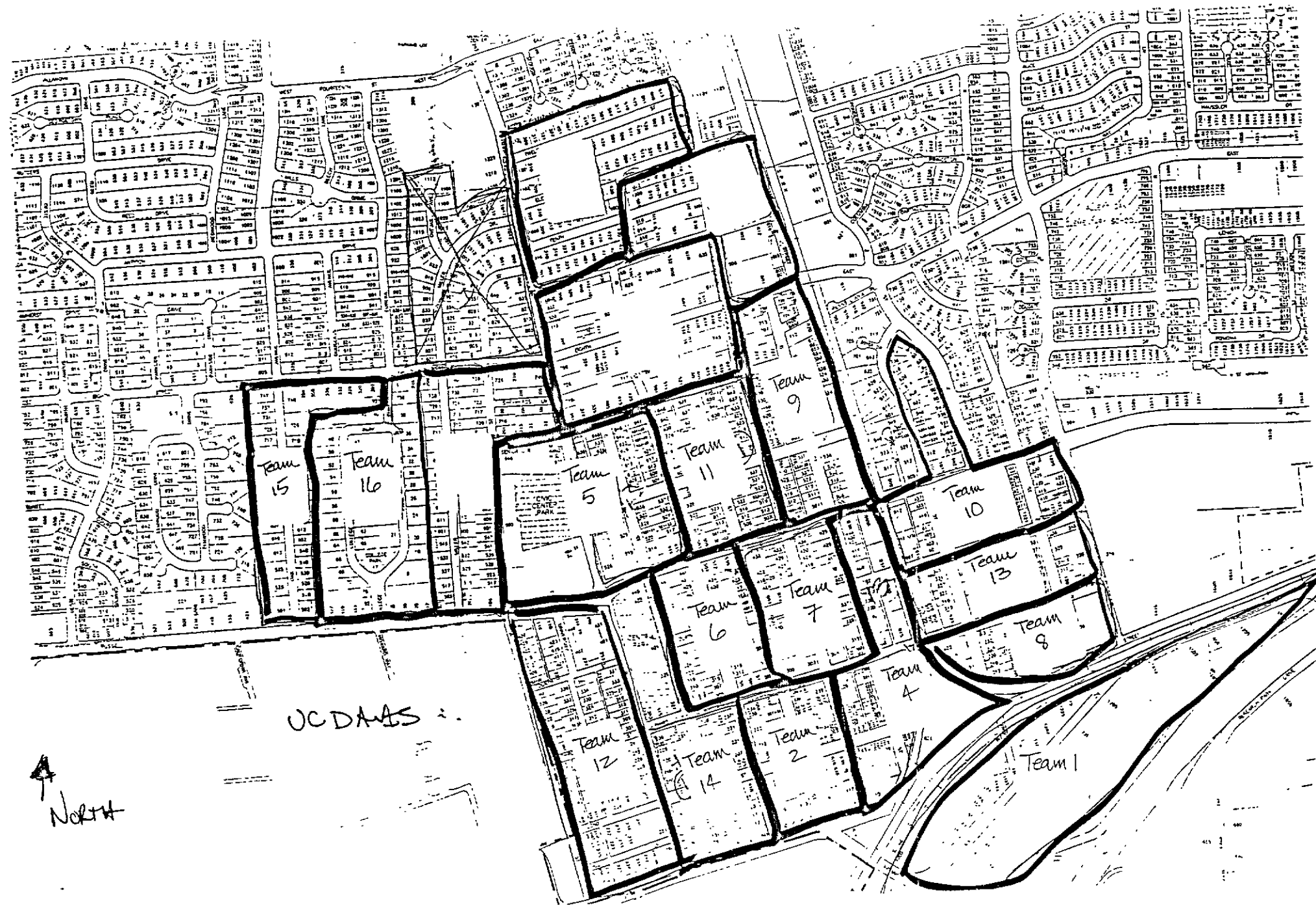
Bridget Maley, architectural historian for this project, received a Master of Arts in Architectural History from the University of Virginia in 1993. She has worked extensively documenting buildings designed by Thomas Jefferson in Virginia. In addition, Ms. Maley also has a background working as a historic archaeologist. Her experience in these two disciplines provides her with the expertise necessary to apply the principles of architectural history to projects involving the research and documentation of historic structures. She joined ARG in October of 1994 and has been involved with projects for the Port of San Francisco, Caltrans, the Asilomar Conference Center and several HABS projects. Ms. Maley meets *The Secretary of the Interior's* Historic Preservation Professional Qualifications Standards in Architectural History and Historical Archaeology.

AREA SURVEYED

The survey involved review of buildings, structures, objects, and sites including parks, historic districts and archaeological resources within the City of Davis that appeared to be 45 years old or older. Once the number of volunteers was determined, teams of two were assigned to specific areas of the city. Any properties outside this area were investigated briefly by ARG during a windshield survey. Those properties from the 1980 survey that fell out of the 1996 survey area were researched and site visits made by ARG as long as the property was within the city limits.

Starting with the 1980 survey, volunteers made preliminary evaluations of the historic and/or architectural significance of these features within the context of the history of the city. ARG reviewed the field notes and survey forms formulated by the volunteers and established a list of approximately 160 properties to be considered for documentation on an intense level. This list was submitted to and reviewed by the Davis Historical Resources Commission in June of 1996. The Commission made several suggestions for deletions from the list. The consultant then moved forward with documentation of at least 120 properties on the intense level with a goal of documentation of 150 properties.

The 1980 survey included properties that were outside the city limits. Consultation with the SHPO and the Davis Historical Resources Commission resulted in the decision to limit the survey to properties within the City of Davis proper. Yolo County completed a survey of historic resources in 1987.



Map outlining the area surveyed and survey team numbers

RESEARCH DESIGN

The research design was outlined by the consultant and included recommendations made in the *Secretary of the Interior's Standards for Preservation Planning and Developing Historic Contexts*. In addition, *National Register Bulletin 24: Guidelines for Local Surveys: a Basis for Preservation Planning* was also consulted while developing the research design. Further discussion of the Research Design follows in the next section of this report entitled Methods Used.

METHODS USED

Field Survey

This project, because of a limited budget, was completed with the help of thirty community volunteers. ARG provided volunteer training during a weekend workshop. The workshop included a slide presentation covering the architectural styles common to Davis, including residential and commercial structures. The afternoon portion of the training was highlighted by visits to historic properties in Davis. Bruce Judd and Bridget Maley, of the consultant team, each lead a group of volunteers to three architecturally varied residential properties and then to three commercial buildings. The volunteers were instructed on how to conduct a visual survey of a historic structure. Each building visited was discussed with the volunteers and the consultants questioned them on architectural details and familiarized them with appropriate vocabulary. Teams were instructed on how to complete field forms provided by ARG, as well as the state required DPR forms.

Each group was given a packet of information concerning their area including a map, field forms, DPR forms, time sheets, glossary of terms, list of available research resources for the properties and a bibliography of additional readings. Participants were encouraged to research properties, but were instructed to make the visual survey their priority. Many of the volunteers provided historic information for the buildings they surveyed. This information was incorporated into the DPR forms.

The volunteer teams of two then conducted a survey of Davis' historic resources. Each group was assigned several city blocks to survey with a number of groups taking on the larger areas. ARG checked the volunteer field forms and during review meetings answered questions about the process. The inventory forms were formulated from the volunteer field forms. ARG coordinated production of the Department of Parks and Recreation Inventory forms with City of Davis staff.

The volunteer field information was compiled into separate team binders or notebooks. As not every identified property of 45 years old or older could be evaluated on the intense level utilizing the DPR forms. The City of Davis will retain the team notebooks containing the field forms and other research on the properties within that team's area. These notebooks, in addition to the DPR forms for the properties surveyed on the intense level, will serve as valuable planning tools for the city.

Many of the volunteers were able to survey the areas of Davis that were of a particular interest to them such as the neighborhood in which they live or work. The volunteers ranged in age from high school students to retirees. Many of the volunteers were long time Davis residents and contributed greatly to the understanding of the historic context of the city.

An evening follow-up meeting with volunteers was held on August 15, 1996. Copies of the DPR forms for each teams area were sent to individuals for review. Participants either submitted comments in writing, telephoned city staff or attended the August 15 meeting in order to discuss any proposed changes.

The completed DPR forms, with accompanying photographs and location maps, will be deposited with the State Historic Preservation Office.

Volunteer Teams

- Team 1 Dick and Audrey Hastings
- Team 2 Nancy Sparks and Toni Jo Black
- Team 3 Eric and Wendy Nelson (Rural Survey which was excluded after further consideration)
- Team 4 Sue, Erin and Paul Lavender
- Team 5 Julie Partansky and Rodney Robinson
- Team 6 Karl Metts and Elena Hartsough
- Team 7 Chelsea Nelson and Ryan McClain
- Team 8 Brenna Chapman
- Team 9 Georgina Valencia and Jennifer Franz
- Team 10 Anne Jones and Carla Knee
- Team 11 John Lofland and Nahid Hossein
- Team 12 Gary Bearce and Theadora Oldknow
- Team 13 Mike Brown and Marilyn Mohr
- Team 14 Hae-Chong Yoon and Kristen Rugroden
- Team 15 Dick Hastings
- Team 16 Denis Dingemans and Robin Datel

Each team should be commended for an outstanding effort. Without the help of these individuals this project would have been impossible for the City of Davis to undertake.

Archival Research

The archival research for this project included many sources. The starting point for the research included the bibliography, the historical narrative and survey forms from the 1980 Cultural Resources Inventory for the City of Davis. Conducted by Historic Environment Consultants, with Paula Boghosian as project manager from 1979 and 1980, this document was well researched and written and offered an excellent starting point for the current survey and context statement. Properties surveyed in 1980 that were also included in the 1996 survey were reviewed, edited and amended as necessary.

The Sanborn Map Company produced maps of municipalities for fire insurance purposes from the 1860's through American involvement in World War II. The importance of the Sanborn Map Company dwindled during the 1950's and 1960's for numerous reasons, including new, less expensive methods to document properties. However, Sanborn Maps have become valuable resources for researching and documenting historic properties. Numerous Sanborn Maps exist for Davis including 1888, 1891, 1900, 1907, 1911, 1921, 1933, 1945, and 1953. Copies of all of these maps have been obtained from the City of Davis, the Library of Congress and the University of California at Berkeley Library System.

The published works *Davisville '68* and *Yolo County: Land of Changing Patterns* both by Joann Larkey were valuable resources for information concerning the history of

Davis. Published in 1968 for the one hundred year anniversary of the City of Davis, *Davisville '68* covers a wide range of issues relating to the history and development of the community. The research undertaken for this publication was extensive. The bibliography and information included within the publication proved especially informative during the formulation of the context statement.

Joann Larkey also published a series of articles for the *Davis Enterprise* entitled "Portraits of the Past." This regular column appeared from the late 1960's through the early 1970's. These articles ranged in subject from the history of the University of California, Davis to discussions of a particular family to the history of a particular building.

The assessors tax records for Yolo County were also utilized to research properties. However, it appears that these records are only available from 1940 forward. Few pre-1940 records were found. The Yolo County Book of Deeds was researched to trace transfer of some of the properties from one individual or corporation to another. Another Yolo County source was the Recorder's Office Official Records.

The City of Davis Residential Building Records were available for post 1940 building projects. This information was helpful in identifying building additions and alterations. Numerous City of Davis maps were provided by the city and utilized during research. The maps are divided by lot and generally marked with lot owner. No building footprints are indicated on these maps.

Numerous Environmental Impact Reports for projects within the city and on the University of California, Davis campus were reviewed for historical and archaeological information.

FINAL SUBMITTAL

The volunteers helped to paste up the maps and photographs at two final volunteer meetings held September 25 and 26. Without this last volunteer effort the project would have been difficult to complete on schedule. Again, the volunteers should be commended for their commitment to this project.

CONTEXT STATEMENT

Introduction/Overview

One Northern California architectural guidebook notes that the only historic structure in Davis is the old train station of the Mission Revival style. This survey and context statement contradicts the view of the guidebook author. Davis is a community rich in history. It is a community that appreciates, understands and promotes its historic past.

Two major historical events have shaped the history of this small town, originally called Davisville. First was the arrival of the railroad with trains passing through the community of Davisville by the fall of 1868. The town of Davis boomed after the railroad went through. The second important factor in the development of Davis was the establishment of the University of California farm in 1906. Davis was chosen as the site of the University Farm because of its proximity to Sacramento and Berkeley and for the quality of rail service to Davis. Some 128 years after the first rail car traveled through Davis, the expansion of the University of California at Davis has caused the population of the community to expand to over 50,000.

The 1879 publication *Illustrated Atlas and History of Yolo County* noted that "at present there are in the village two hotels, two stores of general merchandise, one grocery store, one drug store, one hardware store, one lumber yard, two boot and shoe establishments, one vegetable and fruit store, one meat market, one cider and confectionery stand, two blacksmiths, two livery stables, two barbers, one grade school, four warehouses, one brewery, six saloons, and three churches."¹ The author of this publication also noted that "Davisville was the first railroad station in Yolo County. . . Davisville was a young metropolis and the point of shipping and trading for a very large section of the country."²

This document will chronicle the development of Davis as an agricultural and university community. It will look closely at the buildings and properties associated with the history of Davis and individuals who shaped the community and its environment.

Prehistoric and Native American Inhabitants of the Area

The word Yolo derives from the native Patwin word "yoloy" which translates "a place abounding with rushes."³ The valley this statement refers to, now broadly called the Central Valley, is formed by surrounding and outlying hills. The primary water sources for the areas surrounding present day Davis were the Putah and Cache Creeks. Archaeological investigations indicate that Davis' geographic vicinity was first inhabited with human activity by 2,000 BC.⁴

The Patwin, a branch of the Penutian language family, lived within the ninety mile section of land running from Suisun Bay to what is the present-day community of Princeton on the Sacramento River and from Long Valley-San Pablo Bay in the west to the Sacramento River as its eastern boarder. This native group settled primarily along the Sacramento River with some outlying communities on the open, flat, grasslands

¹*Illustrated Atlas and History of Yolo County*. 1876. 76.

²*Illustrated Atlas and History of Yolo County*. 1876. 76.

³Larkey, Joann and Shipley Walters. *Yolo County: Land of Changing Patterns*, 1987, 9.

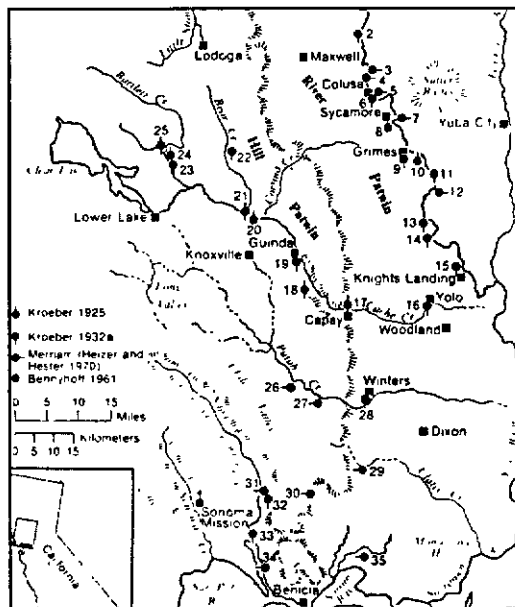
⁴Most of the information collected on the Patwin was found in the following sources: EIP Associates. *UC Davis Long Range Development Plan Environmental Impact Report*. Section 4.10; Kroeber, A.L. *The Patwin and their Neighbors*, 1932; Heizer, Robert F. *Names and Locations of some Ethnographic Patwin and Maidu Indian Villages*, 1992.

surrounding present-day Davis. The grasslands were likely only seasonally occupied as these lands were periodically effected by winter floods and summer droughts. The Patwin are known to have concentrated settlements along major waterways with satellite villages scattered within tribal territories.

The Patwin are believed to have constructed earth-covered and semi-subterranean dwellings and other structures. As of the late 1980's over 130 Patwin settlement sites had been discovered in Yolo County.⁵ These sites are generally located along the Putah creek. Several sites have been identified on lands owned by the University of California, Davis.

The Patwin were in contact with and traded with other native cultures established in Northern California. Trade routes existed over the mountains and along water ways throughout Patwin territory. The first extensive European contact with the Patwin occurred during the Spanish Mission settlement of the 1770's. The Spanish priests of the Mission San Francisco de Assisi and the Mission San Jose indicate that they sought out the Patwin in their missionary practices. In 1833, a malaria epidemic killed an estimated 75 percent of Patwin population. Having no immunity against the diseases of the Europeans, the epidemic spread quickly and began the slow dwindling of the Patwin from the population of the Central Valley.

There is considerable potential for archaeological sites within the City of Davis specifically along Putah Creek. Planning practices by the city should reflect the possibility of site discovery in sensitive areas by implementing guidelines for procedures once an archaeological site has been found.



A map of Patwin Territory (reprinted from Larkey and Walters, 1986)

⁵ EIP Associates. *UC Davis Long Range Development Plan Environmental Impact Report*. Section 4.10

Residential Development

Early Pioneer Settlement in the Davisville Area

The area surrounding present day Yolo and Solano Counties in California was the site of several early Mexican Rancho settlements. With the conclusion of the Mexican-American War in 1848, the Americans took official possession of the lands comprising present day California. California became part of the Union in 1850 and for much of that decade settlers in the areas surrounding present day Davis found themselves trying to clarify ownership of valuable farming lands.

All claims to Spanish and Mexican land grants had to be presented to the U.S. Land Commission for review and confirmation. This three man Commission met periodically in San Francisco and Los Angeles from 1852 to 1856. They reviewed private land grants issued in the 1830's and 40's and rejected many of them as illegitimate causing many hardships for California's early Spanish and Mexican settlers.⁶

Two of the earliest and best documented families of this area are the Penas and the Vacas. Juan Manuel Vaca and Juan Felipe Pena began a long journey from Santa Fe, New Mexico to California in the fall of 1841. The Vaca family consisted of Juan Manuel, a widower and his eight children and the Pena family consisted of Juan Felipe, his wife Isabella and their six children. They traveled overland with the Workman-Rowland party to the Mission San Gabriel near Los Angeles. Continuing northward alone they crossed the Straits of Carquinez into Sonoma. The families were received by Comandante M. G. Vallejo and settled near Putah Creek. A formal grant of land was issued to Vaca and Pena in January of 1843. This 44,000 acre grant was later known as Rancho Los Putos.⁷

Another early occupant of the Davisville area was Jerome Davis who sold 3,000 acres to the California Pacific Railroad in 1867. The development of Davisville was directly related to the expansion of the railroad. And Davis has been accredited with helping the railroad advance into the Davisville vicinity. Shortly after Davis' sale of land to the railroad, the five directors of the California Pacific Railroad, John C. Frisbie, William F. Roelofson, DeWitt C. Haskins, J. M. Ryder and DeWitt C. Rice, became the founders of Davisville. They formed the Davisville Land Company and began selling lots. The town was originally 32 blocks and was bounded by what are the present day streets of First, B, Fifth and J and included the Davisville Railroad Junction.⁸

The town was reportedly named Davisville after Jerome C. Davis. Davis had paid his father-in-law four thousand dollars for lands north of Putah Creek in 1854. The transfer included all stock and improvements upon the lands. Davis had married Mary Chiles, daughter of Colonel Joseph Chiles. Chiles' homestead was along the American River and was clearly marked on Lt. George H. Derby's map of the Sacramento River Valley of 1849.⁹ Jerome Davis expanded his land holdings to include 12,000 acres.

Jerome Davis came to California as a member of the Fremont expedition in 1845. He established the first dairy in Yolo County and the first ferry across the Sacramento River

⁶ Larkey. *Davisville*, '68, 15.

⁷ Larkey. *Davisville*, '68, 219-221.

⁸ Larkey and Walters. *Yolo County*. 46.

⁹ Larkey. *Davisville*, '68, 16-22.

in partnership with his father-in-law, Joseph Chiles. In the early 1850's Davis' parents and other family members traveled to California from Ohio. Davis and his wife had only one child who died after an accident at the age of three. They had no other children.

The sale of Davis' lands to the railroad promoted several trips by Davis and his wife to Washington, DC to settle rights to their lands. After returning to California they settled in the larger city of Sacramento where Davis became involved in civic affairs and politics. Jerome Davis died suddenly in October, 1881. His wife, Mary, who was only fifteen when she married Davis, died in 1915.

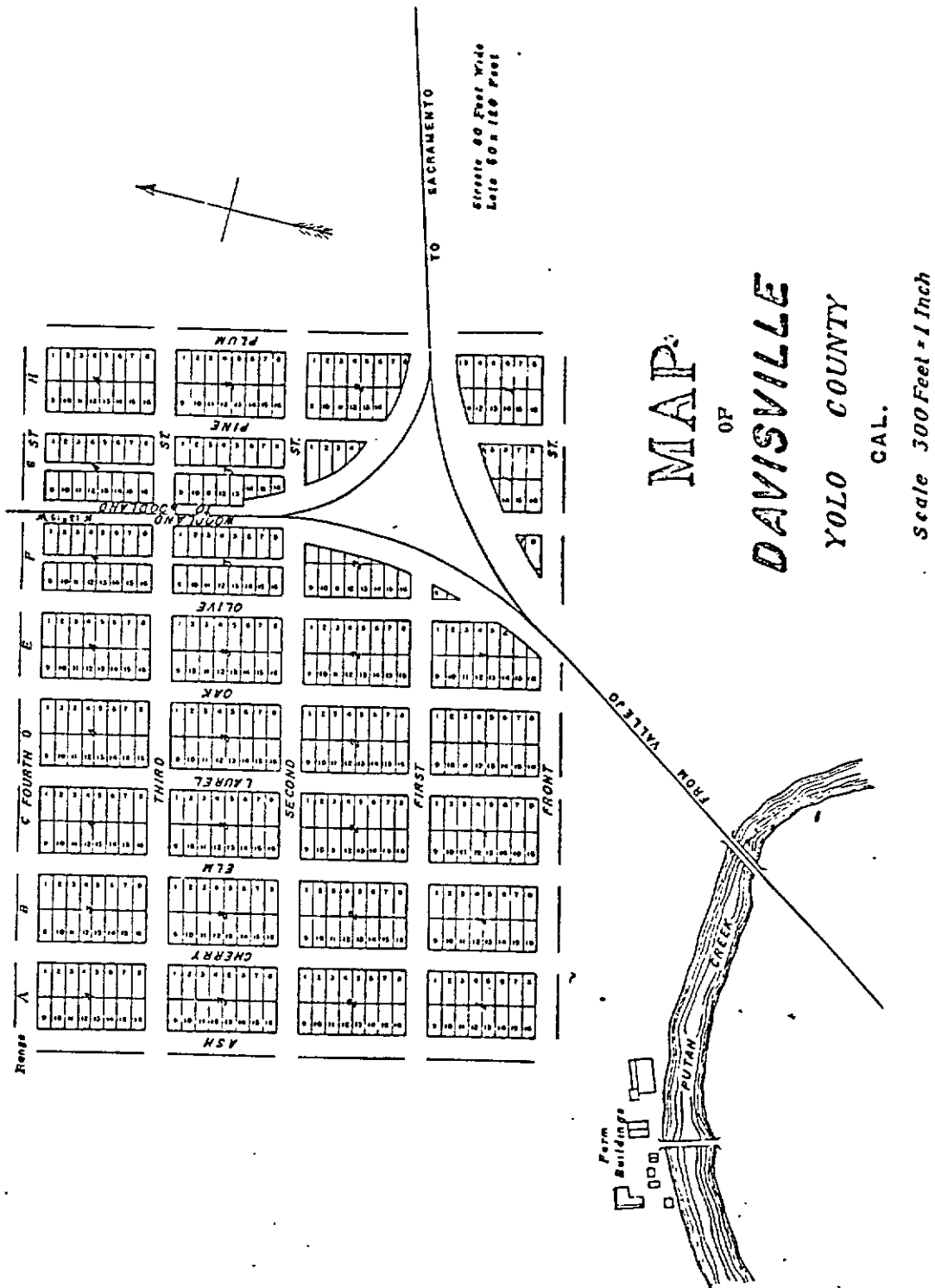
Other important figures in early Davis included William Dresbach (1834-1901) who was reportedly responsible for naming the town after Jerome Davis. Dresbach was a German immigrant who came to California during the gold rush. In 1862 he was appointed postmaster of the Solano Post Office. Dresbach was highly successful in his business ventures which were mostly in real estate and became the Davisville Postmaster in 1868. Dresbach constructed a large, Italianate style house on Second Street in Davis. The house remains there today and is one of Davis' oldest residences.¹⁰

The Hamel family was another important pioneer family in Davis. Henry Hamel, another German immigrant, settled in the Placerville area of California in 1853. He was unsuccessful in mining attempts in the area and moved to the Davis area in 1867. With his wife and three children, Hamel settled a 1200 acre ranch south of Davisville. The family grew to fourteen children and numerous grandchildren. As recent as the 1980's several descendants still lived on the old family ranch.¹¹

Numerous other families were early contributors to the settlement of the Davis area including the Drummond family, the Grieve family, the Plant family and the Covell's. Each of these early pioneers contributed to the success of the small town of Davis. The community grew quickly and became the commercial center for the surrounding Rancho lands. By 1900 Davisville had some 700 residents and was continuing to grow.

¹⁰ Larkey. *Davisville*, '68, 164-65.

¹¹ Larkey. *Davisville*, '68. 174-176.



Map of Davisville recorded in 1868

Commercial Development

Agricultural Development

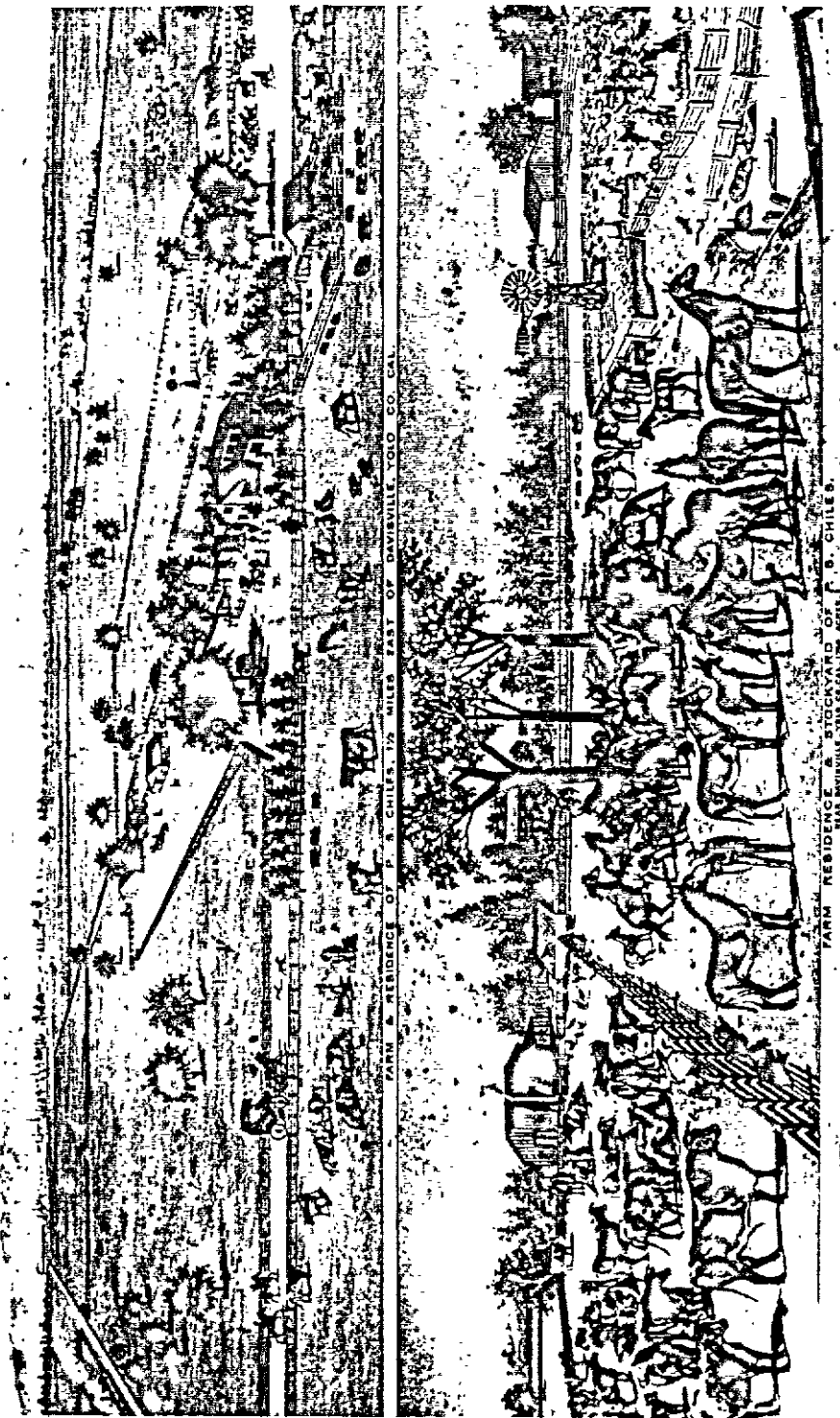
Important to the economic history of the area was the establishment of both small and large farms or ranches. The period from 1850 to 1860, was a time of considerable agricultural development to the lands surrounding Davisville. Immigrants of varied nationalities came to farm this fertile land. They developed new methods of raising livestock, planting orchards and vineyards, and growing various crops for sale at local and distant markets.

Of course many of the settlers during the 1850's and 1860's had made long journeys to California in hopes of becoming one of those to find a fortune in gold. Many had little success with their mining adventures and moved quickly into farming. By the 1870's most of the desirable land in Yolo County had been purchased, preempted or homesteaded. Also during the decade of the 1870's the State began to require farmers to build fences around their land in order that livestock be confined to grazing areas and arable fields protected from trampling herds. Farmers in this part of California raised beef and dairy cattle, sheep for wool and mutton, hogs, horses, and mules.

By 1870 the average farm in Yolo County was over 450 acres and there were almost 70 farms in the vicinity with over 1,000 acres. Wheat quickly became a popular cash crop for farmers. By 1893 there were 231,306 acres of wheat in Yolo County. The soil, terrain and climate were ideal for growing this successful crop. In addition, farmers grew barley, alfalfa, grapevines, hops, sugar beets, fruits and nuts such as almonds and apricots. All of these products were exported from the area. With the expansion of the railroad, some of the crops were shipped all the way to the east coast.

Large farmlands still ring the town of Davis and are found throughout Yolo and Solano Counties. Evidence of the agricultural history of the Davis vicinity can be seen in the numerous water towers, barns, silos, windmills and sheds that still mark the landscape both within the City and around it.¹²

¹² The information included in this report on Agricultural development was found in Joanne Larkey's *Davisville '68* and Larkey and Walters, *Yolo County*.



A drawing from the Illustrated Atlas and History of Yolo County of the farm, residence and stock yards of P. S. Chiles

Formation of Local Business Enterprises

Success came to many small and large business enterprises in and around Davis. The 1888 Sanborn Map of Davisville shows, among the numerous dwellings, the following commercial establishments: several Chinese laundries, the Davisville Brewery, a drug store, the train depot, the International Order of the Odd Fellows Lodge, a tin shop, several rooming houses, hardware store, a fancy goods shop, several large grain warehouses, a wagon shop, the Presbyterian Church, and a grocery. By the time the Sanborn Map was updated in 1891, several other commercial establishments had been added to those listed on the 1888 map including a skating rink, a barber, a butcher, several other rooming houses and laundry houses. The 1891 Sanborn Map indicates, however, that the Davisville Brewery had been abandoned.

Joann Larkey, in *Davisville '68* identified the following Davisville businessmen as being active from 1898 to 1899.

Proprietor

J. J. Gallagher
J. C. Luft
F. M. Holt
P. Hummel
E. W. Brown
W. H. Hampton
John Reith, Jr.
J. B. Anderson And B.C. French
A. J. Tufts
George B. Hoag
J. A. Harby
Scott, Lillard & Bowen
Bill McKenniff
J. L. Martin
Frank Hunt
R. L. Grady
John Caulfield
Ed Larke
George Weber
Al Grieve
W. E. Keithley
N. Miner
John Drummond
H. R. Lytle
E. A. Wilson
R. R. Neely
W. H. Scott
J. A. Harrington
W. E. Bates
L. A. Eichler

Business

Blacksmith
Blacksmith
Barber Shop
Tonsorial Barber
Hardware, Wells Fargo, American Express
Building materials
General merchandise
Davisville Cash Store
Tufts Cash Store
Choice family groceries
Meat market
Meat market
Klondike Ice Cream
Lillard House boarding house
Hunt hotel
Delmonico Restaurant
Rancher's Saloon
Fashion Saloon
Yolo Saloon and Billiard Parlor
Livery Stable
Palace Stables
Mule dealer
Practical horse trainer
Plumber
Boot and Shoe repair
Neely's shoemaker shop
Justice of the peace for Putah Township
Painter
Physician & Surgeon
*Enterprise & Davisville Land Bureau*¹³

¹³ Larkey. *Davisville, '68*. 63.

The Davisville Weekly *Advertiser* founded in 1869 "maintained an uncertain existence for about six months being non-partisan in politics and then expired from the effects of an 'attachment' formed by the San Francisco creditors who snuffed out its electric light leaving the people of the young town in literary darkness.¹⁴" It was not until the Davisville *Enterprise* was founded in January of 1890's that the community emerged from "literary darkness."¹⁵

The Davis *Enterprise* was founded in 1897 by L. A. Eichler. The newspaper was well received in Davis and under Eichler expanded from a four page format to a eight page format in only six months. William H. Scott took title to the newspaper on June 28, 1900 and continued as editor until his retirement in 1935. Chelso Maghetti purchased the *Davis Enterprise* from Scott in 1935 and continued publication for 25 years. Maghetti and his wife won numerous awards for the publication. In addition, the Maghetti's donated a complete set of *Davis Enterprise* issues to the University in Davis, ensuring that anyone can use the early additions of the newspaper. During the 1960's the *Enterprise* changed hands several times until it was purchased by the McNaughton Family.¹⁶

The Davis Lumber and Hardware Company is the oldest, continually operated family business in Davis. Founded by John B. Anderson and his younger brother Gordon shortly after their arrival in Davis in 1900, the company has prospered. Located along Third Street between G Street and the railroad tracks, the company was formed in October of 1907 and was incorporated in 1922.¹⁷

A Davis Lumber company employee, Edwin S. McBride kept a handwritten "little black book" containing a list of the houses completed in Davis from 1911 to 1938. There is a typewritten copy of this document at the Hattie Weber Museum in Davis. This resource was valuable in identifying houses for the architectural survey of Davis houses in both 1980 and 1996.

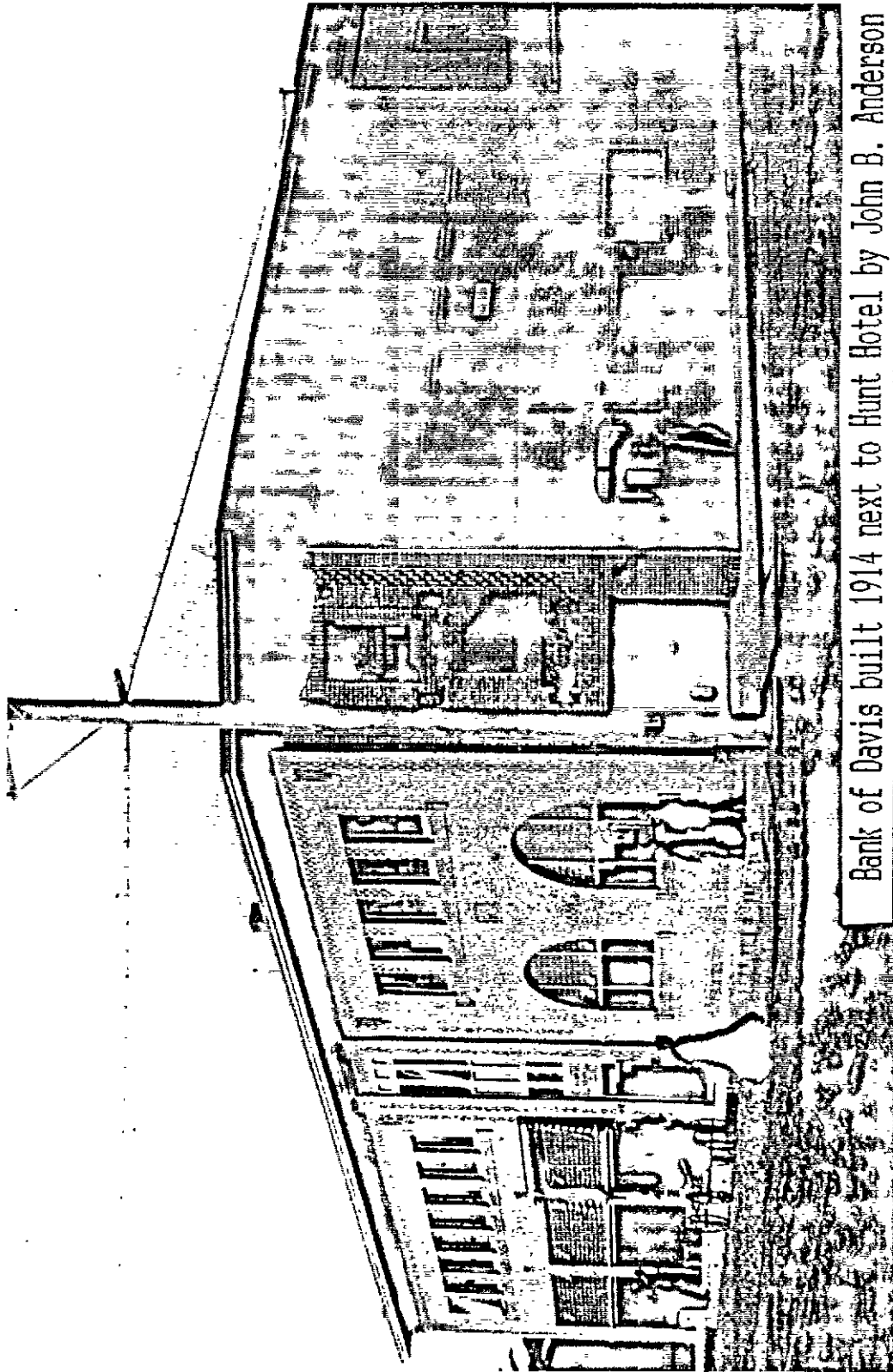
Numerous other community based enterprises contributed to the overall economic security of the town, including the establishment of the University Farm.

¹⁴ *illustrated Atlas and History of Yolo County* . 1876. 76.

¹⁵ *illustrated Atlas and History of Yolo County* . 1876. 76.

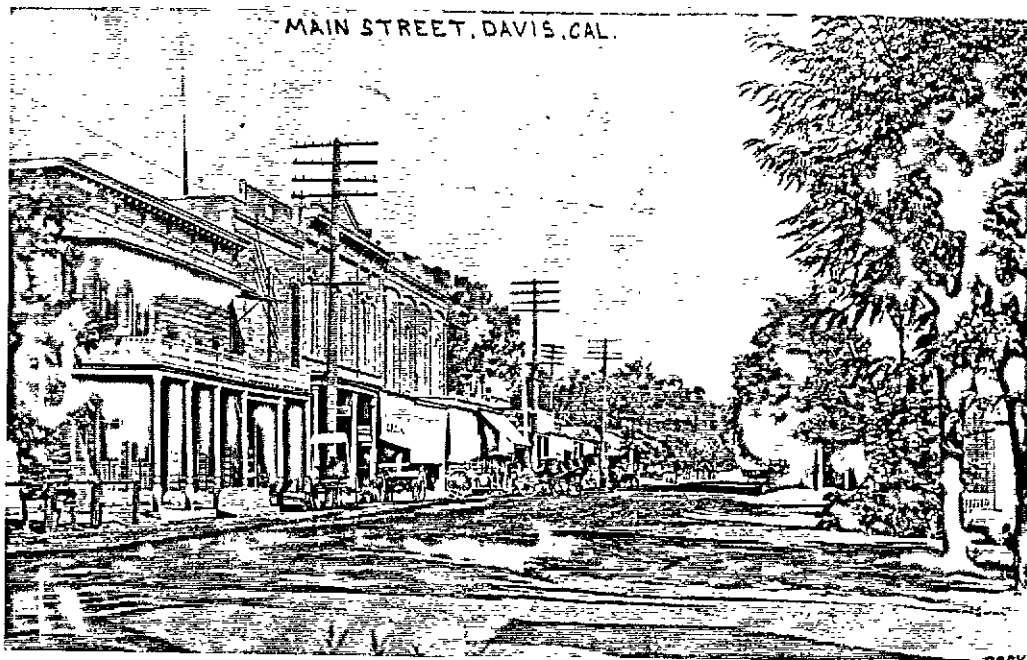
¹⁶ Larkey. *Davisville*, '68, 109-110.

¹⁷ Davis Lumber and Hardware Company History pamphlet and *Davisville*, '68.

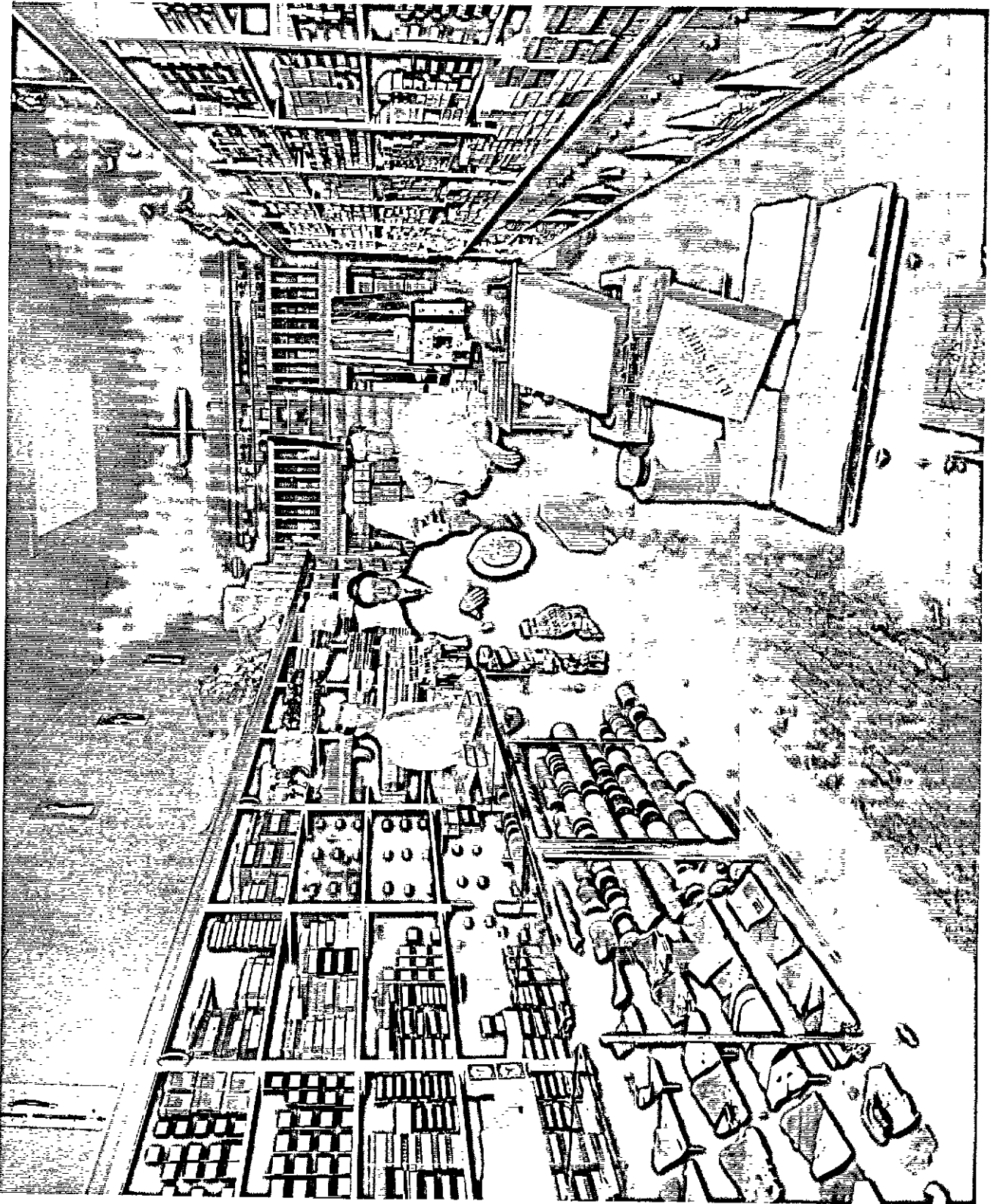


Bank of Davis built 1914 next to Hunt Hotel by John B. Anderson

The Bank of Davis built by John Anderson in 1914



An early view of Davis' Main Street



A shop established in 1911 by Bernard Rogers, Jr. and A. Gorden Anderson

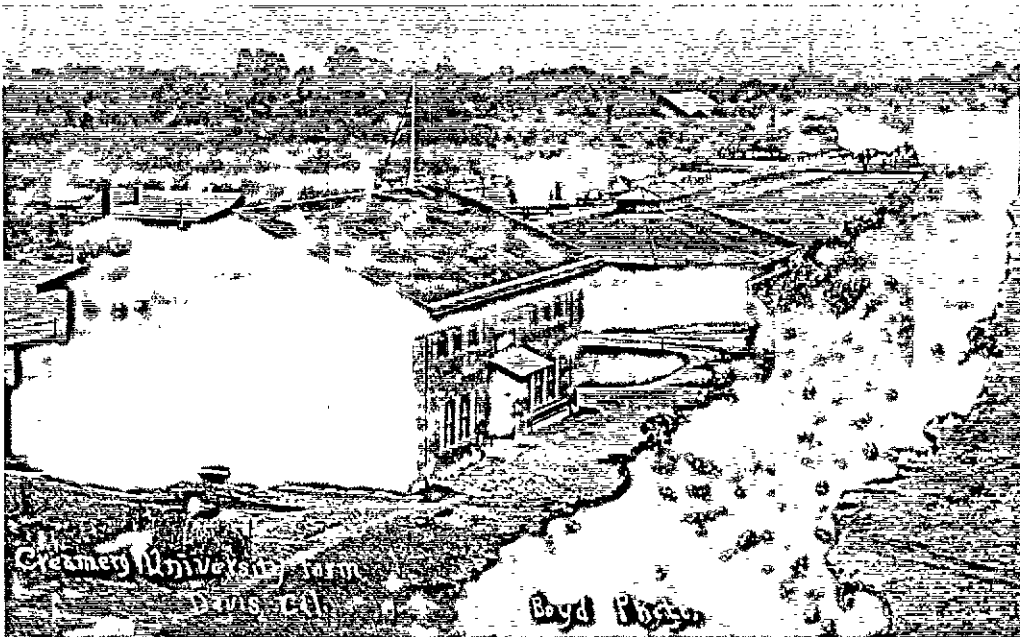
The University Farm

Along with the railroad, the University Farm was one of the most important institutions established in Davis. The community welcomed the development of the University Farm near Davis. In fact, shortly after the announcement of the intention to open the University Farm, the town dropped the "ville" from its name indicating it was no longer considered a small, country village. The community was excited about the increase in population that students would provide and in the economic benefits of providing students with services.

A University Farm bill was signed into law by Governor Pardee in March of 1905 and the regents of the University of California, Berkeley purchased land near Davis in 1906. Davisville's accessibility by rail to Berkeley, the State Capitol and all parts of California made its selection an easy one. The rich Yolo County farmlands were the ideal location for the University Farm whose mission, a first, was to provide practical agricultural instruction for degree students from Berkeley. Officially dedicated in October, 1907, the first students came to the campus in the fall of 1908. Funding was appropriated in 1907 to provide for construction of a water system and the first of the university buildings.

Faculty and student numbers increased slowly with enrollment remaining under 350 until after World War I. After World War I the University grew and so to did the town of Davis. The University offered classes in all fields of agriculture including farm practice, livestock judging, botany and plant propagation, horticulture, viticulture, dairying, breeding and feeding livestock, soil fertility, farm crops, farm mechanics, irrigation, land surveying, mathematics, and English. Today, the University still has strong agriculturally based programs. In addition, the University has a School of Medicine and a Law School and has expanded into a more liberal arts oriented curriculum. Davis' economy is still based somewhat on the number of students who come to the area to attend school.¹⁸

¹⁸ The information on the University Farm was found in *Davisville, '68* and in Ms. Larkey's articles for the *Davis Enterprise* entitled "Portraits of the Past."



The Creamery at the University Farm

Transportation Development

The Railroad

The history of Davis, and indeed most of California, is linked to the expansion of the railroad.¹⁹ The California Pacific Railroad Company was incorporated in January of 1865. One of the primary routes developed by California Pacific was the Vallejo to Davisville line which was established in 1868. This trip took two hours and cost \$3.00. By 1870, through service was offered into Sacramento along this line.

Prior to the completion of rail service to Davisville, settlers living in isolated areas were served by stage lines, riverboats, Pony Express riders and telegraph. These early residents of California welcomed the railroad as the solution to their increased problems with transportation especially involving the transport of agricultural products to markets. The choice of Sacramento as the end point of the trans-continental railroad secured neighboring Davisville stops on important connecting lines.

The United States Government sponsored surveys of possible railroad routes to the Pacific as early as 1853. Construction of the first Davisville depot was begun in July of 1868 with the California Pacific Railroad opening service to Davisville on August 24th. This first depot in Davis was a wood frame structure, rectangular in shape, with Victorian detailing. The building was located 400 feet west of the current location of the depot.

The impact of railroad service to Davis was seen and felt almost immediately. The economic benefit was great and contributed to merchant decisions to expand businesses and agricultural expansions in the area because of increased ease with which farmers could transport produce and livestock. The railroad traffic through Davis peaked during World War II with the transport of men and materials taking a prominent place in California history.

The present Southern Pacific Depot was completed in 1914 and replaced an earlier depot built in 1868. Southern Pacific officials decided to follow a precedent established a few years earlier by the Santa Fe Railroad and designed the 1914 station in the Mission Revival Style. The Depot is a strong contributor to the architectural history of Davis. It has been remodeled and still services commuters to Sacramento and San Francisco.

¹⁹Information concerning the history of the railroad and the development of Davis was found in the following sources; Joanne Larkey's *Davisville '68*; Larkey's "Portraits of the Past"; and Bancroft's *History of California*.

RAIL ROAD!

ON and after MONDAY, AUGUST 24th, 1868, Trains for Passengers and Freight will run on the California Pacific Rail Road, between Vallejo and Davis Junction, (forty-six miles) daily, Sundays excepted, as follows:

Leave Vallejo at 5 p. m., or on arrival of the steamer from San Francisco, arriving at Davis Junction at 7:30 p. m.

Leave Davis Junction at 6:30 a. m., arriving at Vallejo at 9 a. m.

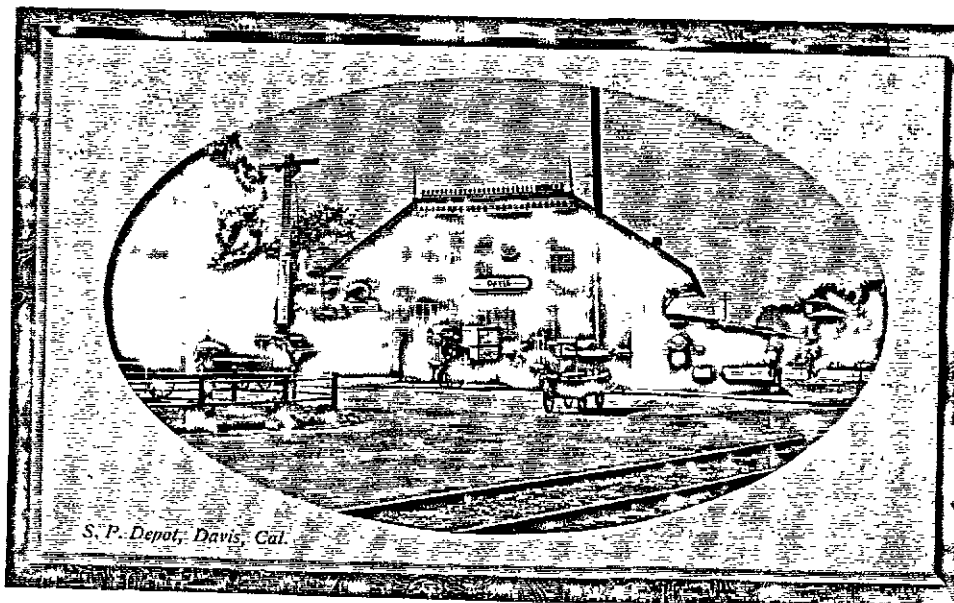
FARE:

| | |
|---|--------|
| From Vallejo to Fairfield and Suisun..... | \$1 50 |
| " " " Yaca..... | 2 00 |
| " " " Dickson's..... | 2 75 |
| " " " Davis Junction..... | 3 00 |
| Through tickets from Vallejo to Sac'to..... | 4 00 |

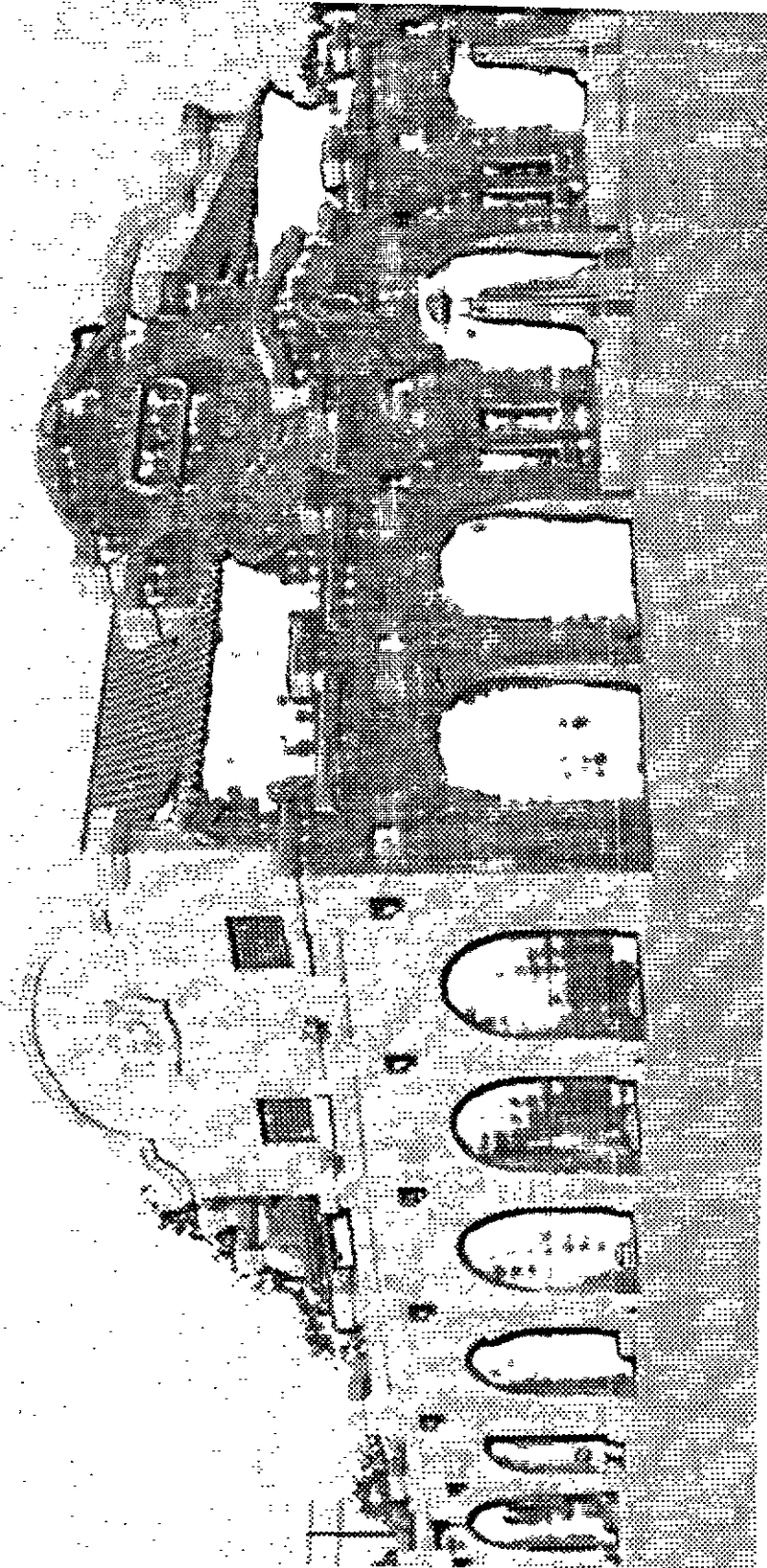
D. C. HASKINS.

Trains connect with steamers and stages as follows: At Vallejo, with steamer Antelope, for San Francisco; arriving at 11 a. m. At Yaca, with stages for Yacaville. At Dickson's with stages for Silveyville. At Davis Junction, with stages for Woodland, Cacheville, Knight's Landing and points North; also with Ellison & Gaston's six-horse coaches, for Sacramento, arriving at 9 p. m. Fare \$1.00

An advertisement for the opening of the Vallejo to Davis route on the California Pacific Railroad



A photograph of Davis' first train depot



Historic photograph of Davis' second depot constructed in the Mission Revival Style

The Lincoln Highway

The Lincoln Highway established a continuous transcontinental automobile highway essentially allowing motorists to travel from New York City to San Francisco along one route.²⁰ The 1915 opening of the Lincoln Highway brought many motorists into California. Although the road was rough, and the primary means of long distance travel was still by railroad, the establishment of a national highway system encouraged the automobile industry. The original 1915 route of the Lincoln highway did not pass through Davis. It was the later alternate Lincoln Highway route that brought motorists into Davis.

For many years the Lincoln Highway jogged south from Sacramento to Stockton and entered Oakland from the southwest. The roadway had been designed this way to accommodate the many channels and tributaries of the San Francisco Bay. With the completion of the Yolo Causeway west of Sacramento in 1916 and the Carquinez Bridge near Vallejo in 1927 more direct routes from Sacramento to Oakland were opened up, following closely to what is the route of present day Interstate 80. With the completion of these new routes by 1927, motorists were saved over forty miles of travel. The last leg of the Lincoln Highway journey, taking motorists into San Francisco, was via ferry, until the Bay Bridge opened in 1936.

In 1915, the State of California proposed to build a new highway through Davis. The proposed road was part of the state system of highways associated with the Lincoln Highway, State Route 6. The state highway followed the present Olive Drive and turned left under a newly constructed underpass at Richards Boulevard and then into Davis on First Street (then Front), and right onto B Street (then Ash), then left onto Russell Boulevard following the boulevard out of Davis past the Avenue of the Trees. The road offered motorists an improved route from Sacramento toward Vallejo. Portions of the state highway were also considered parts of the Lincoln Highway.

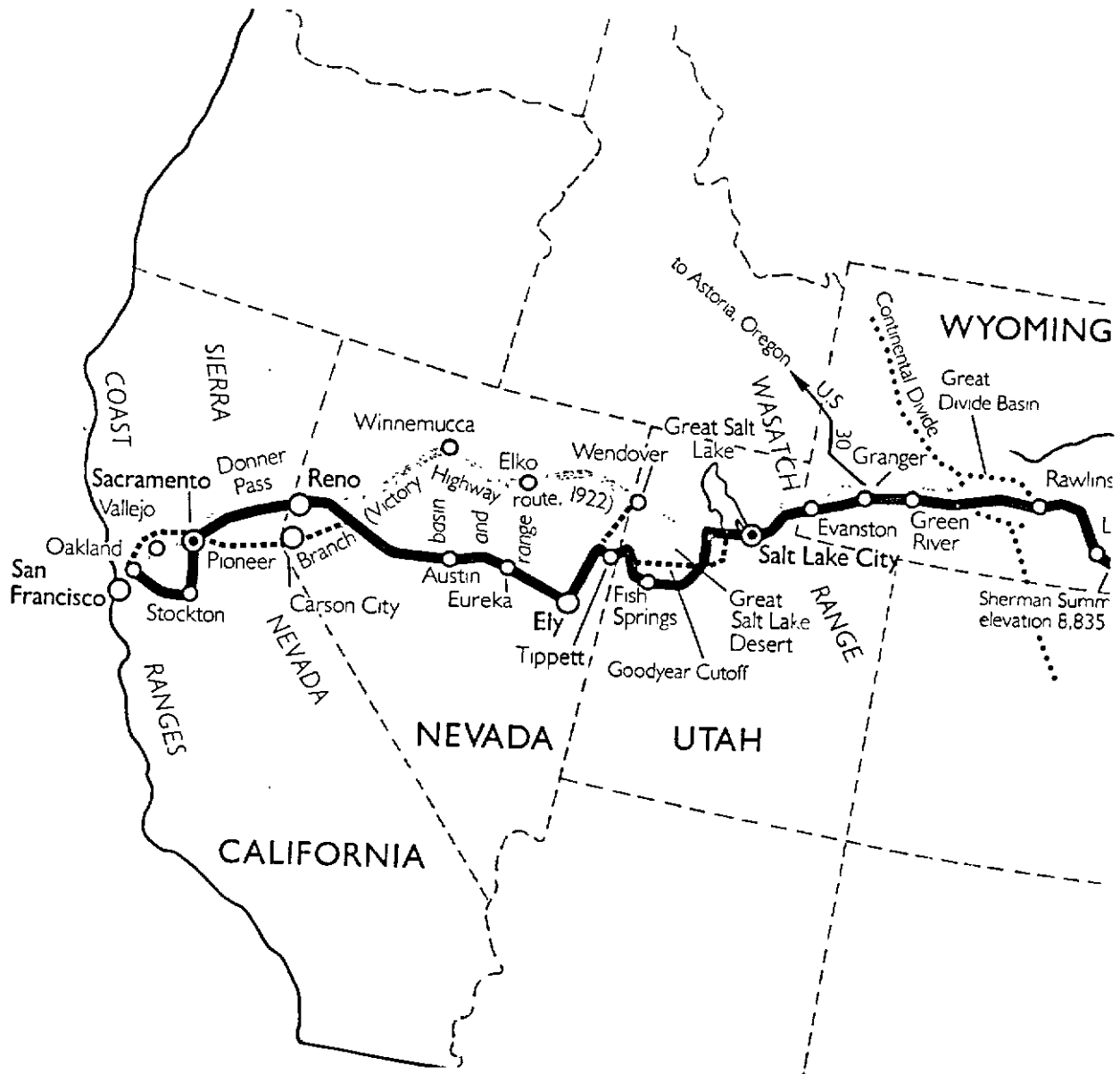
The citizens of Davis had originally objected to routing the road through town. The State offered a compromise plan that included the use of state funds to build an underpass at the railroad tracks at the end of Olive Drive (now called Richards Boulevard). Located at the junction of two major railroad lines, Davis was a prime candidate for a railroad grade separation where the proposed State Highway associated with the Lincoln Highway was to cross the lines. The Richards Boulevard Underpass is a concrete structure that carries railroad traffic over Richards Boulevard. The structure has a simple, industrial character. This underpass is a standardized type of Southern Pacific I-Beam bridge fabricated for the railroad company by the American Bridge Company.

In July 1917 construction began on the underpass with all costs being covered by the State Highway Commission and the Southern Pacific Railroad Company. After several delays the subway was completed before Christmas of 1917.

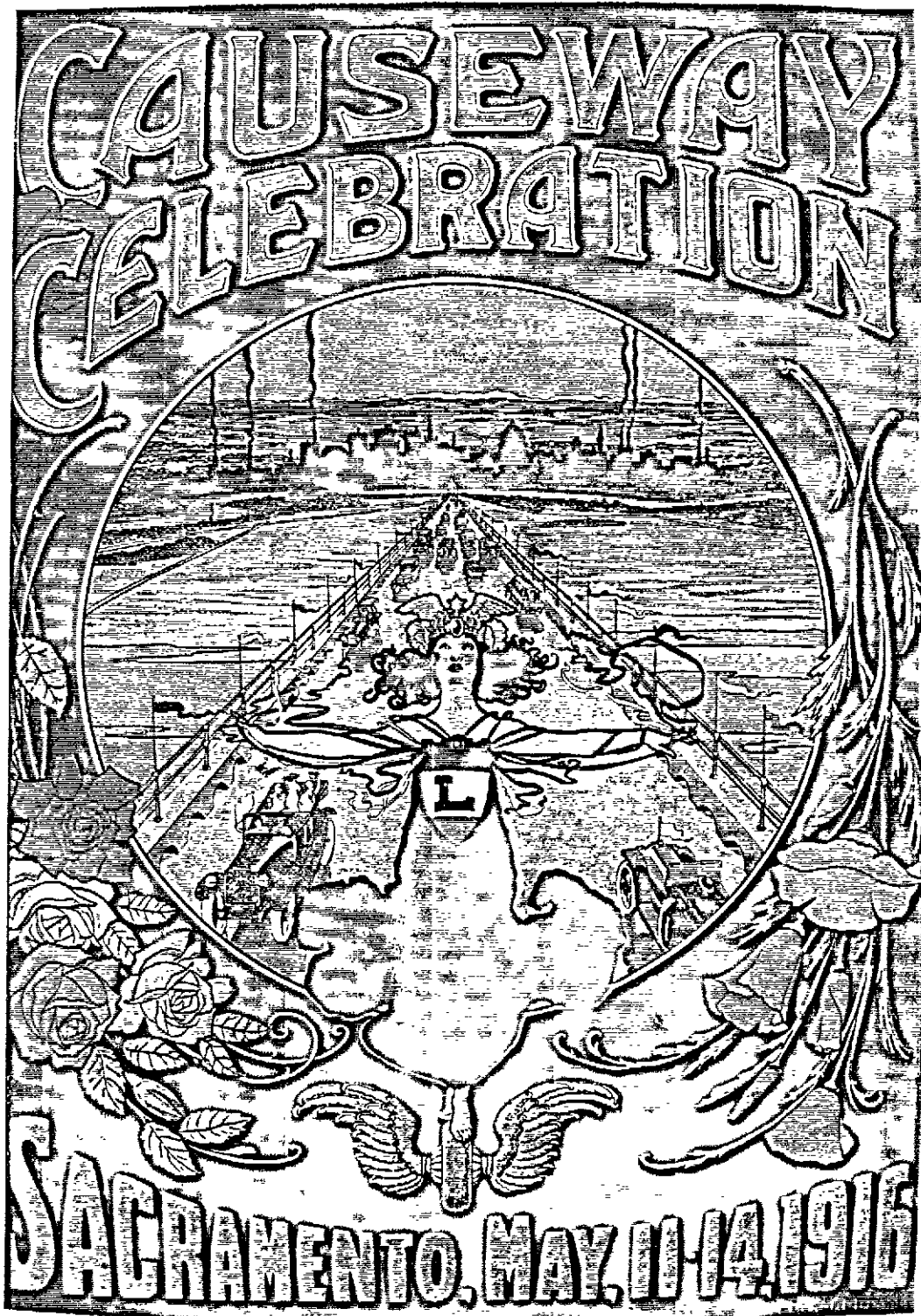
²⁰The information gathered on the Lincoln Highway was taken from several sources including; *The Complete Official Road Guide of the Lincoln Highway*. Lincoln Highway Association Detroit Michigan, 1916, reprinted 1995. *The Lincoln Highway: The Story of a Crusade That Made Transportation History*. the Draft EIR for the Richards Boulevard Corridor Upgrade Project, 1995; and a Memorandum from Sophia Pagoulatos to City Council Members concerning the Gateway/Olive Drive Specific Plan Process/Richards Underpass January 27, 1995.

In general, Davis and the surrounding region welcomed the Lincoln Highway, the associated state highway and the construction of the Yolo Causeway. These projects were both federally and state funded yet they benefited the local community. The support of the projects is evidenced in a 1916 poster advertising the opening of the causeway. The poster shows a woman bearing the Lincoln Highway emblem as she welcomes motorists onto the causeway.

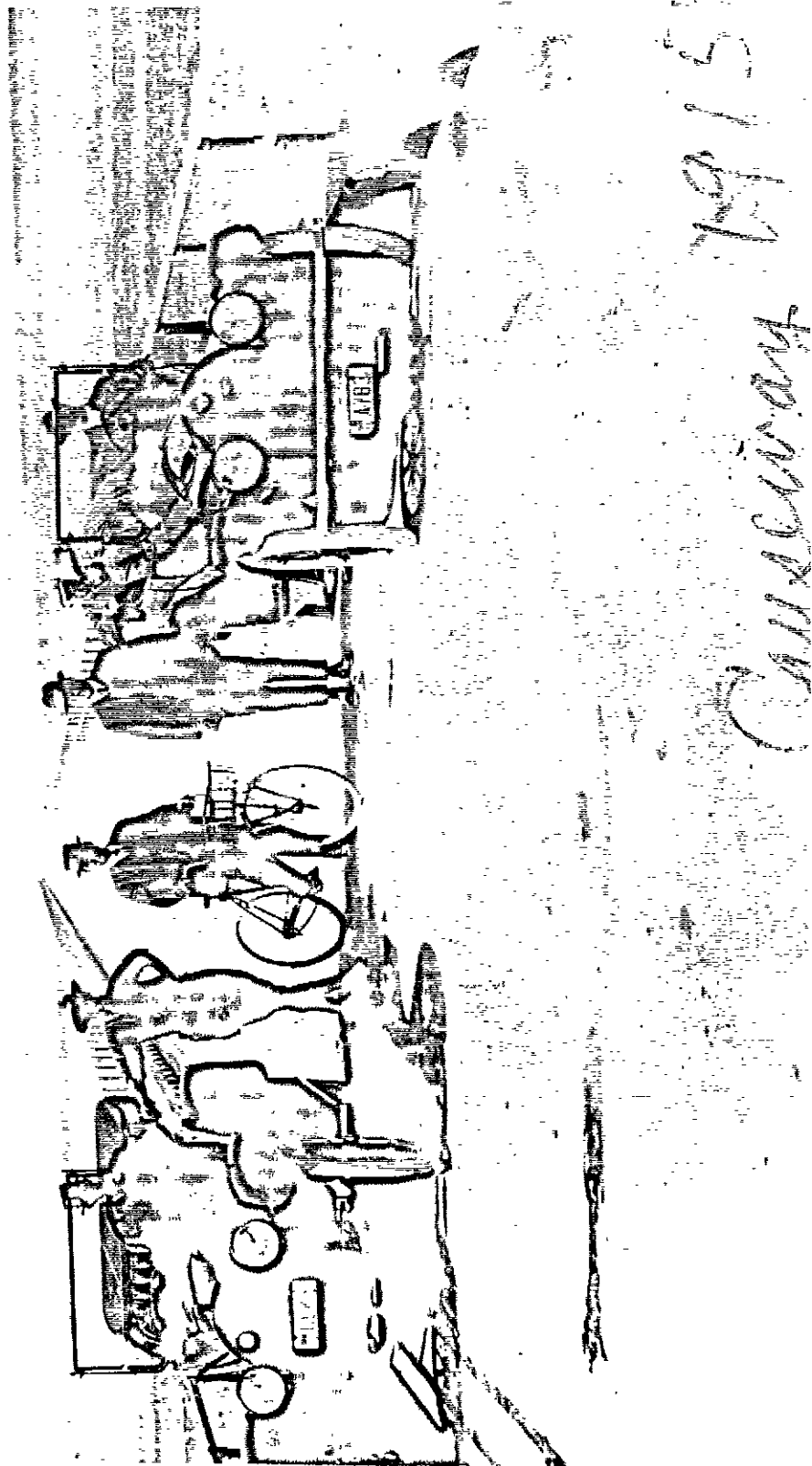
With the completion of a by pass around Davis the old path of the Lincoln Highway has become somewhat obscured within this growing community. Several contributing elements, monuments and features are still present along the old route. These include Slater's Court on Olive Drive, the Cork Oaks along Olive Drive, the Boy Scout Cabin at the corner of Richards Boulevard and First Street, several of the houses along First and B Streets, Central Park bounded by Third, Fifth, B and D Streets, and the Lincoln Highway Markers at First and E Street and at B and Russell Boulevard. Several of these landscape features have been included in the Lincoln Highway District.



A map showing the original route of the Lincoln Highway and later, alternate routes



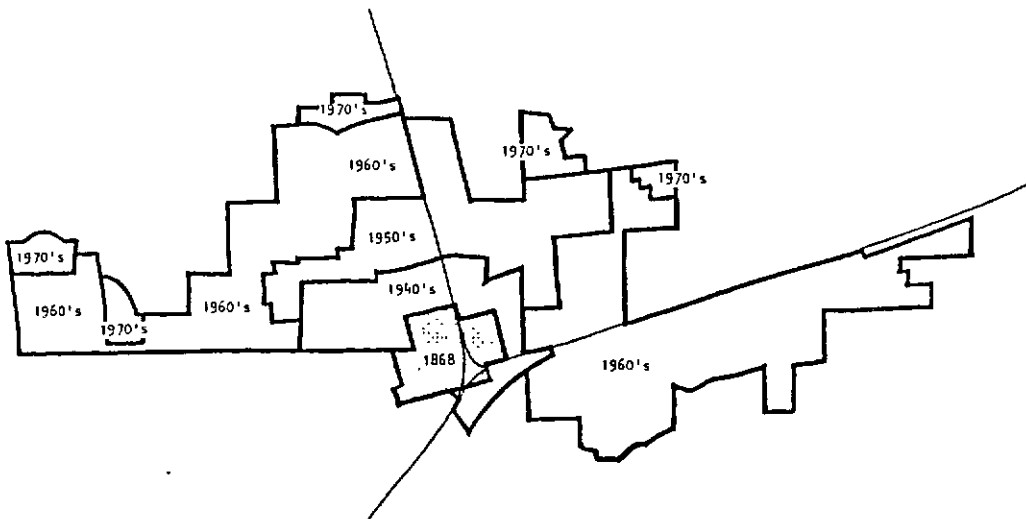
An advertisement for the opening of the Yolo Causeway



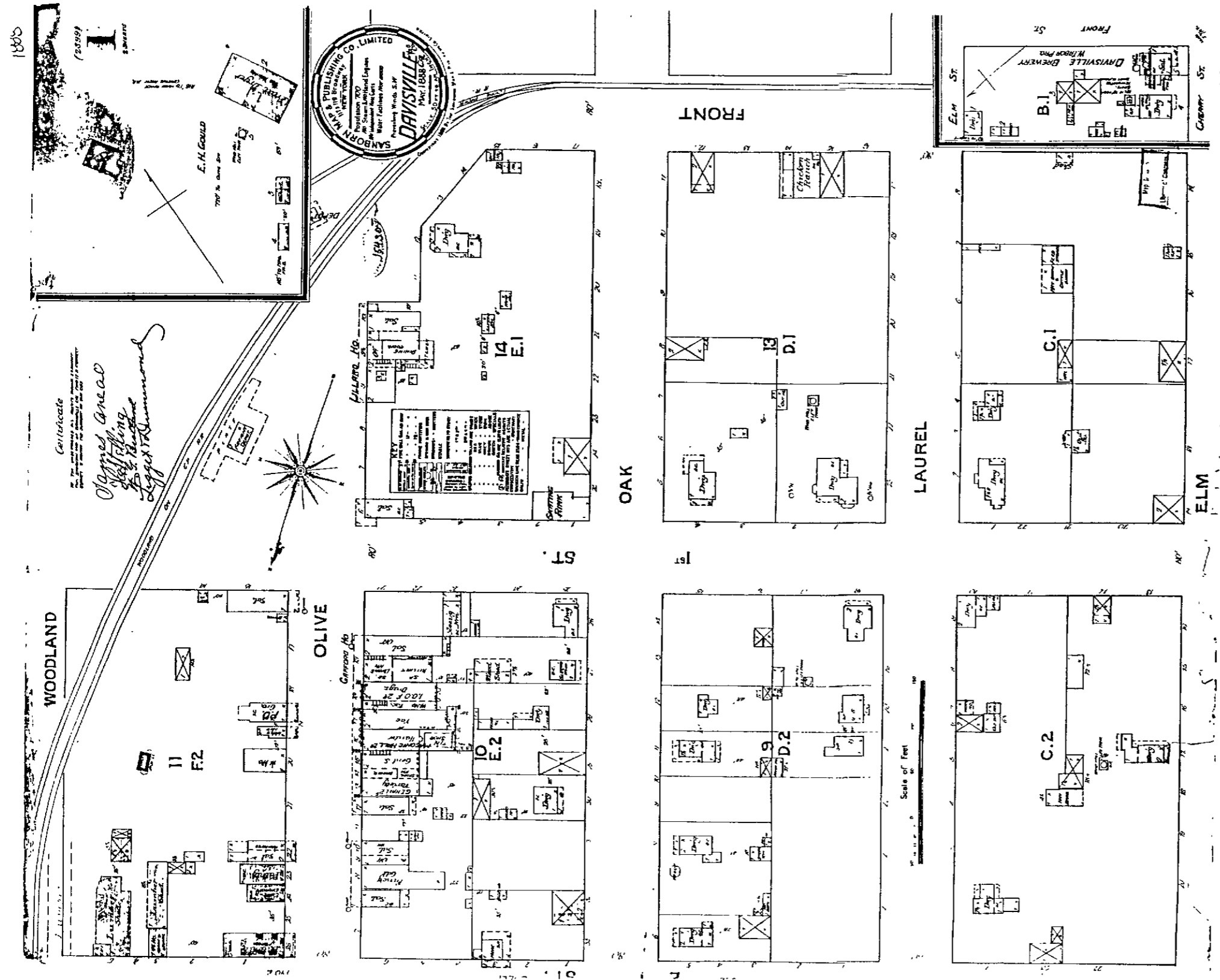
Travelers heading across the Causeway

Overview of Residential Settlement Patterns and Property Types

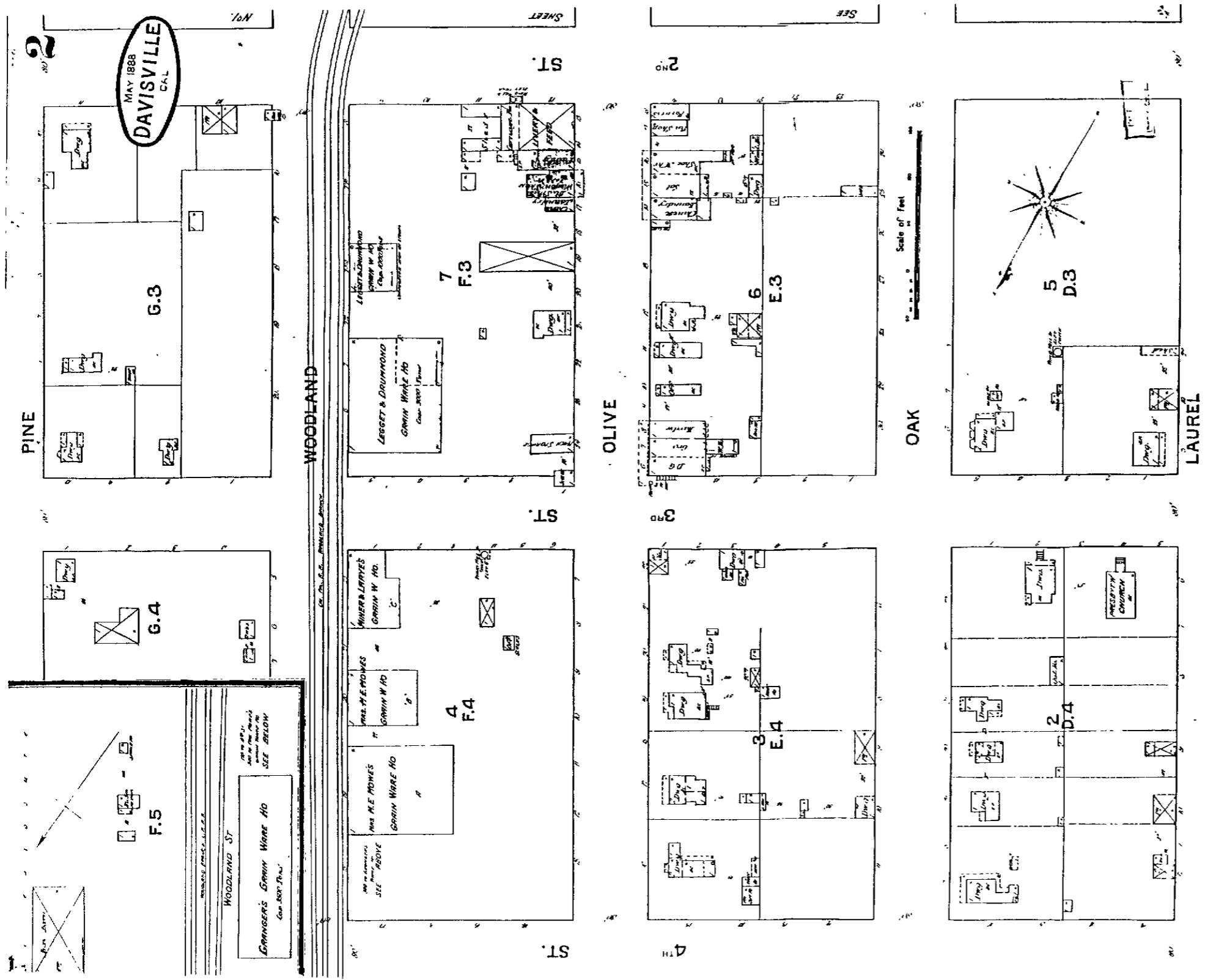
After the establishment of the University Farm in 1906, Davis expanded in size. With this expansion came further residential development in the area. What is now called the North Core of Davis was expanded and developed during the 1910s and 1920s with many of the houses reflecting the Craftsman and Bungalow Styles which were popular in these decades. The following are several maps which show some of the development in the late Nineteenth and Early Twentieth Centuries. In addition a discussion of residential building types has been presented.



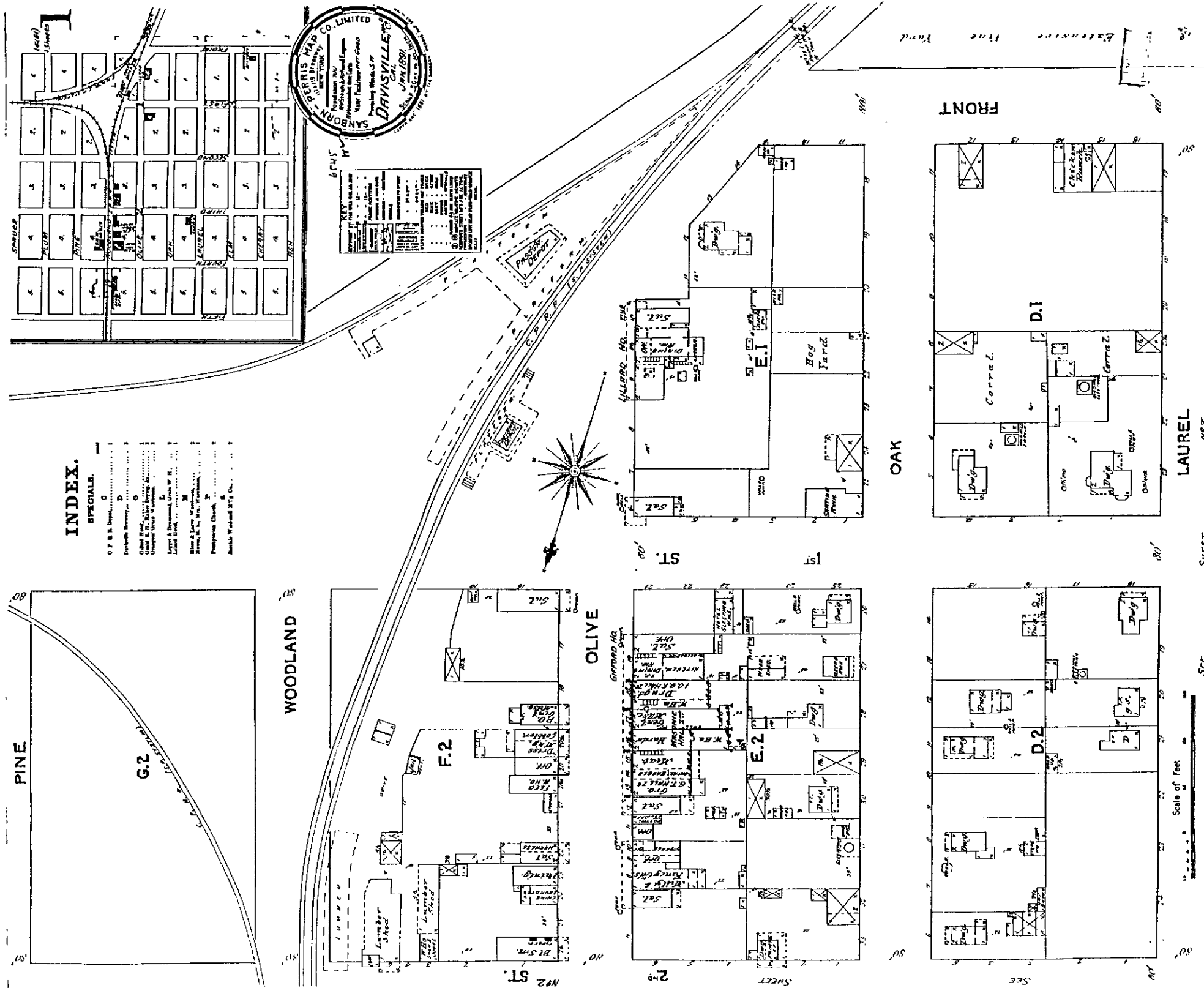
Map showing areas of residential development in Davis



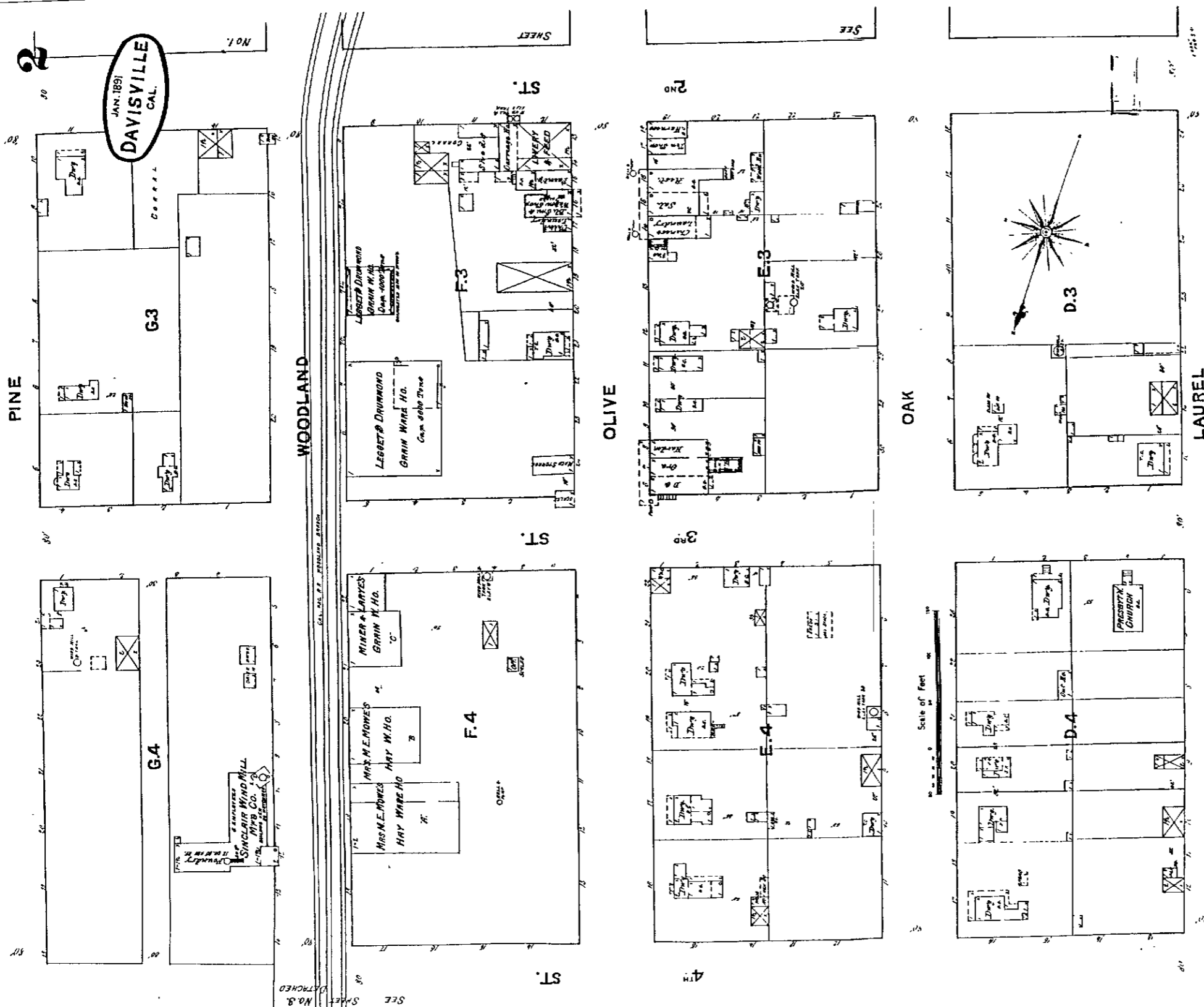
Page One of the Sanborn Map for the City of Davis from 1888



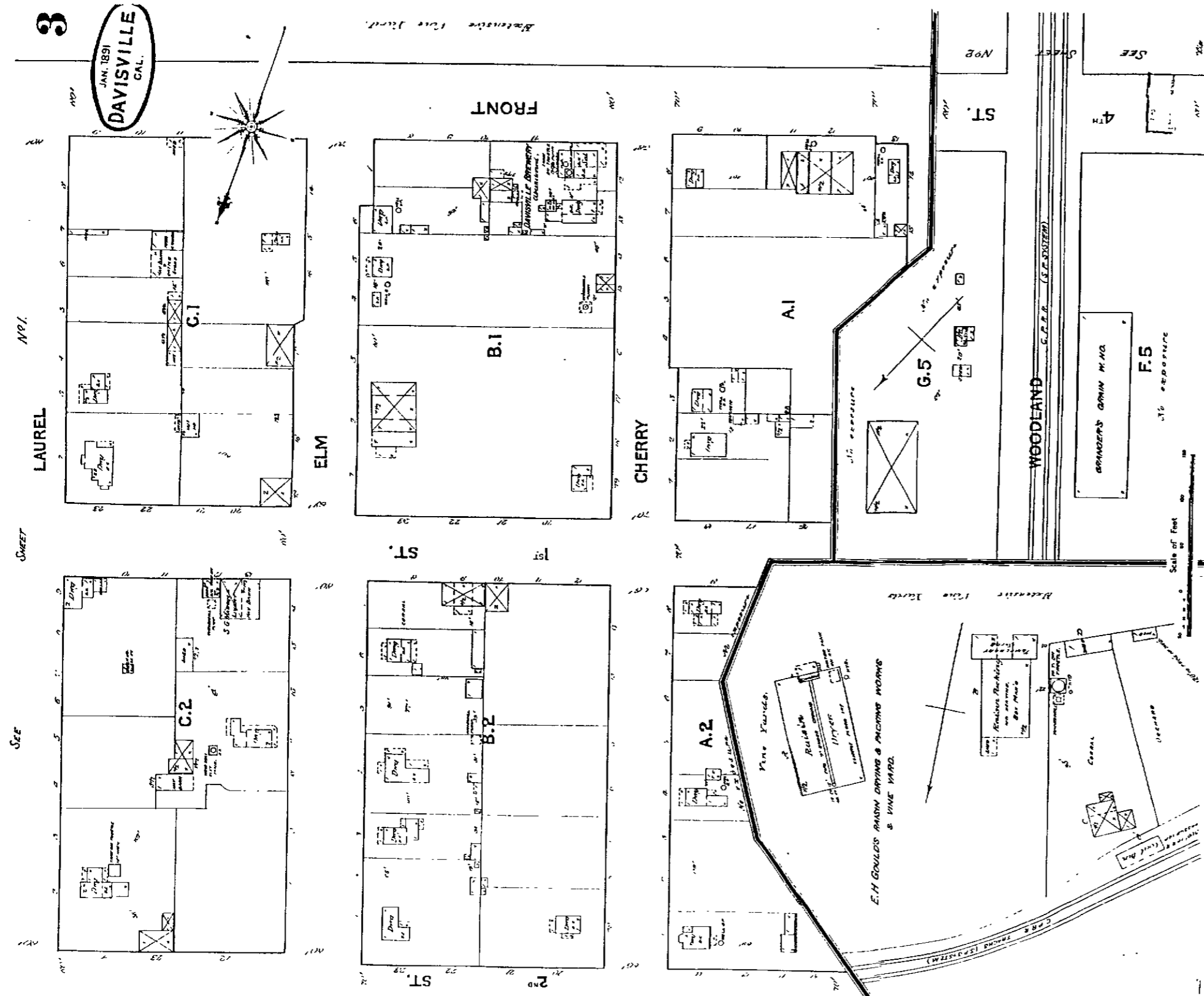
Page Two of the Sanborn Map for the City of Davis from 1888



Page One of the Sanborn Map for the City of Davis from 1891



Page Two of the Sanborn Map for the City of Davis from 1891



Page Three of the Sanborn Map for the City of Davis from 1891

several architectural styles that developed in California from the earliest European the turn of the century. These styles can be found in most any California y in one form or another.

Italianate 1820-1900

The Italianate Style stemmed partially from the fanciful revival styles of the picturesque movement in England. It was common in the United States from 1850 through the 1890's in California. Usually constructed of wood, this style was an adaptation and sometimes an exaggeration of Italian Renaissance detailing. Common features include a low pitched roof with wide overhang and decorative brackets. Tall narrow windows that were commonly arched, many with elaborate window crowns, embellished the facades of these houses. Wooden quoins were frequently used to imitate masonry corner blocks. Rarely one story, many Italianate houses had a square tower or porch.

San Francisco and northern California have a large number of these houses as a boom building took place during the height of this style's popularity. Davis has one excellent example of the Italianate Style. The Dresbach-Hunt- Boyer House located 604 2nd Street is a two story Italianate house. Constructed in 1875, the house is by far the most sophisticated and best preserved of its type in Davis. The Williams-ummond House at 320 I Street is an additional excellent example of the Italianate Davis.

Victorian

This is an overview term, the validity of which is much debated. Deriving from the long reign of Great Britain's Queen Victoria (1837 to 1901), this "style" had several variations based on the architectural trends during this period. In America, rapid industrialization during the period 1860 to 1910 brought drastic changes in house design and construction. Mass production of building components expanded as quickly as the railroad that transported the items across state lines. The low cost and ready availability of these decorative and structural components made their success inevitable. These developments in architecture labeled "The Victorian" can be seen in almost every community in the United States. Davis was no different, after the expansion of the railroad through Davisville, the following architectural derivatives of Victorian architecture became popular.

Stick Style 1860-1910

Many pattern books of the day show Stick Style houses. Many surviving houses of this type are in San Francisco and northern California where rapid growth and abundance of lumber favored wooden urban construction.

These houses usually have a gabled roof with a steep pitch and cross gables. The gables commonly have decorative trusses at the apex, overhanging eaves and exposed rafter ends. Wooden wall cladding such as shingles or boards, and interrupted patterns of horizontal, vertical and diagonal boards or stick work as it was called, were the defining elements of the style. There was usually a raised wall surface for emphasis and many of the porches showed diagonal or curved braces.

The Stick Style developed different idioms in the variety of regions within the United States. A good example of the Stick Style in Davis is the Tufts House at 434 J Street. This is perhaps the best example of the Stick Style in Davis.

Queen Anne 1860-1910

This style was named and popularized by a group of English architects led by Richard Norman Shaw. One of the first American houses of this style was in Newport Rhode Island, in 1874. The expanding railroad system in the United States helped popularized this style, as pre-made architectural details were conveniently available from pattern book ordering.

The identifying features consist of a steeply pitched roof of irregular shape, usually with a dominant front-facing gable, patterned shingles, and cutaway bay windows. These design details were used to avoid a smooth-walled appearance or give the building an asymmetrical appearance. A partial or full porch along the front facade wrapping around one or both sides of the house was common. These houses often had very distinctive patterns of decoration, such as spindle work, lace-like brackets, Palladian windows, incised ornament, roof cresting, or decorative stone.

Several house in Davis are of the Queen Anne Style. The house at 623 7th Street is a small Queen Anne Cottage of 1903. 305 E Street is a Queen Anne Vernacular (meaning not quite as formal or refined) cottage of 1905. Another good example is the house at 113 D Street which is a Queen Anne Cottage dating to 1890. In addition, 509 Third Street has several elements of the Queen Anne. Other Queen Anne houses in Davis include 231 K Street, 221 J Street, and 327 I Street.

Eastlake

Many Eastlake houses can also be classified as Stick Style or Queen Anne. However, one particular ornament - the curved, highly ornate, cutout bracket - was highly popular and is the identifying element of the Eastlake. Other identifiers include spindle-like supports for porches or roof overhangs often resembling table legs, and other decorative elements borrowed from furniture design including knobs-like features and motifs consisting of circular cutouts or perforations.

The name derives from that of Charles Lock Eastlake, son of a painter, who was himself an English architect and furniture designer. His two publications *A History of the Gothic Revival* and *Hints on Household Taste* made him famous in Great Britain. The books offered designs for woodcuts intended for use in furniture design. Charles Eastlake was vehemently opposed to the application of his decorative ideas to architecture, even rejecting it in public print. However, the style became immensely popular in the United States, especially in California and the West.

By far the best example of the Eastlake in Davis is the LaRue-Romani House or Arlington Farm at 2727 Russell Boulevard.

Folk Victorian or Victorian Vernacular 1860-1910

This style is basically a scaled down version of Queen Anne and Stick Styles. Simple vernacular forms, often different in various regions of the country, made this style eclectic and difficult to define. Essentially scaled down Victorian decorative elements are applied to a simple vernacular house of the region. The details can reflect the Queen Ann, Italianate, Stick or Eastlake styles.

Typical features include porches with spindle work detailing or flat jigsaw cut trim appended to the local folk housing. In many cases, the ornament is applied to the porch or gable. The facade is usually symmetrical and cornice-line brackets are common.

These add-on details were also made possible by an expanding railroad system and mail ordering. Numerous houses in Davis fall into this broad-ranging category including 232 Third Street a vernacular cottage from 1870's; 222 D Street a vernacular house from 1874; 619 Fourth Street a vernacular house with some classical overtones from 1884; and 503 Fifth Street a vernacular style house with Italianate detailing. Other houses that fall into this style include 337 B Street, 337 D Street and 1140 Los Robles Road.

Shingle 1880-1920

This style emerged in New England during the 1880's. H. H. Richardson, a New England architect, and the Boston firm of McKim, Mead and White executed many houses emulating this tradition. Typically, the lower story of the house would be constructed of masonry or covered in horizontal wood siding, while generally, the upper stories of the house was covered with painted or unpainted dark wood shingles. The style could be considered an Americanization of England's Queen Anne Style as defined and practiced by the English architect Richard Norman Shaw.

Large houses with various rambling rooflines were typical to the Shingle Style. Several heavy chimneys often accompanied the numerous shapes of the roofline. The eyelid dormer was a frequent detail utilized with this style of architecture. Other architectural features common to the Shingle Style include Palladian windows, stain glass windows, some sort of turret or tower, segmental bays, and large verandahs or porches. The style had an overall emphasis on the horizontal and was a move away from the busy colors and textures of the Queen Anne. Perhaps the quintessential Shingle Style house in the United States was the W. G. Low House in Bristol, Rhode Island completed in 1887 and designed by McKim, Mead and White.

The Shingle Style became popular across the United States. One of the first architects to work with the style in California was San Francisco's Willis Polk. The style spread to Southern California and by 1888, James and Merritt Reid had designed and were supervising construction of the Hotel del Coronado near San Diego. This large resort hotel was one of the most extensive buildings of this style on the West Coast.

Davis has several Shingle Style houses including 215 Rice Lane. This house, a mix of Shingle and Craftsman Styles, has been identified as a possible Julia Morgan designed residence. 402 I Street and 619 F Street are also Shingle Style houses.

Colonial Revival 1880-1940

This is another wide ranging term. The Colonial Revival style drew its beginnings from an interest in the houses of early European settlers on the east coast. The style sought to copy those forms developed in Virginia, Pennsylvania, New York, South Carolina and other areas of early settlement. Particular interest was placed on the houses of colonial Williamsburg in Virginia. An overall emphasis was placed on the use of classical elements.

These buildings usually have an accentuated front door, with a decorative pediment, supported by pilasters. Commonly overhead fanlights or sidelights mark the entry design. These facades are almost always symmetrical with balanced windows and doors. The use of Palladian windows was also a frequent occurrence with this style.

The Colonial Revival, as noted above, is a very broad term. It can also refer to the architecture of early Spanish and Mexican settlers in California. This will be discussed as the Mission Revival or Mediterranean Revival.

Several good examples of the Colonial Revival exist in Davis such as the house at 221 First Street a Colonial Revival with a Dutch-Style barn roof dating to 1911; 137 C Street is a Colonial Revival house constructed in 1913; 505 Second Street is a Classical or Colonial Revival from 1920. Several houses in College Park are of the Colonial Revival Style including 18 College Park a symmetrical Colonial Revival from 1926; and 60 College Park a Georgian or Colonial Revival from 1927.

Several houses in the North Core Historic District are Colonial Revival inspired designs including 528 D Street and 601 D Street.

Tudor Revival 1900 to 1940

This style sought to imitate the forms of Medieval Britain and Germany with particular emphasis on the use of half-timbering. Considered a sub-category of the Colonial Revival, Tudor Revival was popular from the turn of the century through to the late 1940's in California.

These houses are easily identifiable because of their steeply pitched roofs and the use of a multi-gabled roofs. The decorative elements consist of half-timbering and tall narrow windows usually in clusters. The chimney plays a great roll in the facade and is often a dominant interior feature with this style. These houses are usually constructed of brick, stucco and wood. Numerous houses in College Park are of this style including 66 College Park a Medieval Tudor from 1926; 56 College Park an English Cottage with Medieval forms from 1928; 21 College Park a Tudor Revival from 1934; 51 College Park a Tudor Revival from 1935.

Other areas of Davis have Tudor Revival Houses including 430 A Street an English Medieval or Tudor Revival from 1924 and 508 E Street built in the 1930's.

Mission 1880-1930

The California Mission or Mediterranean Style blends the architecture of the Mediterranean, Italian and Spanish traditions, with the architecture of the California Missions. In general this revival style sought to convey the feeling and association of the era of the California Missions. The buildings of this style were intended to be copies of these early Spanish and Mexican forms.

This style suited the warm California climate and became a favorite building idiom in the 1920's. Popularized by such Southern California architects as Wallace Neff and Reginald Johnson, the style basically had two centers, Pasadena and Santa Barbara, however the style ventured quite frequently into Northern California. Innumerable houses were built in California of this style and though the designs drew on non-American sources, this revival style is definitely an American creation.

Prominent features of the style included red clay tile roofs, use of balconies, smooth-stuccoed exterior walls usually white painted, arched openings, colorful tile work and elaborate landscaping. In plan, the houses frequently had courtyards.

Several houses in Davis are of this revival style including 516 Fifth Street; 340 University a Spanish Colonial Revival; and 54 College Park a Spanish Colonial Revival from the 1930's.

Davis' historic train depot, at 840 Second Street, is of the Mission Revival Style as is its first City Hall building at 226 First Street.

Craftsman 1890-1930

California architects and builders embraced the Art & Crafts tradition that had taken hold of England and much of the Eastern United States. Proponents of this tradition included such noted architectural personalities as the Boston firm of Cram & Goodhue, New England's H. H. Richardson and his development of the Shingle Style, Philadelphia's Wilson Eyre, Chicago's Frank Lloyd Wright, New York State's Gustav Stickley and on the West Coast, San Francisco's Bernard Maybeck and Pasadena's Green brothers.

The Craftsman tradition featured simple hand crafted materials. The movement embodied every aspect of residential design from furniture to the "bucolic setting" of one's own yard to the art pottery and wall paper that decorated house interiors.

Popular literature, examples of which include, The Craftsman, Ladies Home Journal, Bungalow Magazine and House Beautiful, distributed the movements ideals to the middle class. The Arts & Crafts had broad boundaries that were further defined by regional tastes and interests.

In California, the movement became part of the middle class in the form of the Bungalow. Bungalow design varied with some houses reflecting California's Mission tradition, others incorporated features of the Shingle style popularized by Richardson on the East coast, and others had Middle Eastern and Asian influences. California's warm climate made the Bungalow even more popular.

The California Bungalow was usually a one story detached house. However, variations on this norm included Bungalow Courts (several houses around a courtyard) and houses with an inhabitable attic called an "upper room." Consistent features of the plans include the entrance directly into the living room with no parlor and a large kitchen. Many had sleeping porches, breakfast nooks and inglenooks (or fireplace seats). Bungalows were usually constructed on a small lots. Many two story houses were designed with certain Bungalow features, such as the large front porch and plan.

Davis has numerous examples of Craftsman Bungalows. Several of the best examples are 501 Seventh Street a shingled Craftsman house from 1915; 209 Second Street a Craftsman clapboard house from 1915; 225 B Street a classic Bungalow from 1917; 643 Fifth Street a Bungalow; 513 Fifth Street; 112 B Street; 301 B Street; 616 E Street; and 310 A Street.

Perhaps the most outstanding Craftsman Style house in Davis was built by E. S. McBride at 405 J Street. Both the front and side porch of this finely detailed house have identical Tuscan columns. McBride was a partner in the Davis Lumber Company which may explain the craftsmanship of the wood details on his home.

Prairie 1890-1930

The Prairie School was founded in the Mid-Western United States and spread across the country at a rapid pace. It really is one of the countries few indigenous styles. Developed by a group of Chicago architects, in particular Frank Lloyd Wright, the style was domestic as well as commercially adapted. Wright's decorative elements were taken often from his mentor Louis Sullivan. The style spread through the use of pattern books and via popular magazines.

This style features low pitched roofs usually hipped with widely overhanging eaves. The houses can be two or one story in height. The eaves, cornices and facade detailing always emphasize the horizontal. Over scaled porches are common with these houses. Contrasting wood trim is frequent as are decorative window boxes. Tall casement windows were typical and Sullivan-esque ornament was usually present.

The house at 603 Fourth Street is an excellent example of a stucco Prairie School house from the early 1920's. This house was constructed as the Presbyterian Manse or Minister's house. The Prairie School Church that was built with it was perhaps one of the best examples of the style in Davis. The Church was constructed on the northwest corner of F and Fourth Streets in 1915. The well crafted Prairie School designed church burned in January of 1924. Another Prairie School building in Davis is the Anderson Bank Building. Located at 203 G Street and constructed in 1914, this is one of the finest examples of commercial architecture in Davis.

International Style 1920-1960

This particular style started in Europe, with innovative architects such as Le Corbusier in France, Oud and Rietveld in Holland, Gropius and Mies van der Rohe in Germany. These architects worked without looking for historic precedent, they tried to exploit new materials and technology such as reinforced concrete and metals. Several of these architects and others who had studied with them moved the style to the US when escaping the chaos of war torn Europe.

Many International Style buildings reflect the Art Moderne as well. The International Style was defined by Philip Johnson and Henry-Russell Hitchcock in their 1932 book *The International Style: Architecture Since 1922*. The book, which was a product of the New York Museum of Modern Art exhibition in the same year, defined and legitimized a type of Modernism that had dominated the American and European architectural scene over the previous twenty years. The three important rules of the International Style were volume, regularity and no applied ornament. The catalogue summed up the current ideas about architecture and gave to architects and patrons

guidelines to produce good architecture. The publication marked the beginning of an understanding of the definition of Modern Architecture both in America and abroad.

Typical architectural features include floor to ceiling windows, cantilevered sections of the building or roof, balconies without visible support, large sections of blank wall surfaces (no windows or decoration), the front door is not accentuated and sometimes deliberately obscured, multiple roof levels, cylindrical forms, and plain round supports for porches or portions of the house proper.

The house at 537 D Street has some International Style detailing

Streamline Moderne 1920 to 1940

Distinctive for its horizontal and curved facades, the Streamline Moderne was popular during the 1920's and into the 1940's. The entire facade presents a sleek, streamlined, mass produced effect. Streamlines industrial styles were influenced by ships, trains and automobile designs. The style was popular with movie theaters and Davis has a movie palace in this style. The Varsity Movie theater was constructed at 616 Second Street in 1950 and is an excellent example of the Streamline Moderne.

Art Deco 1920 to 1940

Noted for its smooth wall surfaces, usually stucco, use of zigzags, chevrons, and other stylized and geometric motifs occur as decorative elements on the facade, towers and other vertically accented elements, roof lines that give vertical emphasis. The Art Deco was an Americanization of the earlier development called the French Art Nouveau.

The building at 907 Fourth Street has some Art Deco detailing. It was apparently a fire station and is marked as such on the 1953 Sanborn Map. There are few other Art Deco structures in Davis.

Davis Cemeteries

The earliest known grave site in the Davis Cemetery is dated 1855. The cemetery, located on lands originally purchased by Col. Joseph B. Chiles, is on the northeast side of town and occupies approximately 50 acres. According to the Davisville *Enterprise*, a Cemetery Association was formed in 1900. The cemetery was incorporated in August of 1922 by the Yolo County Board of Supervisors. Due to the fact that many of the records of early graves in the cemetery have disappeared several controversies have sprung up through the years as to the location of early burials.²¹

The cemetery is one of the oldest institutions in Davis and is important to the community as a historic landscape feature. The park-like setting of the cemetery is well landscaped and maintained. Several large trees form a boundary to the cemetery property and shield it from the surrounding busy streets. Numerous family plot markers can be seen from a distance some of which are elaborately designed.

Parks and Gardens

Davis has several well designed parks and gardens. These include Central Park, Community Park, Westwood Park, Sycamore Park, Redwood Park and Chestnut Park. Several small parks are scattered throughout the municipality. Community Park is by far the largest section of city park lands in Davis. Central Park appears to be the Park with the most involved landscape or design.

Central Park, originally known as Davis City Park, is one of the older parks in Davis. The park was created in 1935 and was one of the first products of the city planning commission. Bounded by Third, Fifth, C and B Streets the park is centrally located and represents an early effort by the city to beautify its street and create public spaces.²²

A fairly large grove of evenly spaced Sycamore Trees was part of the original plan of Central Park. This historic grid of trees has remained since it was first planted. Many of the trees have become diseased and a recent plan has been implemented by the City to revitalize the Grove and preserve the grid of this historic feature.²³

A significant contributor to Davis' landscape and community environment is the Avenue of the Trees. This one and a quarter mile section of the Lincoln Highway is lined with mature black walnut trees planted by H.M. La Rue. This particular planting scheme is a remnant of both a state and national interest in roadside beautification and highway improvements. As the Lincoln Highway came to Davis in the late 1920's, the trees likely date from this time or the early 1930's.²⁴

Meyer, *Davisville*, '68, 108.

Meyer, "Portraits of the Past."

Memorandum to John Meyer, City Manager from Jeanie Hippler, Director of Parks & Community Services of Davis, February 10, 1995.

Meyer, *Davisville*, '68 and "Portraits of the Past."

Landmark Trees

The City of Davis implemented the Landmark Trees program in the late 1960's as part of the Street Tree Commission. This program allows for the protection of numerous older and significant trees in the community that contribute to the landscape and streetscape of the city. The City of Davis has established a walking tour guide book that encourages community involvement in the continued protection of the Landmark Tree program.

City of Davis Designated Historical Resources as of July, 1996

| | |
|--------------------------------------|--|
| 221 First Street | A.J. Plant House |
| 616 First Street | Boy Scout Cabin |
| 209 Second Street | Barovetto Home |
| 209 1/2 Second Street | Barovetto Water Tank House |
| 505 Second Street | H.J. Hamel House |
| 604 Second Street | Dresbach-Hunt-Boyer House |
| 716-726 Second Street | Brinley Commercial Block |
| 840 Second Street | Southern Pacific Railroad Station |
| 232 Third Street | Eggleston House |
| 619 Fourth Street | First Presbyterian Manse |
| 623 Seventh Street | Anderson-Hamel House |
| 310 A Street | Asbill Grieve House |
| 232 B Street | Jacobson-Wilson House |
| 337 B Street | McDonald House |
| 137 C Street | Clancy House |
| 412 C Street | Davis Community Church |
| 445 C Street | Hattie Weber Museum (Old Davis Library) |
| 226 F Street | Old Davis City Hall |
| 203 G Street (713-719 Second Street) | Anderson Bank Building |
| 225 G Street | Masonic Lodge |
| 301 G Street | Bank of Yolo |
| 320 I Street | Williams-Drummond-Rorvick House |
| 334 I Street | Schmeiser House |
| 405 J Street | McBride House |
| 434 J Street | Tufts-Longview-Jones House |
| 1140 Los Robles House | Werner-Hamel House |
| 820 Pole Line Road | Davis Cemetery |
| Russell Boulevard | Avenue of the Trees (west of Arthur Street) |
| 23 Russell Boulevard | Davis City Offices (Joint Union High School) |
| 2727 Russell Boulevard | LaRue-Romani House |

Historic Districts

The survey identified over one hundred and twenty structures of historic significance in Davis. In addition, three historic districts have been documented. The College Park district was listed in the 1980 Survey. Several houses in this district have been altered or removed however the area retains a high degree of integrity. The houses are revival in character and the district was home to many individuals associated with the development of the University.

The College Park Residence Addition was first mentioned in the Davis *Enterprise* in June of 1923. College Park was one of the first carefully planned residential communities in Davis. Harry Shepherd, one of the original members of the consulting committee for the community was a landscape architect who drew up the initial plans. The lots laid out in Mr. Shepherd's plans varied in size from one half acre to an acre. An open meeting was held in June of 1923 which resulted in twenty five individuals signing up for lots. The lots were restricted for residential development only, no commercial development was allowed in the tract. Another restriction within the deeded records noted that "nor during such time shall said property or any part thereof or any building or buildings erected thereon be occupied by any person or persons other than those of the Caucasian race."²⁵ The College Park Residence Addition was a private community and thus wrote its own restrictive clauses.

The articles for incorporation for the College Park association were filed in September 1923. The City of Davis annexed the tract in 1945, but prior to that time the association had a board of directors that maintained services. Laid out as successive lots along an oval shaped street, this Residential community is well maintained and landscaped. College Park contributes to the overall residential character of the small community of Davis and is significant as a housing development associated with the University of California, Davis.

The North Core District is located to the north of the central core of the city. This portion of Davis appears to have been subdivided by 1914 when a plot map was drawn showing the area. The 1911 Sanborn map for Davis does not show the North Core district implying that while structures may have been in the area, there were too few to justify a complete survey. The original grid of the city, laid out in 1868, stopped at present day Fifth Street. In *Davisville '68* Joann Larkey reports that "the northern limits of the town....served two functions, prior to expansion in 1917. A large drainage ditch was erected along what is now Fifth Street, in an effort to ward off frequent water flooding." And secondly, the north bank of this ditch became the city dump. Once expansion occurred these features were relocated or became obsolete.

The architectural character of the North Core District is varied with homes reflecting the Colonial Revival, the Craftsman Style, and the Mission Revival styles to name a few. The ten block area has several gravel alleyways that contribute significantly to the overall character of the district.

The Lincoln Highway established a continuous transcontinental highway allowing motorists to travel from New York to San Francisco. In Davis, the Lincoln Highway was associated with the development of old State Route 6. Several features remain that have a strong association with the Lincoln Highway. The survey identified a Lincoln Highway

²⁵ Larkey, "Portraits of the Past." The College Park Residence Edition.

District consisting of the Boy Scout Cabin at 616 First Street, the Richard's Boulevard Underpass, the Russell Boulevard Avenue of the Trees, 23 Russell Boulevard and Slater's Court on Olive Drive. Further information on the Lincoln Highway can be found in the Transportation Development section of this document.

Historical Archaeology in Davis

This document has concentrated on the numerous aspects of the history of Davis. Many areas of the city have retained a considerable amount of historical integrity and would likely be ideal sites for investigations by historical archaeologists. Several sites have been identified by the city as areas of concern.

Historical archaeology allows for a greater understanding of the history of common people. The field utilizes written historical records and oral history to identify potential sites. It is not until these sites are examined through excavation that they yield significant artifactual data concerning the individuals who occupied the site. An archaeological site is a place or places where the remnants of a past culture survive in a physical context that allows for the interpretation of the remains. Historical archaeological sites may include standing or intact buildings, foundations or ruins of past buildings, fragments of landscape features, trash middens, remains of an old road, mill buildings, and grave sites. The patterns recognized in the archaeological record yield information such as the food people ate, the kinds of utensils they had to help them eat this food, and the methods by which they cooked or caught their meals.

The North Core Neighborhood would likely yield much information concerning early Davis as this was, at one time, the edge of town and was used partially as a dump site. This area would provide considerable information concerning life in Davis from 1910 through the 1940's. Several of Davis' older houses, on undisturbed sites, would likely yield much information about early lifeways of Davis residents such as those who lived at the Arlington Farm or La-Rue-Romani House, the Tufts House, the house at 327 I Street, or at 643 F Street.

Historical archaeological sites contribute to a broader understanding of the events of the historic past. There are likely hundreds of potential historical archaeological sites in Davis. Those sites that would possibly contribute to a more complete understanding of the history of Davis and its inhabitants should be protected through comprehensive planning techniques similar to those discussed under prehistoric archaeological sites. Unlike prehistoric sites, many historical archaeological sites can be identified through record searches. Comprehensive planning for the protection of historical archaeological resources can come out of Cultural Resources Inventories. In most cases prehistoric sites are far more difficult to protect as there are few historic records outlining site locations.²⁶

²⁶ Noel Hume, Ivor. *Historical Archaeology*. New York: Knopf, 1987 and United States Department of the Interior. National Register of Historic Places. *National Register Bulletin 36: Guidelines for Evaluating and Registering Historical Archaeological Sites and Districts*.

Conclusion and Recommendations

The Davis Updated Cultural Resources Inventory project has allowed the city to update its list of historic resources completed first in 1979 and 1980. The City made use of its own staff and volunteer resources as well as the help of an outside consultant to complete the project. Over 170 properties have been documented on the intense level during the course of this survey. Utilizing the information compiled in the previous survey, the project team has identified structures that have been altered or removed, structures that had been previously left off the inventory and structures that were in the inventory but which when reevaluated were removed for various reasons.

The City of Davis should consider continuing the identification of historic structures that, because of the limited funding for this stage of the project, were not included in this study. It would be to the advantage of the city to have complete knowledge of its historic resources in order to better plan for future development in the area. Cultural Resources Inventories are good planning tools by which a city can develop strategies for future growth.

Research on the three historic districts identified within the survey could be continued and further aspects of the history of the districts and additional elements could be added. The identification of the district is not enough to insure the preservation of these neighborhoods. Specific planning for the future use and needs of the neighborhoods should be developed. There should be a continued effort to identify and document other districts within Davis. A volunteer program developed to continue the efforts made in this study would be the ideal method for Davis to move forward with the preservation and documentation of the its historic resources.

Davis is a small town with the advantage of being the home of one of California's largest universities and with the convenience of its close proximity to the State Capital. Davis' residents have a strong sense of the area's history and appear to be committed to the preservation of a number of historic resources.

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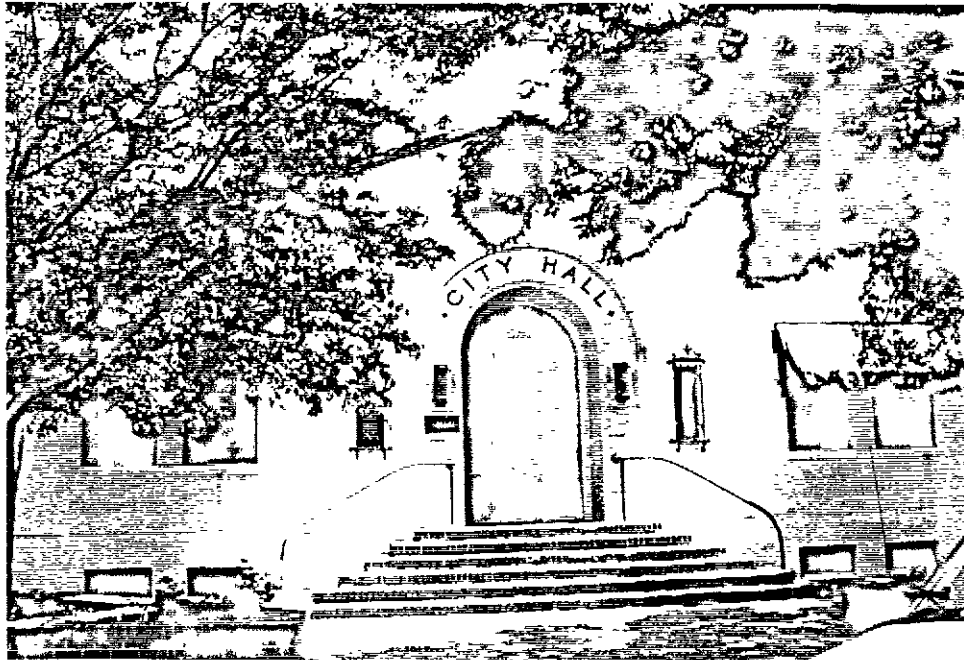
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Yolo County Historic Resources Inventory. 1986.

**City of Davis
Cultural Resources Inventory
DPR Forms**



Prepared for:

**The City of Davis
Parks and Community Services Department**

Prepared by:

**Architectural Resources Group
Architects, Planners & Conservators Inc.
Pier 9, The Embarcadero
San Francisco, Ca 94111**

September 30, 1996

Numbered Streets

All properties are residential unless otherwise noted.

221 First Street
227 First Street
503 First Street
509 First Street
515 First Street
521 First Street
209 Second Street
209 1/2 Second Street
215 Second Street
217 Second Street
505 Second Street (Coldwell Banker Office)
604 Second Street (Dresbach/Hunt/Boyer House)
616 Second Street (Varsity Theater)
714 Second Street (Commercial Block)
840 Second Street (Southern Pacific Depot)
232 Third Street
235 Third Street
503 Third Street
509 Third Street
515 Third Street
815 Third Street (Davis Hardware)
923 Third Street
227 Fourth Street (Davis Townhouse Apartment Building)
246 Fourth Street
509 Fourth Street
603 Fourth Street
619 Fourth Street
907 Fourth Street (Old Fire Station)
503 Fifth Street
301 Seventh Street
405 Seventh Street (the Barn)
501 Seventh Street

CITY OF DAVIS CULTURAL RESOURCES INVENTORY
Final List of Properties September 30, 1996

623 Seventh Street
321 West Eighth Street

Lettered Streets

All properties are residential unless otherwise noted.

310 A Street
340 A Street
422 A Street
430 A Street
122 B Street (Delta of Venus)
212 B Street
225 B Street
229 B Street
232 B Street
301 B Street (Green Planet Juicery)
305 B Street
311 B Street
337 B Street
137 C Street
231 C Street
316 C Street
322 C Street
412 C Street (Davis Community Church)
445 C Street (Hattie Weber Museum)
113 D Street
222 D Street (Park Place)
305 D Street
307 D Street
337 D Street
129 E Street (Orange Court)
305 E Street
420 E Street
226 F Street (Old Davis City Hall)
433 F Street (Offices)
200, 202, 204 G Street (Old Terminal Hotel)

203 G Street (Anderson Bank Building)
221 through 225 G Street (Masonic Lodge)
301 G Street (Bank of Yolo)
403 G Street
320 I Street
327 I Street
334 I Street
402 I Street
420 I Street
221 J Street
234 J Street
405 J Street
434 J Street
231 K Street

Named Streets

All properties are residential unless otherwise noted.

1140 Los Robles
528 Miller Drive
535 Oak
820 Pole Line Road (Davis Cemetery)
2002 Renoir
201 Rice Lane
210 Rice Lane
215 Rice Lane
222 Rice Lane
233 Rice Lane
23 Russell Boulevard (Former High School and New City Hall)
2727 Russell Boulevard (Arlington Farm)
212 University Avenue
215 University Avenue
219 University Avenue
222 University Avenue
223 University Avenue

233 University Avenue
339 University Avenue

District

College Park

10 College Park
18 College Park
20 College Park
21 College Park
24 College Park
25 College Park
26 College Park
27 College Park
28 College Park
29 College Park
30 College Park
31 College Park
32 College Park
33 College Park
34 College Park
35 College Park
36 College Park
40 College Park
42 College Park
44 College Park
46 College Park
47 College Park
48 College Park
49 College Park
50 College Park
51 College Park
52 College Park
53 College Park
54 College Park

55 College Park
56 College Park
58 College Park
59 College Park
60 College Park
61 College Park
62 College Park
63 College Park
64 College Park
65 College Park
66 College Park
68 College Park
70 College Park

District

North Core

All properties are residential unless otherwise noted.

301 Sixth Street
309 Sixth Street
615 & 617 Sixth Street
621 Sixth Street
514 C Street (Church of St. James)
520 C Street (Church rectory)
528 D Street
537 D Street
601 D Street
602 D Street
612 D Street
630 D Street
648 D Street
502 E Street
508 E Street
516 E Street

616 E Street
617 E Street (Williams Memorial Garden)
639 E Street
513 F Street
618 F Street
619 F Street
620 F Street
643 F Street
613 G Street
633 G Street
635 G Street

District

Lincoln Highway
Russell Boulevard Avenue of the Trees
Richard's Boulevard Underpass
Olive Drive Slater's Court
616 First Street (Boy Scout Cabin)