

STAFF REPORT FOR THE HISTORIC RESOURCES COMMISSION MEETING OF SEPTEMBER 9, 2021

FILE NO: HRC-2021-0312

AGENDA ITEM: 5.E

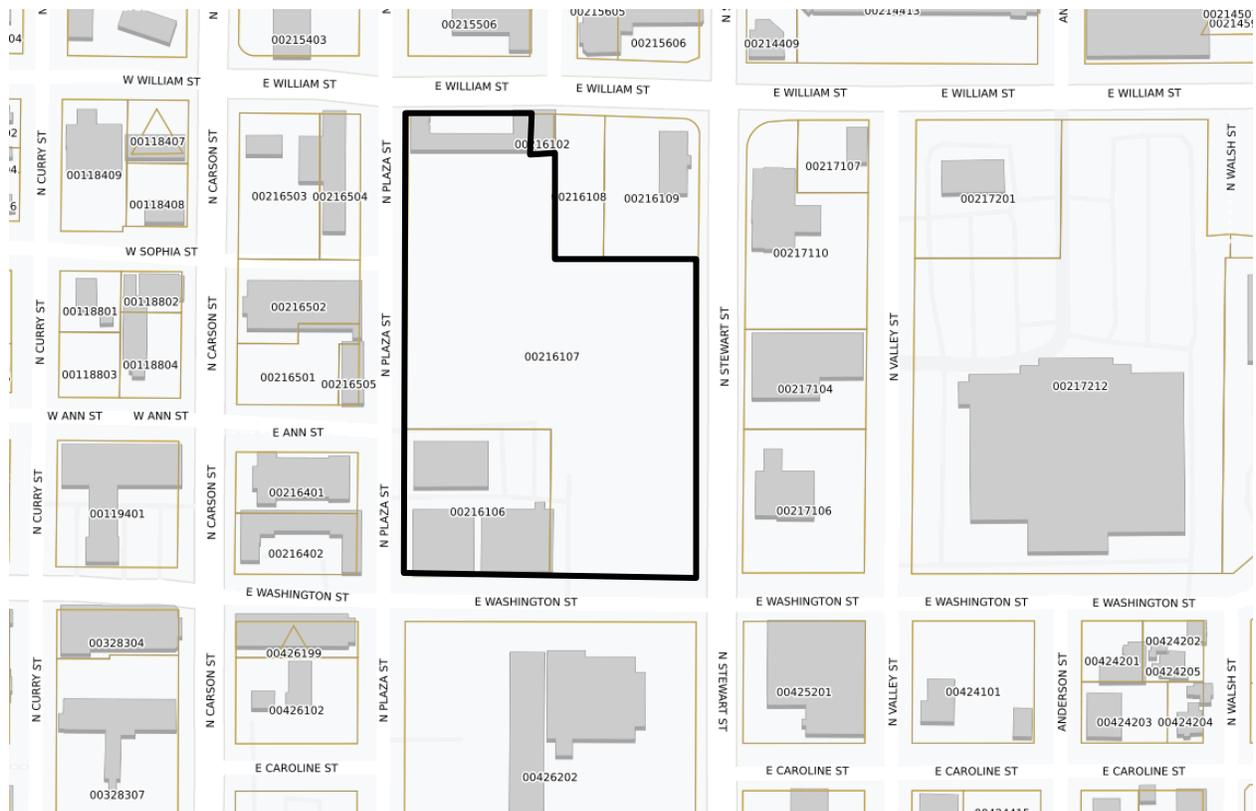
STAFF CONTACT: Heather Ferris, Planning Manager

AGENDA TITLE: For possible action: Discussion and possible action regarding a request to construct an apartment complex on property zoned Downtown Mixed Use (DTMU), located at 222 E Washington Street and 201 E William Street APNs 002-161-06 and 002-161-07. (Heather Ferris, hferris@carson.org)

Staff Summary: The subject property was the location of the V&T Railroad Shop Complex. The applicant is proposing the construction of a 207-unit apartment complex, including a total of 5 buildings, each 3 stories in height. The Commission will review the request for compliance with the guidelines for the historic district.

RECOMMENDED MOTION: “I move to approve HRC-2021-0312 based on the findings and conditions of approval contained in the staff report, Carson City Historic District Guidelines and consistent with Historic Resources Commission Policies.”

VICINITY MAP:



RECOMMENDED CONDITIONS OF APPROVAL:

1. All development shall be substantially in accordance with the attached site development plan.
2. All on and off-site improvements shall conform to City standards and requirements.
3. The use for which this permit is approved shall commence within 12 months of the date of final approval. An extension of time must be requested in writing to the Planning Division 30 days prior to the one year expiration date. Should this request not be initiated within one year and no extension granted, the request shall become null and void.
4. The applicant must sign and return the Notice of Decision within 10 days of receipt of notification. If the Notice of Decision is not signed and returned within 10 days, then the item may be rescheduled for the next Historic Resources Commission meeting for further consideration.
6. HRC approval is based upon the project complying with the Carson City Historic District Guidelines and the Historic Resources Commission Policies.

LEGAL REQUIREMENTS: CCMC 18.06.015 (Procedure for Proposed Project)

MASTER PLAN DESIGNATION: Downtown Mixed-Use

ZONING: Downtown Mixed-Use (DTMU)

DISCUSSION:

The subject property was the site of the Virginia and Truckee Railroad roundhouse complex constructed by Abe Curry in 1872-73. In the 1980 Carson City Resource Inventory it was described as follows:

“The structure is one of the finest examples of industrial architecture within the state. Its design is an expression of both aesthetics and function. Subtle stone work reflects Classical and Gothic design elements that add elegance to the otherwise function-oriented building. The articulation and proportions of window and door openings add its elegance.”

The facility closed in 1950 after over 80 years of operation. It was sold in 1955 and used for several years as an automotive testing center until it was vacated in the 1970s. The buildings were demolished in 1991.

As a result of a lot line deletion recorded in 1990, the parcel is currently the site of a

strip of retail stores fronting E William Street, constructed in the late 1950s.

The applicant proposes the development of an apartment complex on two adjacent parcels, APNs 002-161-07 and 002-161-06. APN 002-161-07 is located within the Historic District, however, APN 002-161-06 is not. The proposed development includes the following:

- Demolition of the existing retail stores totaling approximately 4,069 square feet on APN 002-161-07; and demolition of the retail and office space located on APN 002-161-06.
- Construction of a 207-unit apartment complex including the following:
 - 5 buildings, each 3 stories in height
 - 253 parking spaces
 - A clubhouse; fitness center; swimming pool; outdoor seating areas; barbeque's; fire pits; and walking paths.

For the purposes of the Commission's action, the discussion below is limited to the portion of the project (APN 002-161-07) located within the Historic District. Staff finds that with the incorporation of conditions of approval, the applicant's proposal can be consistent with Carson City Development Standards, Division 5 (Historic District) for the applicable sections outlined below:

Demolition

The applicant is proposing to demolish an existing 4,069 square foot retail building located along E William Street.

Demolition of buildings in the historic district is governed by Carson City Municipal Code 18.06.075. This code section states the following:

1. *Any application for demolition or removal of a cultural resource located in a historic district shall be approved when the HRC finds that one (1) or more of the following conditions exist:*
 - a. *The cultural resource is a hazard to public health or safety and repairs and stabilization are not feasible as determined by a professional with demonstrated experience in historic preservation rehabilitation projects; or*
 - b. *The cultural resource does not meet national register significance criteria.*

As listed in the 2011 Historic Resources Inventory the V&T Railroad Shop Complex was demolished in 1991. The remaining retail building is not considered a contributing building. Therefore, staff believes the Commission can find that the cultural resource associated with this site was demolished in 1991 and the existing building does not meet the national register significance criteria and approve of the demolition of the existing retail building.

New Construction

The applicant is proposing to construct a new 207-unit apartment complex which includes 5 buildings, 3 stories each. The site will also include 253 parking spaces, a clubhouse, fitness center, and other amenities. The overall height of the buildings will vary between 35 feet and 38.5 feet in height consistent with the height requirements outlined in Division 6 (Downtown Mixed-Use District) Development Standards.

Section 5.27 of the Development Standards provides the guidelines for new construction, as follows.

5.27 - Guidelines for new construction.

New construction which is appropriately designed is encouraged by the Carson City historic resources commission (HRC). The historic district should be an active and vital part of the city. New construction should look new and reflect the technology, building materials and design ideas of the present era. The design of new construction needs to be compatible and respectful of the historic building stock that surrounds it so that visual conflict and confusion are avoided. There is no formula that will guarantee "good design". There are specific elements of building design which can be identified, and therefore, addressed in a review process so that consistency can be achieved.

The following elements shall be individually assessed for their degree of appropriateness for each project.

5.27.1 Scale and Massing. The overall size and height of the new building should be consistent with the surrounding buildings.

The subject parcels are adjacent to E William Street on the north, N Plaza Street on the west, E Washington Street to the south, and N Stewart Street to the east. Existing buildings in the area range in height from single story to 3 or more stories in height. Staff finds that given the position of the proposed buildings on the site, they will be of a scale and massing consistent with surrounding buildings.

5.27.2 Shape. The overall shape of the building, particularly its roof type, height, and design emphasis (horizontal or vertical) should be consistent and harmonious with others in the environs.

The site is removed from the core of the Historic District, therefore, there is a variety of building types and heights in this area. The apartment buildings are a more modern design with flat roofs and parapet walls. Because the site is surrounded by streets, the buildings will be visible from the rights-of-way and will have both horizontal and vertical emphasis.

5.27.3 Setback. The front and side yard setbacks for the building should be

approximately the same as others in the surrounding area and conform with CCMC Development Standards, Division 1, Land Use and Site Design.

The site is removed from the core of the Historic District but once was the location of the V&T Railroad shop complex. Existing buildings in the area consist of a variety of building types and heights. The proposed buildings are more modern in design with flat roofs and parapet walls. Staff finds that given the mix of building types in the area, the proposed buildings, including the setbacks, will be in keeping with others in the area. Moreover, the project will conform to applicable sections of Division 1 of the Development Standards as well as Division 6- Downtown Mixed-Use District development standards.

5.27.4 Site Elements. When at all possible avoid substantial site alteration by importing or exporting fill materials. Generally speaking vacant lots in the district were once occupied by a building. Attempt to place the new building as near as possible to the same grade as the original. Carefully consider the placement and relationship of the public sidewalk, side and front yard fences, driveway, gardens and accessory buildings when determining the location of the new building on the lot.

The site is removed from the core of the Historic District. Based on information in the historic surveys, the V&T Railroad shop complex was located on this site and was constructed in a u-shape towards the perimeter of the parcel. The proposed apartment complex will generally be located on the out portions of the site. Landscaping will surround the buildings with the parking located at the interior of the site.

5.27.5 Materials. Exterior siding should reflect the prevailing style of the neighborhood. A vertical or diagonal style siding should not be used when the dominant style is a horizontal drop or shiplap type. The exterior siding should blend in, not stand out.

The site is removed from the core of the Historic District; therefore, existing buildings in the area consist of a variety of building types and building materials. The proposed buildings are more modern in appearance with a flat roof and parapet walls. Exterior siding is proposed to be stucco with accents of brick veneer.

5.27.6 Windows and Doors. The rhythm and arrangement of the windows and doors should reflect the style of the building design and the predominant patterns found in existing buildings of the area. The ratio of the total surface area of openings to total wall surface area of new buildings should reflect that of historic buildings in the environs.

The site is removed from the core of the Historic District; therefore, existing

buildings in the area consist of a variety of building types with a variety of arrangements of windows and doors. There are two historic buildings in the area located to the west and southwest of the project site— the Carson City Civic Auditorium (now the Children’s Museum) and the V & T Railroad Depot (now the Masonic Temple). The rear of these two historic buildings face the project site along N Plaza Street and both have minimal windows. The proposed buildings will face the streets with multiple windows for each unit to allow light into the building.

5.27.7 Details and Other Elements. Trim details are often the single most relevant design feature which can be utilized to give harmony and compatibility to a new building. If existing buildings have boxed eaves, do not leave rafter tails exposed. If windows and doors typically have fanciful trim, incorporate trim with architecturally equal weight. If trim work is typically simple, do not use "ginger bread". Seek to design the new building so that the trim and architectural details complement the existing buildings in the area.

The site is removed from the core of the Historic District and therefore, existing buildings in the area consist of a variety of building types. The proposed buildings will be of stucco siding with brick veneer. Additionally, the applicant is proposing to incorporate painted metal railings, gates and vinyl sliding window with a bronze finish.

5.27.8 Floor Elevations. The elevation of the first floor in relation to the street and the finish grade of the lot can often be a critical design feature. For example, if surrounding buildings normally have steps leading from street level up to the first floor level, then the new building should have a similar entrance level.

The site is removed from the core of the Historic District; therefore, existing buildings in the area consist of a variety of building types. Most surrounding buildings access their first-floor level at street level. The proposed buildings will be accessed from street level.

Attachments:

Application (HRC -2021-0312)
Historic Survey Information

FILE # HRC-2021-0312

APPLICANT
Kingsbarn Capital & Development

PHONE #
(702) 553 - 9488

MAILING ADDRESS, CITY, STATE, ZIP
1645 Village Center Cir, Suite 200, Las Vegas, NV 89134

EMAIL ADDRESS
ahama@kingsbarn.com

PROPERTY OWNER
Virginia and Truckee Round House Property Inc.,

PHONE #
(775)267-4115

MAILING ADDRESS, CITY, STATE, ZIP
P.O. Box 964, Carson City, NV 89702

EMAIL ADDRESS
louislarquier@gmail.com

APPLICANT'S AGENT
Anthony Hama

PHONE #
(702)553-9488

MAILING ADDRESS, CITY, STATE, ZIP
1645 Village Center Cir, Suite 200, Las Vegas, NV 89134

EMAIL ADDRESS
ahama@kingsbarn.com

Carson City Planning Division
108 E. Proctor Street
Carson City, NV 89701
Phone: (775) 887-2180
Email: planning@carson.org

HISTORIC RESOURCES COMMISSION
(CCMC 18.06)

SUBMITTAL PACKET: – Email completed packet to planning@carson.org or submit 1 Unbound Original and an electronic copy including:

- Signed Application Form
- Site Plan
- Building Elevations
- Spec Sheet(s) on Proposed Building Material(s)

Submission Deadline: Historic Resources Commission application submittal schedule.

Note: Submittals must be of sufficient clarity and detail for all departments to adequately review the request. Additional information may be required.

Project's Assessor Parcel Number(s): 002-161-06 and 002-161-07	Street Address 002-161-06 and 002-161-07
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Describe in detail the work to be performed requiring Historic Resources Commission review and approval. If necessary, attach additional sheets.

Applicant is proposing to construct a 207 unit apartment rental project at the subject site. The design calls for 5 total buildings each being 3 stories in height. The total site area is 4.93 acres and will provide for 253 parking stalls. Project amenities include a clubhouse, fitness center, swimming pool, outdoor seating areas, bbq's, fire pits and walking paths. The project will be constructed in accordance with the DTMU and other applicable codes.

Will the project involve demolition or relocation of any structure within or into the Historic District? Yes No If Yes, please describe:

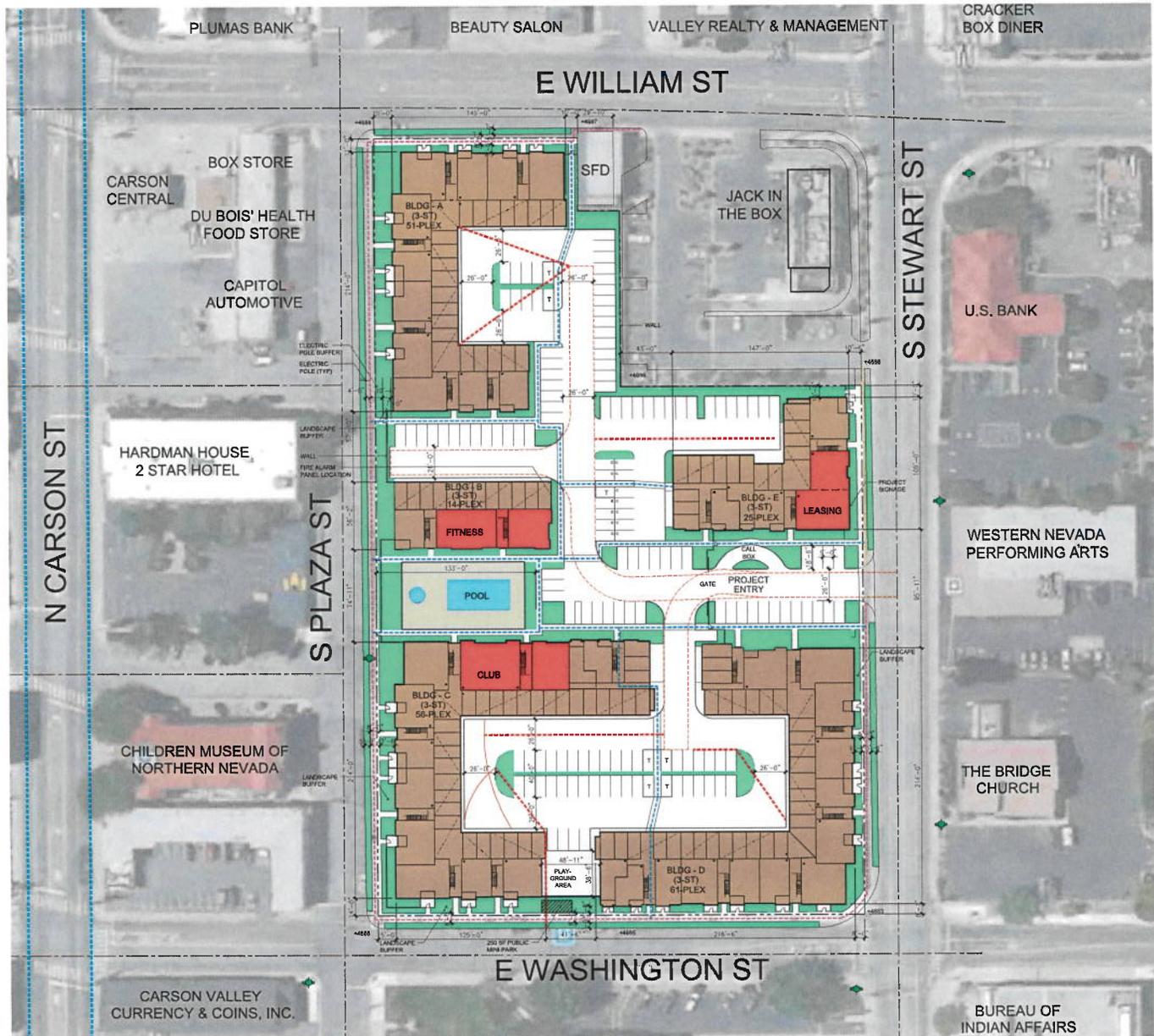
There are 4 existing structures located on the property that will need to be demolished.

Louis Larquier
Owner's Signature

Louis Larquier
Owner's Printed Name

Anthony Hama
Applicant's/Agent's Signature

Anthony Hama
Applicant's/Agent's Printed Name



SITE PLAN - 207 DU

PROJECT DESCRIPTION:
 3-STORY, PRIVATELY FUNDED MARKET-RATE APARTMENTS (R-2 OCCUPANCY) WITH ATTACHED GARAGES (U OCCUPANCY), TYPE VA CONSTRUCTION WITH NFPA 13R AND 13 SPRINKLER SYSTEMS. THE MIXED OCCUPANCY SHALL BE SEPARATED (CBC SECTION 508.4).

SITE AREA: 4.98 AC
UNITS: 207 DU
DENSITY: 41.56 DU/AC

UNIT SUMMARY

STUDIO (550 SF)	23	11%
1 BR (650-850 SF)	104	50%
2 BR (950-1100 SF)	80	39%
TOTAL	207	UNITS

PARKING REQUIRED:
 STUDIO 23 X 1.00 = 23
 1 BR 104 X 1.00 = 104
 2 BR 80 X 1.25 = 100
 GUEST 207 X 0.125 = 26
TOTAL REQ'D. 253 ST (1.22 ST/ DU) (1.22 ST/DU)

PARKING PROVIDED:
 GARAGE
 OPEN STALLS
FINAL TOTAL PROV'D. 253 ST (1.22 ST/DU)

	BLDG FOOTPRINT	88,324 SF (40%)
	LANDSCAPE	27,098 SF (13%)
	HARDSCAPE	101,841 SF (47%)
	SITE AREA:	217,263 SF (100%)
	CLUB/ FITNESS	5,870 SF
	250 SF PUBLIC MINI-PARK	

LEGEND

- RESIDENTIAL PEDESTRIAN PATH
- EXISTING PEDESTRIAN PATH
- EXISTING BIKE PATH
- 20' FIRE ACCESS TRUCK
- 150 FT. HOSE PULL
- EXISTING STREET FIRE HYDRANT

NOTES:

1. STANDARD PARKING SIZE 9'X18'-6"; COMPACT PARKING SIZE 8'X16'-0"
2. STANDARD GARAGE SIZE 10'X20"
3. TRANSFORMERS AND TRASH BINS TO BE LOCATED THROUGHOUT SITE.
4. 26 FOOT AISLES
5. NO WELDING, FLAMMABLE FINISH PAINTING/DRIPPING, OR HANDLING OF FLAMMABLE MATERIALS WILL TAKE PLACE ON PROPERTY.
6. NO HAZARDOUS MATERIALS TO BE USED IN PROCESS.
7. PROJECT SIGNAGE ON BUILDING FACADE T.B.D.
8. NO LARGE STORAGE FACILITIES ARE LOCATED ON SITE.
9. COMMUNITY AMENITIES INCLUDE OUTDOOR HISTORICAL ARCH FEATURE AND 250 SF OF PUBLIC OPEN SPACE PER DT-MU E.2.b.1.b and E.2.b.1.d.



ROUNDHOUSE APARTMENTS
 CARSON CITY, NEVADA
 KINGSBARN CAPITAL & DEVELOPMENT
 1645 Village Center Circle, Suite 200, Las Vegas, NV 89134

1"=40'-0"
 0 20' 40' 80' 120'
 CONCEPTUAL SITE PLAN



NORTH
 Job No. 2021-125
 Date 2021.08.23

GENERAL NOTES

REFER TO SHEETS A3.1B - A3.1J FOR ENLARGED ELEVATIONS WITH MATERIALS KEYNOTED

MATERIAL LEGEND

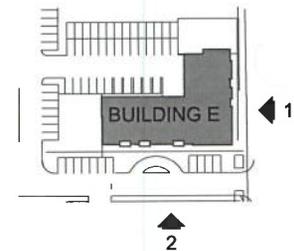
1. Stucco 20/30 finish
2. Thin Brick Veneer
3. Exterior trim
4. Metal wall cap, painted
5. Framed canopy w/ smooth stucco finish
6. Metal canopy with stay cable brackets
7. Metal railing, painted
8. Metal gate, painted
9. Metal door, Bronze finish
10. Aluminum storefront sys. w/ clear glass, Bronze finish
11. Vinyl slider windows over fixed, Bronze color w/ clear g
- 11a Vinyl fixed window
- 11b Vinyl slider window
12. Metal panel garage door
13. Exterior wall light fixture



① EAST ELEVATION



② SOUTH ELEVATION



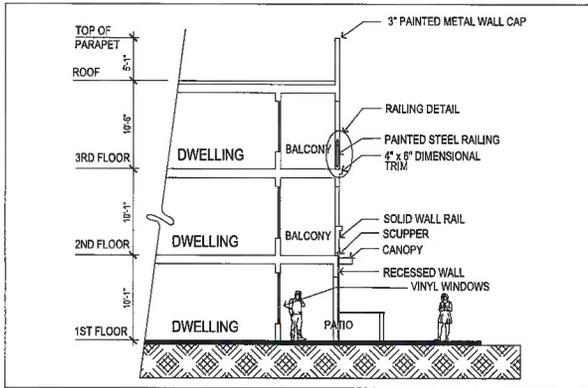
2021.08.18 PM ROSSBARN WILLIAM ST CARSON NV03 DESIGNSCHERMAUTOCAD201-152_A3.1 BUILDING ELEVATIONS B DWG



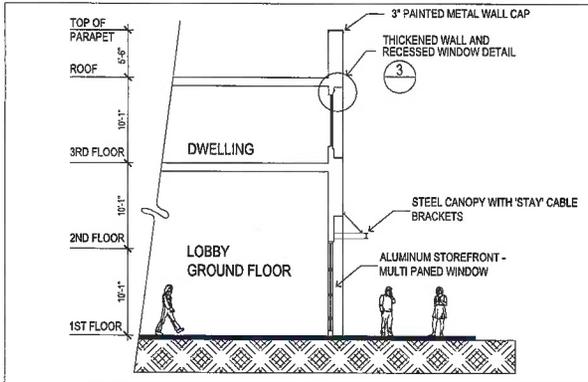
ROUNDHOUSE APARTMENTS
 CARSON CITY, NEVADA
KINGSBARN CAPITAL & DEVELOPMENT
 1645 Village Center Circle, Suite 200, Las Vegas, NV 89134



A3.1
 Job No. 2021-125
 Date 2021.08.23



WALL SECTION B AT BALCONY
SCALE: 1/8" = 1'-0"
0' 16' 32'



WALL SECTION A AT LOBBY
SCALE: 1/8" = 1'-0"
0' 16' 32'



SOUTH ELEVATION
SCALE: 1/16" = 1'-0"
0' 16' 32' 64'



DETAIL 1
DETAIL 2

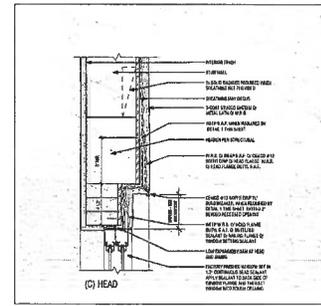


DETAIL 3
BRICK VENEER
WALL SCONES

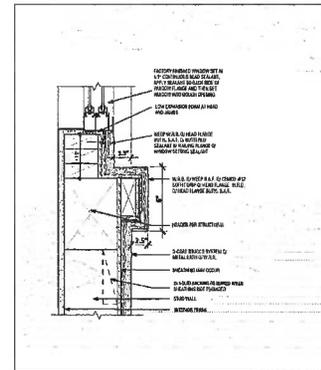
LOBBY



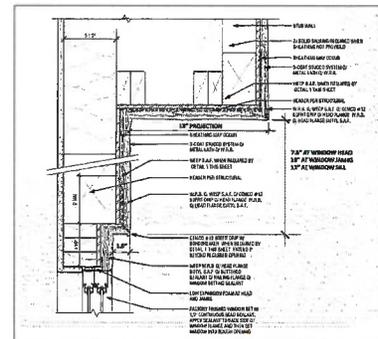
WALL RECESSED OUTDOOR
BRONZE EXTERIOR COLOR
MANU: WESTINGHOUSE
"BARKLEY" (OR EQUAL)
12" TALL, 6" WIDE



DETAIL 1
SCALE: 1.5" = 1'-0"
0' 6" 1' 2'



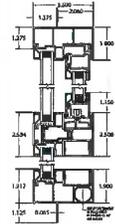
DETAIL 2
SCALE: 1.5" = 1'-0"
0' 6" 1' 2'



DETAIL 3
SCALE: 1.5" = 1'-0"
0' 6" 1' 2'



GARAGE DOORS
PANEL TYPE
PAINTED STEEL
MANU: AMAR LINCOLN 2000 (OR EQUAL)

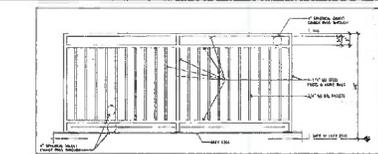


Horizontal Slider
Above Fixed

APARTMENT WINDOWS
SLIDER OVER FIXED W/ ADDED MULLION
Various configurations noted on elevations are similar
BRONZE EXTERIOR COLOR
MANU: AVI (OR EQUAL)



LOBBY WINDOWS & DOORS
ALUMINUM MULLIONS
W/ CLEAR GLASS
MEDIUM STYLE DOORS
BRONZE COLOR
MANU: KAWNEER (OR EQUAL)



RAILING DETAIL PAINTED STEEL
BRONZE COLOR
SCALE: 1/2" = 1'-0"
0' 1' 2' 4'



ROUNDHOUSE APARTMENTS
CARSON CITY, NEVADA
KINGSBARN CAPITAL & DEVELOPMENT
1645 Village Center Circle, Suite 200, Las Vegas, NV 89134

PROJECT DETAILS



A3.3

Job No. 2021-125
Date 2021.08.23

CARSON CITY RESOURCES INVENTORY

IDENTIFICATION:

- 1. Address: 911 North Plaza APN 2-161-05
- 2. Common Name: Virginia and Truckee Railroad Shop Complex
- 3. Historic Name: Virginia and Truckee Railroad Shop Complex
- 4. Present Owner: Paul and Rhoda Larquier
- 5. Address (if not occupant): P.O. Box 128, Wilmington, CA 90748
- 6. Present Use: vacant Original Use: railroad shops

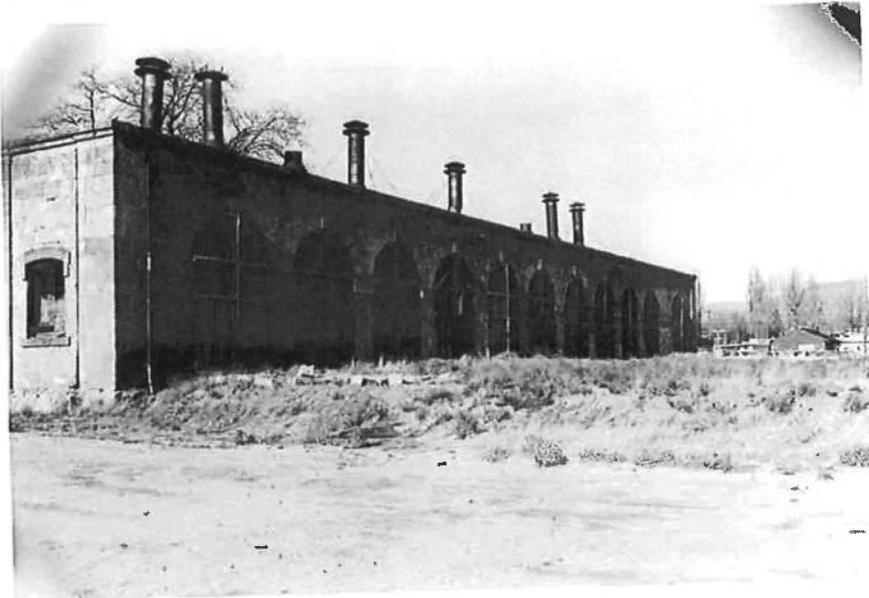
DESCRIPTION, ALTERATIONS, AND RELATED FEATURES:

The U-shaped roundhouse complex is one story in height and constructed of random, coursed ashlar stone. Two long wings or arms of the U extend to the west forming a court that contains equipment, a bridge between the wings, and a wooden superstructure above an extension of that wing. The end walls of the wings contain pilasters with modified capitals at second story height, possibly symbolizing an inner structural system. A drip mold of differently textured stone extends above and around the rectangular windows. A circular window pierces the center of the gable. Entry doors in the wings of the outside elevations are recessed and surmounted by segmental arches. Dripsill moldings, sills and cornices on the outside elevations of these wings are also raised, inside wing surfaces are all flush. The base of the U facing east contains a series of round arched openings with paneled wooden doors containing windows and a hipped roof. Skylights and clerestories provide interior light.

Alterations appear to be few, and may include wooden structures in the courtyard.

RELATIONSHIP TO SURROUNDINGS:

The building complex relates reasonably compatibly to buildings on the west and southwest in terms of scale and visible mass. Its design relates well enough to the civic auditorium but not to the Hardman House, even though all three structures do utilize masonry as a building material.



Street Furniture: ---

Landscaping: some mature trees in the courtyard

Architectural Evaluation: PS ___ NR X
 District Designation: PD ___ NR ___

HISTORIC ENVIRONMENT CONSULTANTS
 2306 J Street, Penthouse
 Sacramento, CA 95816
 (916) 446-2447 Date March 1980

54

THREATS TO SITE:

None Known _____ Private Development _____
Zoning GC Public Works Project _____
Vandalism X Neglect X Other _____

SITE MAP



ADJACENT LAND USES:

commercial and governmental

PHYSICAL CONDITION:

Excellent _____ Good _____ Fair _____ Deteriorated X

APPROXIMATE SETBACK: 15 feet from N. Plaza
60-79 feet from N. Stewart

HISTORICAL BACKGROUND:

Architect (if known) possibly Abraham Curry
Builder (if known) Abraham Curry
Date of Construction 1872-73 Estimated _____ Factual X Source: HABS
Is Structure on Original Site? X Moved? X Unknown _____

SIGNIFICANCE:

The Virginia and Truckee Railroad roundhouse complex is one of the most famous short line railroads in the West. Abraham Curry built the structure and may have possibly have been its designer. The most significant single event associated with the building was the gala ball held on the occasion of its opening which feted the elite of Carson City as well as employees of the railroad. The Virginia and Truckee Railroad Complex built machinery for its own use as well as for other railroads and industries, including some machinery for the U.S. Mint. In 1950 the complex was abandoned and the buildings offered for sale.

The structure is one of the finest examples of industrial architecture within the state. Its design is an expression of both aesthetics and function. Subtle stone work reflects Classical and Gothic design elements that add elegance to the otherwise function-oriented building. The articulation and proportions of window and door openings add to its elegance.

SOURCES:

Historic American Building Survey, 1974

SUGGESTED LAND USE AND FACADE MODIFICATIONS, WHERE APPROPRIATE:

Adaptive Use: commercial/office use, governmental administrative complex

Facade Changes: restoration

Zoning:

CARSON CITY RESOURCES I

08 2-161-05
LARQUIER, PAUL A & RHODA
#2 SINGLETREE LANE

IDENTIFICATION:

ROLLING HILLS ES CA 90274

- 1. Address: 911 North Plaza
- 2. Common Name: Virginia and Truckee Railroad Shop Complex
- 3. Historic Name: Virginia and Truckee Railroad Shop Complex
- 4. Present Owner: Paul and Rhoda Larquier
- 5. Address (if not occupant): _____
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RELATIONSHIP TO SURROUNDINGS:

The building complex relates reasonably compatibly to buildings on the west and southwest in terms of scale and visible mass. Its design relates well enough to the civic auditorium but not to the Hardman House, even though all three structures do utilize masonry as a building material.



Street Furniture: ---

Landscaping: some mature trees in the courtyard

Architectural Evaluation: PS _____ NR X
 District Designation: PD _____ NR _____

HISTORIC ENVIRONMENT CONSULTANTS
 2306 J Street, Penthouse
 Sacramento, CA 95816
 (916) 446-2447 Date March 1980



THREATS TO SITE:

None Known _____ Private Development _____
Zoning GC Public Works Project _____
Vandalism X Neglect X Other _____

ADJACENT LAND USES:

commercial and governmental

PHYSICAL CONDITION:

Excellent _____ Good _____ Fair _____ Deteriorated X

APPROXIMATE SETBACK: 15 feet from N. Plaza
60-79 feet from N. Stewart

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Historic American Building Survey, 1974

SUGGESTED LAND USE AND FACADE MODIFICATIONS, WHERE APPROPRIATE:

Adaptive Use: commercial/office use, governmental administrative complex

Facade Changes: restoration

1988 Update by: Ana Koval
Rainshadow Associates
P.O. Box 352
Carson City, NV 89702
(702) 849-1438

zoning.

KIT CARSON TRAIL INVENTORY

NAME: VIRGINIA & TRUCKEE RAILROAD SHOPS SITE.

ADDRESS: 911 NORTH PLAZA STREET.

LOCATION: WEST SIDE OF STEWART STREET BORDERED BY PLAZA, ANN, STEWART AND SOPHIA STREETS.

CONSTRUCTION DATE: 1872-1873.

ARCHITECT: NONE KNOWN

BUILDER: ABE CURRY.

HISTORICAL INFORMATION, INCLUDING HISTORICAL EVENTS & PERSONS CONNECTED WITH THE STRUCTURE.

The Virginia & Truckee shops were first located in Virginia City. In 1872, H.M. Yerington proposed that the new shops be located in Carson City.

The Virginia & Truckee Railroad's Carson City Enginehouse and Shops were constructed in 1872-1873¹. Originally built to service Comstock mining needs, the V&T quickly established their main shops, service facilities and later general offices at Carson City. Here a massive shop complex was specially designed by the V&T and constructed by prominent local contractor Abe Curry, using native prison stone. A gala ball celebrated its completion in 1873²; the shop buildings were the main part of the V&T's Carson City complex which finally comprised over forty structures.

The shops were completed and in full operation by early 1874³.

¹. The Carson City Daily Appeal named the mammoth 180 X 322 foot shop complex "Currysburg." The structure was built by Chinese workers who were under Curry's direction.

². The gala ball was held in the car shop section of the building to celebrate Curry's completion of the building construction. To protect the attire of the guests, a coating of sizing was applied so that the whitewashed walls would not rub off on the visitors. The menu was lavish, with lobster, terrapin and truffles served, as well as unlimited amounts of champagne for the many guest who attended, including Governor L.R. Bradley.

³. Master Mechanic J.W. Bowker's shop rules were published on February 2, 1874 and remained posted in the huge shop complex for decades afterwards. The strict rules required a 10 hour day -- six and seven days a week -- with two hours of wages deducted if an

In addition to handling the servicing and repair for the railroad's twenty-nine steam locomotives and over 400 passenger, freight and service cars, the shops also performed construction and repair jobs for customers throughout Nevada and eastern California. The Virginia and Truckee did outside orders for nearly all of the major mines, mills, lumber companies and railroads within a radius of several hundred miles of Carson City. Outside shop orders ranged from a flag pole for a nearby Dayton school to parts for the Inyo Development Company over 300 miles away at Keeler, California. The V. & T. shops were for many years Carson City's major employer. In 1878, the V. & T. shops employed over 150 men, including fifty machinists, fourteen men in the foundry, fifteen in the car shop, twenty-seven in the smith shop and twenty in the paint shop; there were also twenty-two wood workers and over forty general laborers.

The V. & T. shops enjoyed a reputation for high caliber craftsmanship. It has been said that they could "fabricate anything from a cotter pin to a mine hoist." The shops built everything from entire railroad cars to horse drawn wagons, from furniture to cast iron church bells⁴. In 1878, the Shops cast a new iron arch on the first of the mint's coin presses. The V&T charged the Mint \$800 and placed its shop plate on the press when the job was finished on September 21, 1878. The historic coin press and identification plate can be seen at the Nevada State Museum.

In the 1930s, the V&T shops were given the contract over three other bids to make repairs to the annex of the Mint building. The repairs consisted of repairing the fire wall and replacing of drain pipes.

After over eighty years of continuous operation the massive shop building was finally closed, effective May 31, 1950. Much of the interior shop equipment had been sold during World War II scrap drives, and little remained in the structure when it was closed by the V. & T. Sold in 1955 to Paul Louis Larquier, it was used for several years as an automotive testing center until it was vacated in the early 1970s. The structure was razed in 1991.

employee was more than five minute late for work. No shop conversation was allowed except on subjects relating to company's business and an employee's violation of any of the rules was immediate cause for discharge.

⁴. The bell of the Methodist Church at Carson City was cast by the V.&T. foundry. The bell had to be recast six times, due to the extreme weather which cracked it. In addition, the bell of St. Peter's Episcopal Church in Carson City was recast in the shops, and when it was completed the Carson Daily Appeal, commented:

"and after the hanging
its regular clanging
will bid the worshippers bend the knee
in spire of St. Peter
'twill sound far sweeter
than in the shops of the V. & T.

SOURCES OF INFORMATION:

The Carson Daily Appeal, July 3, July 6, 1873.

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Sam P. Davis, **The History of Nevada.** (Reno: The Elms Publishing Company, 1913.)

David F. Myrick, **Railroads of Nevada and Eastern California, Vol 1,** (Berkeley: Howell-North, 1962).

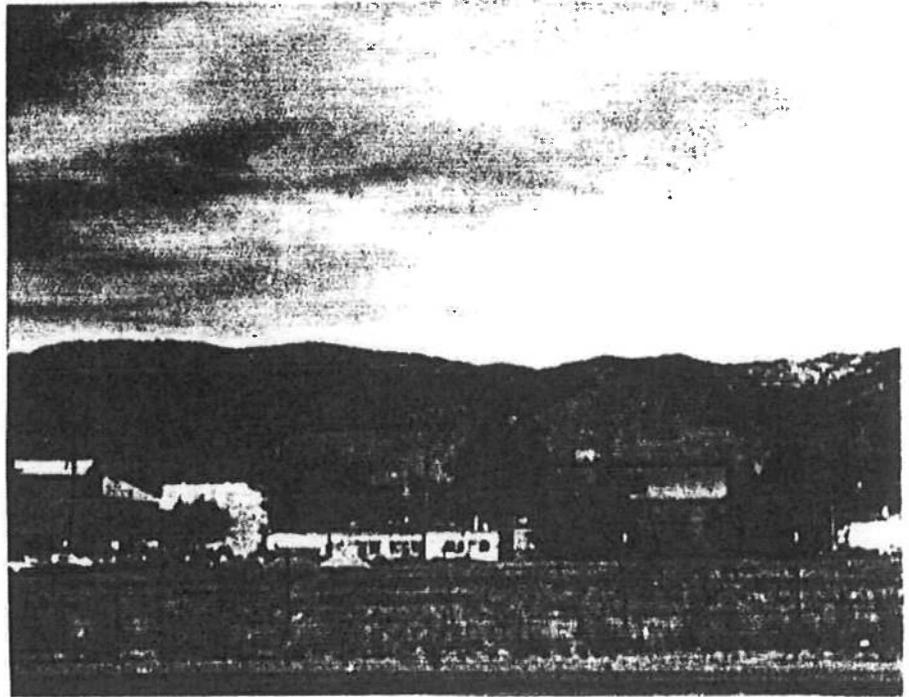
Thompson and West, **History of Nevada,** (Berkeley: Howell-North, 1958.)

S. Allen Chambers, Jr., **The Architecture of Carson City, Nevada.**

"Ormsby County Sites Inventory," Nevada Historical Society, Reno, Nevada.

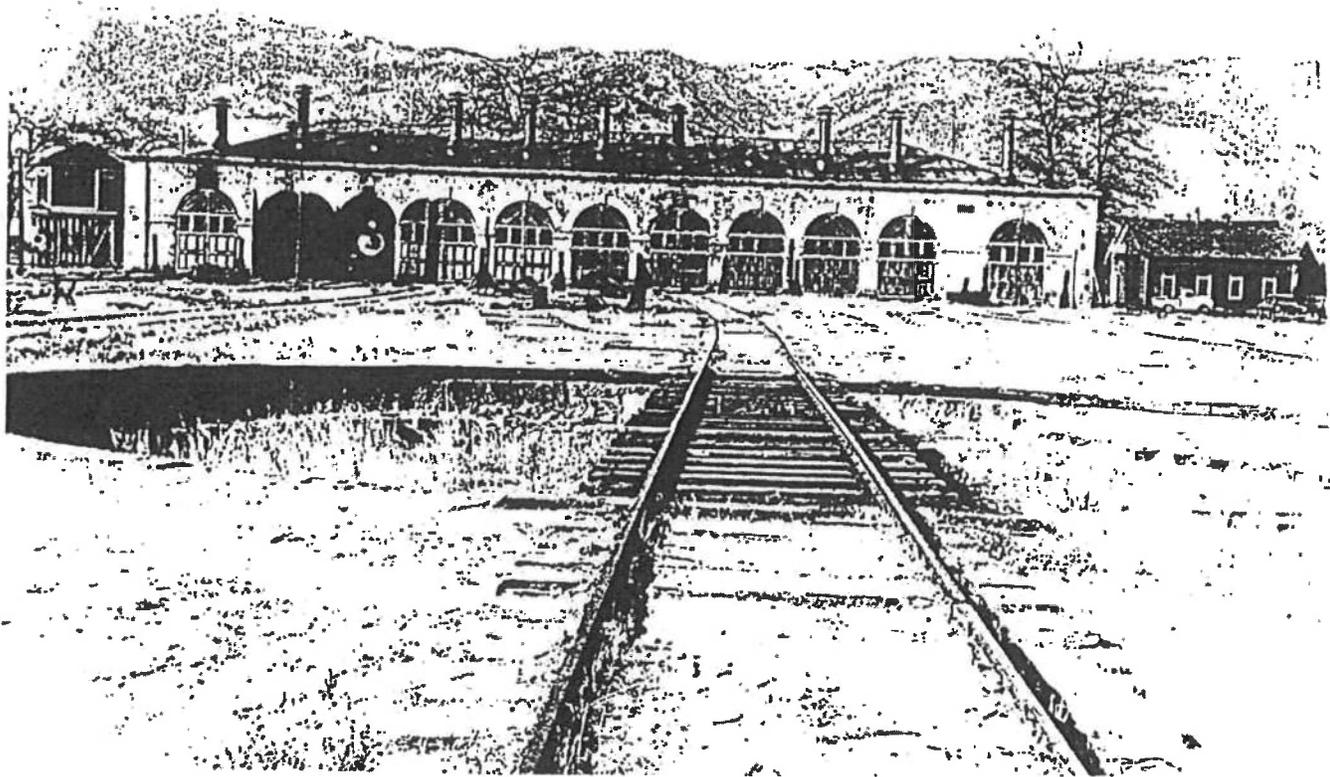
Nevada State Railroad Museum Photograph Collection.

ILLUSTRATIONS - VIRGINIA AND TRUCKEE SHOPS



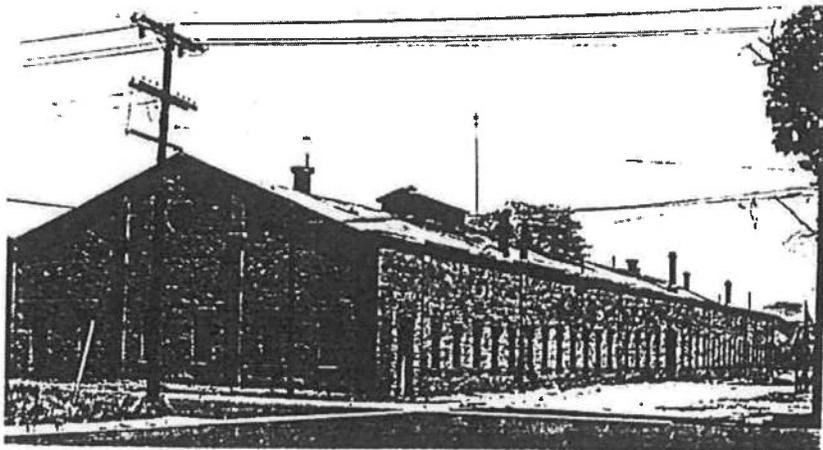
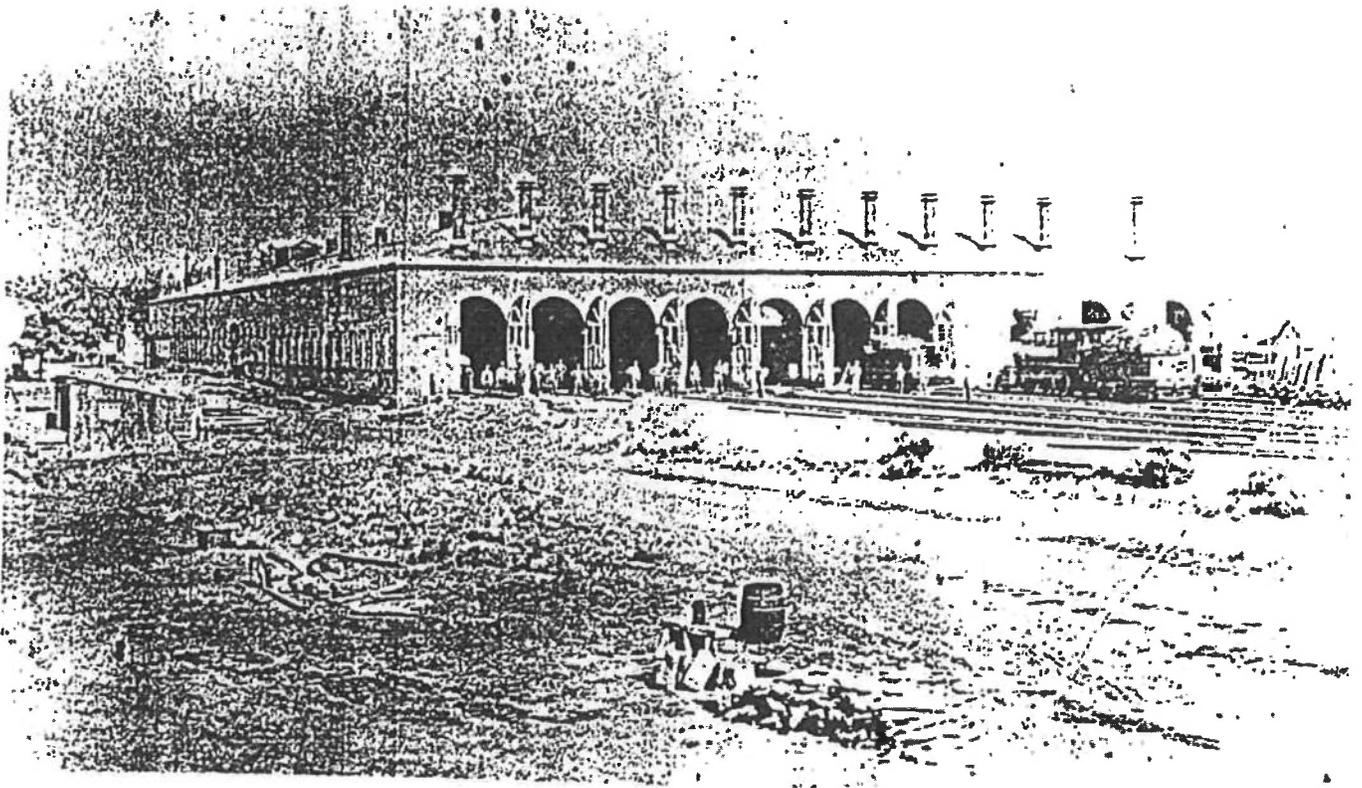
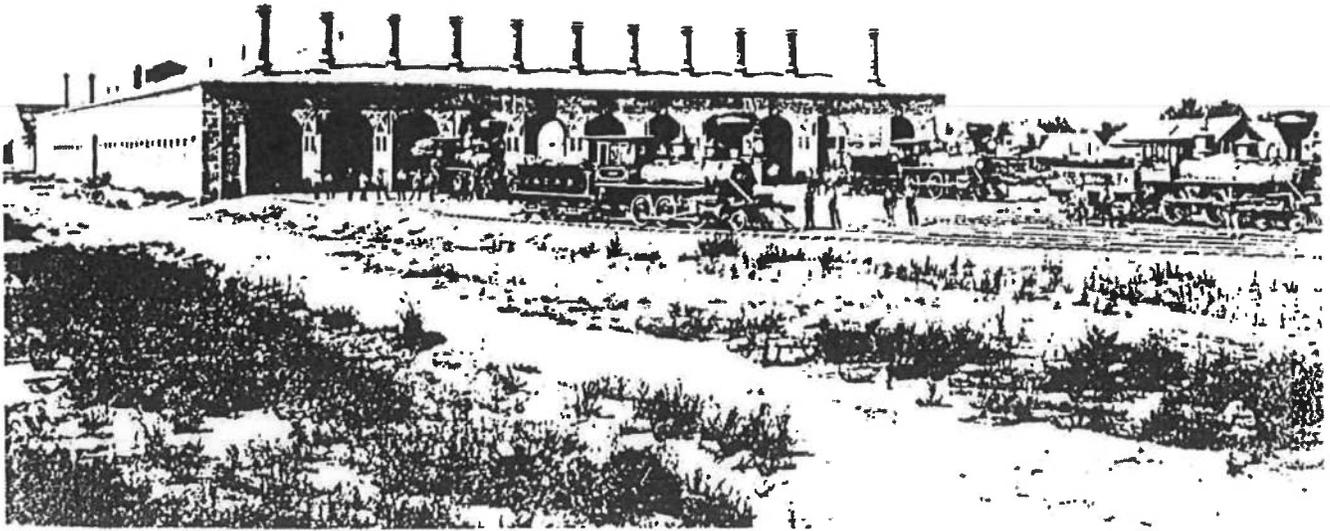
Looking west.

1993.



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NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM

Rev. 3/00

For Office Use Only

1. PROPERTY NAME

1A. Historic Name

YR Built _____
NR Eligible? Y / N
District? Y / N

Virginia and Truckee Railroad Shop Complex (Demolished)

1B. Current/Common Name

911 N. Plaza St.

2. PROPERTY ADDRESS

Street Address	911 N. Plaza St.
City, Zip Code	Carson City, NV 89701
County	Carson City

3. PROPERTY OWNERSHIP

3A. Original Owner

Name	Virginia and Truckee Railroad Company
------	---------------------------------------

3B. Current Owner

Name	Virginia & Truckee Round House PR
Mailing Address	PO Box 964, Carson City, NV 89702
Assessor's Parcel Number (APN)	002-161-05

4. CURRENT PROPERTY STATUS

<input type="checkbox"/>	Occupied	<input checked="" type="checkbox"/>	Vacant
<input type="checkbox"/>	Other (please specify)		

5. PROPERTY USE

5A. Current Use

<input type="checkbox"/>	Residential	<input type="checkbox"/>	Commercial	<input type="checkbox"/>	Religious
<input type="checkbox"/>	Educational	<input type="checkbox"/>	Governmental	<input type="checkbox"/>	Industrial
<input type="checkbox"/>	Other (please specify)		Vacant Lot		

5B. Historic Use

	Residential		Commercial		Religious
	Educational		Governmental		Industrial
X	Other (please specify)		Transportation		

6. CURRENT ACCESS

	Permitted-local public resource	X	By owner permission only
	Permitted-state public resource		Restricted
	Permitted-federal public resource		Other (specify)

7. ACREAGE

3.98		Estimated
------	--	-----------

8. PROPERTY LOCATION

8A. UTM Location/Reference(s)

Zone 11 261180E 4338050N

8B. Township/Range/Section/Map

T15N, R20E, Sec 17, Mt. Diablo Base Meridian, Carson City, NV USGS quad map (1994)
--

9. RESOURCE DESCRIPTION

9A. Resource Type

	Building		Structure		District		Object	X	Site
	Other (specify)								
	Contributing element to a historic district (specify district name)								

9B. Exterior Resource Features

	Basement		Number of stories
	Porch		Balcony
	Dormer(s)		Chimney
	Other (please specify)		

9C-F. Materials and Systems (See instructions and enter codes from HRIF Codes page)

9C. Roofing Material(s)	9D. Exterior Surface Material(s)
9E. Building Structural System	9F. Foundation Structural System

9G. Written Description

See continuation sheet

9H. Associated Structures/Features

Associated structures/features (submit <i>Associated Structures Summary</i>)		Yes	X	No
---	--	-----	---	----

9I. Integrity

	Original site		
X	Altered (describe on continuation sheet)	Date altered	1991 (demolished)
	Moved	Date moved	
Moved from			

9J. Condition

	Good		Fair
	Poor	X	Ruins (no aboveground structure remains)

9K. Threats

The buildings were demolished in 1991.

10. RESOURCE DATE AND SIGNIFICANCE

10A. Architect/Engineer/Designer

Unknown

10B. Builder/Contractor

Abraham Van Santvoord Curry

10C. Architectural Style/Period (See Appendix B)

No style

10D. Construction Date(s)

1872-73		Circa
---------	--	-------

10E. Date(s) of Significance

1872-73

10F. Historic Resource Theme (See Appendix C)

Transportation and Communication: Railroads

10G. National Register Eligibility (See Appendix D)

	Listed	Date Listed	
	Eligible under:		
	Criterion A	Criterion B	Criterion C
	Other (specify)		
X	Not Eligible		
	Unevaluated		

10H. Justification

See continuation sheet

11. BIBLIOGRAPHY

See continuation sheet

12. FORM INFORMATION

Report Number/Name	2011 Carson City Survey
Date Surveyed	April 2011
Surveyor Name	J. Daniel Pezzoni
Company	Landmark Preservation Associates
Address	6 Houston Street, Lexington, VA 24450
Telephone Number	(540) 464-5315

13. ATTACHED DOCUMENTATION

X	Continuation sheets
X	Photographs
X	Location maps
X	Plans (site)
	Other (please specify)
	Associated Structures Summary Form
X	Historic District Addendum (if applicable)

NEVADA STATE HISTORIC PRESERVATION OFFICE HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: Virginia and Truckee Railroad Shop Complex

City, County: Carson City

Section No. 9G, 11

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The shops complex was demolished in 1991 leaving behind a vacant lot surrounded by modern commercial construction.

Virginia and Truckee Railroad, which was built between Carson City and Virginia City in 1869-70, extended its line to Reno in August 1872, which situated Carson City near the line's midpoint. The Virginia and Truckee Railroad Carson City Depot was built on North Carson Street in 1872. Interest in relocating the V&T's shops from Virginia City to Carson City predated the Reno connection, as indicated by the purchase of land for the Carson City facility beginning in 1870. The site was located two blocks northeast of the depot on Plaza Street. Research by Stephen Drew indicates that the design of the "Machine Shops" complex was more or less finalized by the V&T as of October 1872. Shortly thereafter the V&T selected contractor Abraham Curry to build the shops out of sandstone quarried at the state prison. Construction of the 180 by 322 foot building by a largely Chinese workforce began in November 1872. In March 1873 General Superintendent Henry Marvin Yerington wrote that Chief Train Dispatcher Harry Hunter designed the building's roof. John Ryno, foreman of J. P. Smith's tin and coppersmith shop in Virginia City, supervised the installation of the "corrugated vulcanized iron" roofing in May 1873. The interior machinery setup was designed by Master Mechanic John William Bowker. The 54-foot-diameter turntable mechanism and probably other machinery were supplied by William Sellers and Company of Philadelphia and a boiler and heater for the building were provided by H. J. Booth and Company's Union Iron Works in San Francisco.

As completion of the shops structure neared in June 1873, Curry advertised his plan to host a dedicatory Fourth of July ball in what he described as "the largest building and the largest hall in the State of Nevada, 163 x 60 feet in the V & T Railroad Building." (The "hall," elsewhere described as the "apartment . . . of the car builders," was the engine house at the east end of the building.) It is possible that stone mason Alvah Mitchell, Curry's construction foreman during the general period, oversaw the work. The shops were fully operational in early 1874.

The 1875 bird's-eye perspective shows the shops as they were soon after construction (historic photographs fill in the details). The rectangular U-form building had a car shop at its east end that faced an outdoor turntable. From the turntable tracks led to eleven large round-arch openings into which rolling stock was maneuvered for repair and maintenance. The long north and south stems of the "U" along Ann and Sophia streets were punctuated by multiple square-head windows and segmental-arch freight entrances. In the inner open area a shed-roofed engine room with a smoke stack connected to an enclosed overhead belt drive that spanned between the two wings and operated machinery in each. The wings had gable roofs with gabled monitors whereas the engine house end had a hip roof from which projected tall iron exhaust flues.

The building's stonework was expertly detailed with the voussoirs, projecting keystone and impost blocks, and piers that comprised the engine house archways given a smooth finish that contrasted with the rougher stonework of the walls. Large double-leaf wood doors with paneling, diagonal tongue-and-groove work, and multipane windows filled the archways. The windows and archways on the sides had drip moldings and projecting sills. From newspaper accounts of Curry's 1873 ball it is known that the engine house had whitewashed walls (with a sizing coat to keep the wash from rubbing off on clothing) and a pit for working on the undersides of rail cars. Roof beams were exposed on the interior (these were likely whitewashed as well). The truss-spanned car shop was uninterrupted by posts but wood posts were used elsewhere in the building.

Stephen Drew writes that the shops were organized into eight departments: foundry, car shop, round house (presumably the turntable), machine and repair shop, blacksmith and boiler shop, engine house, pattern shop, and supply. All told nearly forty V&T buildings were constructed in Carson City; those at the shops included a tin shop (built in 1874), a paint shop (1877), material yards and shed (1877), a motor car house, an oil tank, water tanks, the turntable, a sand house, a derrick house, and a flanger shed. Historic American Building Survey drawings prepared in 1973 identified the east end as the engine house; a carpentry shop and foundry in the north wing; and a machine shop, blacksmith shop, pattern shop, storage

NEVADA STATE HISTORIC PRESERVATION OFFICE HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: Virginia and Truckee Railroad Shop Complex

City, County: Carson City

Section No. 9G, 11

Page No. 6

room, boiler room and generator room (in the shed attachment), and a small office in the south wing. A photograph of the area to the east of the shops taken in 1949 shows a long weatherboard-sided frame building into which rail cars could be backed (possibly portrayed in the 1875 view), a board-and-batten warehouse, an octagonal wooden water tank on posts, and other ancillary structures. The V&T employed over 150 men at its Carson City shops in 1878.

The Virginia and Truckee ceased operations in 1950 and in later years the shops building was used for various purposes including laboratories, storage, and automotive testing. Th building, already in poor condition by 1948, suffered a roof fire in 1982, although the thick stone walls were undamaged. Plans to rehabilitate the building as a shopping mall or business center were discussed but not pursued and in 1991 the building was demolished.

As a demolished building the shop complex would not be eligible under Criteria A, B or C. Eligibility under Criterion D might be a possibility pending archaeological investigation.

Sources

Carson Daily Appeal, May 23, 1873.

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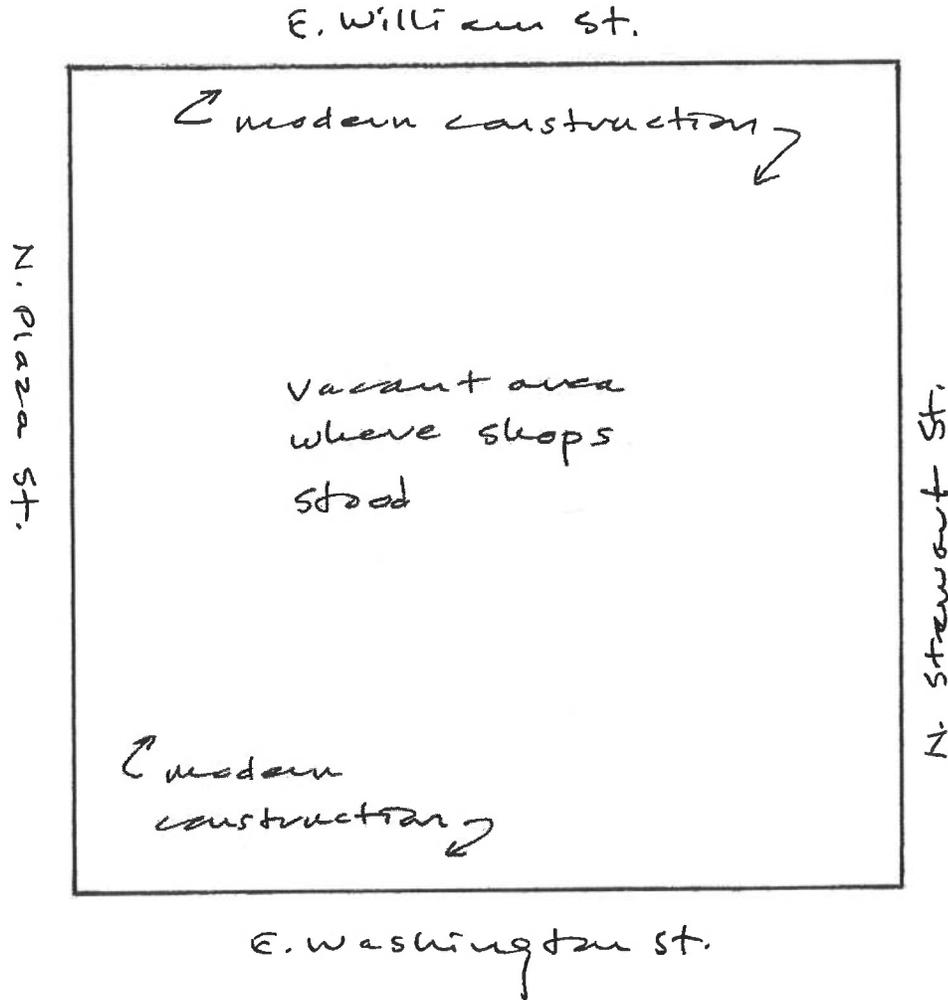
NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: Virginia and Truckee Railroad Shop Complex (Demolished)

City, County: Carson City

Section No. 13: Site Plan

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