

APPENDIX E

Historical Resource Inventory and Evaluation Report

Historic
Environment
Consultants



**Historic Resources and the Mixed Use Project at the
Former Crystal Creamery Site Draft Report**

July 2007

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INTRODUCTION

The purpose of this report is to identify cultural resources associated with the proposed project and evaluate the potential effects of the project and alternatives upon those resources. The evaluation is based upon site review, historic research of the site including historic maps, the Sacramento City Historic Architectural Survey of Non-Residential Structures, the Sacramento Register, the City Ordinance establishing the Preservation Commission and outlining its responsibilities regarding designated historic resources, the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties, and the National Register of Historic Places.

PROJECT LOCATION AND DESCRIPTION

The proposed Project Area includes the site of the former Crystal Creamery, a notable long-time Sacramento business located in the Alkali Flat neighborhood. This includes the area from the alley between B and C Streets to E Street between 10th and 11th Streets, the south half of the block between C and D, 9th to 10th Streets, and the block of 10th to 11th Street, D to E Street with the exclusion of parcels 002-0113-017, 002-0113-018. The block of 10th Street to 11th, from the alley between B and C Street to D Street is occupied by Crystal Creamery facility buildings, structures and machines. The 10-11, D-E Street block contains five structures: two one-story garage buildings, a vehicle maintenance and repair building, a market on the corner of 10th and E Streets, and an adjacent residential building. The market and adjacent residential building are not a part of the Project.

The proposed Project will remove existing structures with the exception of the building on the southeast corner of the block of 10th to 11th Street between C and D Streets, and the former garage building located at 406 (414) D Street, to allow new mixed use development on the site.

SUMMARY AND RECOMMENDATIONS

None of the buildings located in the Project area are listed in the National Register of Historic Places, the California Register of Historical Resources, or the Sacramento Register.

However, the Alkali Flat neighborhood is the oldest remaining residential area in Sacramento and there are two Historic Districts listed in the National Register of Historic Places, the California Register of Historical Resources, and the Sacramento Register in the immediate vicinity of the Project area.

Recommendations

1. Development on the portions of the Project site that face the Alkali Flat North Historic District along 11th Street should be compatible with the nearby District image in terms of scale and articulation. Character-defining features of the Historic District should be acknowledged such as yards or gardens, streets, street furnishings, open spaces, building

design and building materials, and their character not diminished by the design of the new construction directly across the street. The settings of the Alkali Flat North Historic District and the nearby Alkali Flat Central Historic District should be respected by visual additions to their vicinity.

2. Development design diagonally opposite the northeast and northwest portions of the Alkali Flat Central Historic District should acknowledge the scale and character of the District along E Street from 9th to 10th Street and 10th Street to the alley, and the northwest portion of the block of 11th to 12th Street and the alley between E and F Streets. The essentially intact block along E Street from 9th to 10th Street is an important streetscape and contributes to the Historic District as does houses on the southeast corner of 11th and E Streets. The new construction diagonal to these blockfaces should acknowledge the importance of its setting in its design, in terms of scale and character, and avoid diminishing character-defining features of the District.

3. There are three historic properties on the former Crystal Creamery site:
- ❖ the Wells Fargo Express Co. former stable
 - ❖ the former Globe Mills grain warehouse
 - ❖ the Shroud Garage building at 406 11th Street

While none of these three properties on the former Crystal Creamery production sites appear eligible for official listing, the retention of the Wells Fargo Express Co. building and its incorporation into the project is recommended in order to support the existing scale and character of this historically significant neighborhood.

REGULATORY CONTEXT

Federal

The National Historic Preservation Act of 1966 established the National Register of Historic Places as the official national listing of important historic and prehistoric resources worthy of preservation. The National Register includes districts, sites, buildings, structures, and objects with local, regional, State, or national significance. The definition of historic property includes “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register.” (Advisory Council on Historic Preservation, 1986.) A historic property must meet specific criteria to be considered eligible for listing on the National Register of Historic Places.

The significance of an historic resource is determined by comparing it to the following National Register of Historic Places evaluation criteria:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in district, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association;

- (a) That are associated with events that have made a significant contribution to the broad patterns of our history; or

b) That are associated with the lives of persons significant in our past; or

(c) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

(d) That have yielded, or may be likely to yield, information important in prehistory or history (35 CFR 60.4).

State

The State Historic Resources Commission and Office of Historic Preservation (OHP), within the Department of Parks and Recreation, administers the State's historic preservation programs. The OHP oversees State agency compliance with State preservation statutes and programs, administers federal preservation programs in California, and administers State programs such as the California Register of Historical Resources. The California Register is a guide to identifying the State's historical resources and establishes a list of those properties that are to be protected from substantial adverse change (Public Resources Code Section 5024.1).

Sacramento City Historic Preservation Regulatory Background

Pursuant to Title 17 of the City Code, the City has established a preservation program to protect and maintain the character of architecturally, historically, and culturally significant structures and sites within the City of Sacramento. New development is directed toward achieving compatible new construction that enhances existing historic values rather than diminishing them. The values of identified preservation areas and significant historic buildings are to be protected as significant resources for the general welfare of the public.

City of Sacramento Preservation Element

The City of Sacramento adopted a Preservation Element in their General Plan in April 2000. The overarching goal of the Preservation Element is:

“To retain and celebrate Sacramento’s heritage and recognize its importance to the City’s unique character, identity, economy, and quality of life.”

The Element is further divided into six major goal and policy sections, each with a single goal and many policy statements to achieve the stated goal. Applicable goals and policies are as follows:

Goal A: To establish and maintain a comprehensive citywide preservation program.

Applicable policies under this goal include:

A.1 The City shall promote the recognition, preservation, and enhancement of historic and cultural resources throughout the City.

A.2 The City shall promote the preservation, restoration, enhancement, and recognition of historic and cultural resources. Historic and cultural resources include not only sites and

structures, but also features such as infrastructure (e.g. bridges, canals, roads, and trails), signs, landscaping and trees, open space areas, lighting and hardscape (e.g., sidewalks, paving) that are important to the overall context.

Goal B: To protect and preserve important historic and cultural resources that serve as significant, visible reminders of the City's social and architectural history.

Applicable policies under this goal include:

B.2 The City shall review new development, alterations, and rehabilitation/remodels in design review areas, preservation areas, and other areas of historic resources for compatibility with the surrounding historic context.

B.6 The City shall promote the conservation of historic neighborhoods to encourage preservation of structures and other features. In these areas, the City shall encourage the maintenance or re-conversion of parkway strips to landscaping, maintenance and replication of historic sidewalk patterns, use of historic street lamps and street signs, and maintenance or restoration of historic park features.

Goal E: To identify and protect archaeological resources which enrich our understanding of the early Sacramento area (Goal E).

The applicable policy under this goal includes:

E.3 The City shall not knowingly approve any public or private project that may adversely affect an archaeological site without first consulting the North Central Information Center of the California Historical Resources Information System, requiring a site evaluation as may be indicated and attempting to mitigate any adverse impacts according to the recommendations of a qualified archaeologist.

Sacramento Preservation Ordinance:

In June of 2001, the City Council adopted a new Sacramento Historic Preservation ordinance that revised the former ordinance, expanded its jurisdiction and changed a number of its provisions, following the adoption of a Historic Preservation Element.

SETTING

The project site is located in the City of Sacramento, the largest city in the Central Valley of California. This Valley lies between the California Coastal Range and the Sierra Nevada Mountains, running north and south, and is characterized by large alluvial plains and low rolling hills. Drainages supported by the Sacramento River merge with the San Joaquin River system at the Delta and then flow into the San Pablo portion of the San Francisco Bay. The plains are dominated by annually emerging wetlands and grasslands, with California Interior Live Oaks and Blue Oaks scattered on the low-lying hills. The project site is approximately one mile southeast of the confluence of the Sacramento and American Rivers.

HISTORIC OVERVIEW: SACRAMENTO

Sacramento began with the settlement established by John Sutter near the banks of the American River in 1839. This was the first permanent settlement in the area, and Sutter built his fort, constructed a flour mill, developed an irrigation system for his pastures, erected a distillery, and organized extensive hunting and trapping expeditions. When gold was discovered at Sutter's sawmill in Coloma in 1848, the news created an international Gold Rush to Sacramento and the foothill areas to the north and east. Very quickly, Sacramento was transformed from its beginnings as a fort and agricultural settlement, to a busy new city.

At that time, the American River entered the Sacramento near the current Water Filtration Plant and I-5. The flow of the river deposited a sand bar just below the mouth of the river, significantly raising the bed of the river and diminishing its depth. Ocean-going ships coming up the Sacramento River could get no closer to the Gold fields and were forced to unload their cargo and passengers along Front Street on Sutter's embarcadero. This area became the critical point of entry to Sacramento and Gold Rush sites.

The first growth took place along the Sacramento River, (presently the site of Old Sacramento) encouraged by the coming and going of river traffic that tied the new city to the bay area and the sea. The Old City area of Sacramento was laid out in 1848 at the request of John Sutter Jr., and extended from the Sacramento River east to the current Alhambra Boulevard, and from the railroad levee on the north of downtown to just south of the X Street (Highway 50 freeway) on the south.

The City expanded to the east, with J Street becoming a major path to and from the gold fields. At 12th Street, the path split, with one road continuing along J Street toward Hangtown [Placerville] and Coloma, and the other road branching toward Auburn and Marysville. Thus J Street became the principal path to the gold fields for wagon trains, suppliers and gold seekers, as well as the principal route back from the mines, a conduit bringing millions of dollars worth of gold down J Street into Sacramento over time. As a result, the block faces on J and nearby K streets became occupied with buildings first, before much other construction had taken place. By 1854, the City extended down J Street to 12th Street. In 1855, the Sacramento Valley Railroad, California's first railroad, was constructed and connected Front Street in Sacramento with the city of Folsom.

While some small dwellings and hotels sprang up alongside businesses in the early city commercial core, one of the earliest Sacramento residential areas grew up just north of the 'downtown'. Later known as Alkali Flat, the neighborhood became home to several important early California figures including judges, governors, and prominent businessmen such as Peter Burnett, J. Neely Johnson, and Charles Crocker. A number of large handsome homes were constructed there during the 1850s and 1860s.

However, the Central Pacific Railroad (later to become the Southern Pacific Railroad) acquired land immediately adjacent to the budding residential area. This land was to

become the home of the new transcontinental railroad. With the construction of the locomotive works, car shops, and foundries, the noise of the now industrial site began to diminish the area's residential attraction.

The completion of the transcontinental railroad in 1869 and the location of the Central Pacific railroad shops on the north side of the business district, brought a great deal of commercial activity and growth to Sacramento. Sacramento's largest employer in the late nineteenth and early twentieth centuries was the Southern Pacific (SP) Railroad, originally the Central Pacific Railroad. The rail yards, located near the former Sutter's Lake just south of the original American River bed, grew to be the largest such working rail yard west of the Mississippi, and manufactured rail cars, locomotives, and everything that went into the cars, including wheels, trucks, upholstery, steam boilers, table service silver plating, engine blocks, steam boilers, etc. The yards contained giant forges, stamp mills, blacksmith shops, a lumber mill, electrical and brake shops, paint shops, hospital, parts facility and was essentially a city unto itself. The SP shops even had their own police and fire departments.

Since the Gold Rush, agriculture has been a key component of the evolution of the Sacramento Valley and California. The enormous influx of immigrants to the California gold fields in 1849 generated a large market for supplies to feed them. Before that time, there were no towns with stable food sources, virtually no farms, no railroad transportation, and few roads for wagons to supply the hordes of people that descended upon the gold fields. Some observed potential profit from providing supplies and others, discouraged after the 'easy' gold was gone, turned to ranching and farming to survive. The Sacramento Valley proved a very rich resource for that activity and wheat and grain soon became as important products as gold had been. The northern wheat fields supplied countries around the world for many years. However, by the end of the 19th Century cheaper foreign grains were being imported and wheat and grains became unprofitable. California farmers responded by turning to the production of fruits, nuts, and vegetables.

The development of the railroads and the agricultural production it supported, played a key role in the growth of the State. Refrigerated rail cars were developed to vastly expand the market for fresh fruits and vegetables. Railroads delivered agricultural products, and canneries were established to accommodate produce that wasn't shipped fresh. Soon Valley products were traveling around the world. Canneries and irrigation remade the face of the valley between 1890 and 1910. Two of the largest canneries in the world were said to have been in Sacramento at the height of the industry.

After the turn of the century, an atmosphere of prosperity and energy seemed to engulf the nation. The promise of a new century, economic health, a certain maturation of "frontier towns" into stable established settlements with some history of prosperity, and a national self-awareness generated a surge of interest in enhancing cities and towns both physically and functionally. Construction boomed, particularly of civic buildings, parks, monuments, and other public facilities. For example, the Sacramento City Hall, Memorial Auditorium, Elks Building, California State Life Building (926 J Street), Masonic Hall, Capitol National Bank, Bank of D.O. Mills, Federal Building/Post Office, and Central Library were all constructed between 1912 and early 1932.

With the advent of the 1920s and 1930s, the commerce along J Street began to evolve into department stores, clothing, jewelry, and shoe stores. Through the 1940s, residences and rooming houses disappeared from L Street and were replaced with garages, automotive aftermarket sales, and various retail activities. A number of national retail businesses opened branches downtown along K Street including Kress', Grant's, Woolworth's, and Sears. Employment opportunities and services opportunities attracted residents, and the construction of hotels and apartment buildings mixed in with retail businesses and professional offices.

One of the most significant factors leading to the growth of Sacramento in the Capitol Area was the building of the State Capitol between L and N Street east of 10th Street, and the ensuing addition of other government buildings in the area. This led to another major effect on the Capitol Area - the growth of the state government itself. By the mid 1910s the state government needed additional office space. In 1913 the City of Sacramento voted to spend \$700,000 to purchase property for an expanded Capitol area. The next year the State approved a \$300,000,000 bond measure for construction of the new property. Subsequently, the Jesse Unruh Building (formerly known as Office Building 1) and the Library and Courts Building were built in the 1920s. During the mid 1930s, two more office buildings were added across N Street from the Capitol; the Public Works Building and the Department of Motor Vehicles (DMV) Building.

During World War II, building construction slowed dramatically, with building materials conserved for the war effort. Due to the "flight to the suburbs" that occurred after the war, efforts to retain downtown customers by modernizing buildings was not enough. The area became less inviting to shoppers and dwellers, and the downtown area began to decline.

This decline continued and in the 1960s and early 1970s many fine residences were turned into boarding houses and others were demolished so small apartment building of offices could be constructed. However, in the early 1970s the loss of the Alhambra Theater and the publishing of the book *Vanishing Victorians* began to galvanize a growing preservation community. A preservation ordinance was passed in 1975 and new state laws prohibiting the practice of "red lining" certain areas of a community were also passed.

Since that time, major efforts on the part of the City of Sacramento and Sacramento Housing and Redevelopment Agency resulted in the creation of an attractive new Downtown Plaza shopping area, a panoply of regenerative activities including night markets, weekly farmer's markets, and a renewed interest in downtown lifestyles, activities, and residential growth. Current programs focus on this goal, and many buildings downtown have been rehabilitated or renovated and returned to a useful contemporary life, taking a positive role in the regeneration of this critical "heart of the city."

Three historic districts in the Alkali Flat neighborhood have been listed in the National Register of Historic Places, the California Register of Historical Resources, and the Sacramento Register: Alkali Flat Central, Alkali Flat West and Alkali Flat North. These areas are some of the oldest remaining neighborhoods in Sacramento's Old City grid. They have been recognized as Historic Districts because they have a high concentration of late 19th century and early 20th century housing that still convey a feeling of a former time and place.

When land sales first began in early Sacramento, some speculators bought up whole block, half-blocks and groups of several parcels. When settlement began, large houses were built on expanded lots with extensive gardens. Many important people lived in Alkali Flat. For example, 1029 F was the home of J. Neely Johnson a former Governor of the State of California who sold his house in to Judge David S. Terry of the California Supreme Court. Terry was later killed in a famous duel with David Broderick. H.C. Kirk owned the house for many years starting in 1870 and his business would eventually become the Kirk-Geary Company, one of the most successful pharmaceutical distribution companies in California.

The house at 1010 F was built in about 1856 by the Bailey Brothers who were successful jewelers and bankers. It was James Bailey who introduced Theodore Judah to the "Big Four", founders of the Central Pacific Railroad and served as one of the first board members of the railroad. Isaac Miller Hubbard, a prominent merchant, was its next owner.

A well known Sacramento lawyer, politician and business person, Henry Hare Hartley built his home nearby at 1107 F Street in 1865. Many of the prominent people who lived in Alkali flat did so to be close to their places of business.

From the late 1860s onward the neighborhood began to change. As Sacramento's business and residential districts began to grow to the east there became a demand for more developable land for small homes and apartments. Part of this pressure came from the presence of the Southern Pacific Railroad Shops just to the west and north of Alkali Flat. The people who held skilled manufacturing jobs in the shops were well paid and able to build houses for their families. The mere presence of the railroad and the shipping activity created jobs.

With the availability of the railroad, farmers were now able to sell their crops to distant cities. California Agriculture began to transition from low profit wheat to higher profit fruits and nuts, which could not be grown in the colder climates of the mid-west and east. Around the turn of the century the fruit and nut farmers began to form cooperatives, such as the California Fresh Fruit Exchange (Blue Anchor), Pioneer Fruit Exchange and Pacific Fruit Exchange. These organizations were able to negotiate better freight rates for the farmers and expand their markets in the mid-west and east. Agriculture flourished and the profits from began to pour into Sacramento's banks and insurance companies. Ranchers like Solomon Runyon started investing in real estate development, such as Oak Park and helped establish the trolley line that connected it to the rest of the city. He also

helped fund and found a shipping company known as the California Transportation Company—which would later become famous as the builder of the Delta King and Delta Queen.

These new and developing business enterprises created jobs for executives, administrators, salesmen and clerks. Sacramento's white collar community began to grow and the demand for places for them to live expanded. They began to move into Boulevard Park and New Era neighborhoods. Some of the people who had built on multi-parcel plots in Alkali Flat began to sell off some of their undeveloped land. Cottages began to appear alongside the early mansions. Some of the foremen and other officials of the railroad were able to build or buy large houses.

Around the perimeter of the district commercial and industrial buildings began to appear, such as: 1013 D Crystal Cream & Butter; Steven H. Farley's Grocery at 12th & F; Anton Wagner's grocery at 1003 E, Burnett Miller's Planing Mill at 11th & C; and Globe Mills at 12th & C.

As more residents moved into the neighborhood and as more businesses appeared nearby, traffic and noise increased. The SP shops probably created the biggest share of the noise and discouraged to some degree the construction of new larger homes.

Developments were taking place in transportation in the 1890s with the advent of the electric trolley-car system. Workers and business people no longer had to live so close to where they worked. This trend was further accelerated by the introduction of the automobile--which had its biggest impact between 1905 and the beginning of the First World War.

As transportation, traffic, crowding and noise began to change the neighborhood, some of the wealthy and prominent residents began to slowly move out. By the early 20th Century Alkali Flat had become primarily a workingman's district.

DESCRIPTION OF PROPOSED PROJECT SITE

The proposed Project site includes the area delineated by 10th to 11th Streets from the alley between B and C Streets to D Street, the south half of the block of 9th to 10th Streets C to D Streets, and the block of 10th to 11th Streets D to E Streets with the exception of the market and adjacent building on the southwest corner of that block.

10th to 11th, from the alley between B and C Streets to D Street

The first two blocks contain the principal operating buildings of the former Crystal Creamery company. The site is occupied by a complex of one and two story industrial buildings, warehouses, offices, and related open or covered work space. The buildings are variously constructed of concrete block, brick, steel and concrete and contain varied equipment utilized in the manufacture of milk products,

The south elevation of the Creamery is comprised of different buildings and work spaces connected along D Street to present a unified façade. The alley between C and D Streets separates the southernmost building (along D Street) from the building or structures behind it facing the alley.



The D Street façade of the Crystal complex.

The brick building on the corner of 11th and D Streets contained the ice cream making function. The building is surfaced with plaster on the D Street elevation, but the 11th Street elevation is painted brick and reveals the location of former windows with arched headers, now closed with brick. Some decorative details parallel to and beneath the cornice along the 11th Street remains. The building originally housed the stables on the ground floor and living quarters for the teamsters of the Wells Fargo delivery business on the second floor. This building was apparently constructed for Wells Fargo company use between 1895 and 1915.



The brick arch of an original window can be seen directly above this window. Also notice the corbelling of the brick in the cornice.

The open but covered truck loading area for the Creamery was located just west of the Wells Fargo building. This location once housed the Well Fargo Express Co. wagons next to its brick stable.

The next adjacent activity west of the truck loading area was the milk bottling

area which contained some rectangular glass block windows on the façade. The building in back of this area contained Quality Control functions and three milk silos along the continuation of C Street.

The offices for the company occupied the second floor space adjacent to the milk bottling area, and across the alley to the north was butter production with the milk dryer structure adjacent to the silos on the C Street continuation. The main entrance to the office portion of the complex along D Street contained glass panels flanking the entrance and was



The silos are on the left, next to the milk drying unit and the bow truss building houses the cold storage unit.

topped with a short mansard roof section along the cornice.

Adjacent and west of the milk bottling area, was the cottage cheese production area which extended to the 10th Street driveway. Rectangular glass block windows lit the interior. The

bow truss cold storage building was in back of this area and adjacent to the milk dryer. A

driveway separates the building complex with its various functions on the east side of the drive, from the long, gabled, one story cinder block warehouse on the west.

An open work area at the rear (north) of the production building complex and opposite the end of C Street, separates it from the long Milk Case storage structure. This structure is open along the south elevation beneath a horizontal canopy and a long bank of windows.



This building was used for milk case storage.

There is a wood frame, corrugated metal-clad warehouse at the rear (north) of the Project property along the alley between B and C Streets, 10th to 11th Streets. It was originally a grain storage building used by the former Globe Mills across 11th Street to the east. It predates other buildings on the Creamery site, except for the Wells Fargo stable, which was built before 1915. The utilitarian structure is a common type of standard storage building of its era and is not architecturally unique or distinctive. It has also experienced some modifications.

With the exception of the wood frame warehouse and the brick former Wells Fargo

stable, all of the buildings that functioned in the manufacturing of milk products on the Creamery site were constructed in the 1970s or later. These buildings are less than 50 years of age and are not outstanding examples of their type and style. They have been variously remodeled and modified to meet the needs of the Crystal Creamery business production. Much of the machinery that functioned during the operation of the Creamery has been removed, obscuring the original uses of most of the remaining spaces, and limiting their interpretation.

South half of the block of 9th- 10th, C - D Streets

A long gabled cinder block warehouse occupies the south half of the block. The building is less than 50 years old.

10th-11th, D - E Streets

The block of 10th to 11th Streets, D to E Streets, also formerly owned and used by Crystal Creamery, is part of the proposed Project with the exception of the market and adjacent building on the southwest corner of the block (10th and E Streets). This site contains



The Vehicle Maintenance & Repair facility is located across D Street from the dairy production plant.

early 1960s after a fire destroyed the maintenance facility in the Creamery complex in 1955.

three buildings: a one story vehicle maintenance building, a brick one story garage building, and a one-story concrete block garage building.

The vehicle maintenance building is constructed of concrete block and contains large truck doors and metal sash window banks. It was apparently built in the late 1950s or



Earl Shrout's garage was built in 1926.

A one story brick garage building at 406 11th Street stands directly east of the vehicle maintenance building. The façade contains a stepped parapet, a large fixed window flanked by a large truck door opening and a smaller filled-in truck door opening containing a window and standard door. The building was constructed in 1926.

Another one story garage building of concrete block stands to the south of the brick garage at 424

11th Street. The façade contains a stepped parapet, a truck door, a window and standard door. The building appears to have been built in the 1970s.

The excluded market on the corner of 10th and E Streets and adjacent residence are the only other structures remaining on that block.



James and Anna Dunphy built this market in about 1912 and ran the store for 33 years. There has been a grocery store on this corner continuously since 1870.

At right is a view of the window detail on the market building.





This map of the project site shows the relative location of the processing areas in Crystal Creamery and the location of some of the historic resources nearby.

HISTORY OF PROPERTIES ASSOCIATED WITH PROJECT SITE

Crystal Creamery/Cream & Butter Company

Crystal Cream & Butter Company was founded by George Knox and his wife Caroline in 1901. They were churning butter and cranking out ice cream in the rear of the Hensler Grocery in the 700 block of K Street. In 1904 the operation was moved to its own storefront at 1320-22 J Street, the site of today's Convention Center. The creamery continued to grow and eventually moved to a 40' x 80' brick building on its present site at 1013 D Street in 1912.



Crystal Creamery was located in this building at 1320 J Street in 1908. It is now the site of the Convention Center.

Photo courtesy of SAMCC

George Knox experienced health problems and Caroline sold Crystal Cream & Butter to Carl and Gerda Hansen in 1921. At the time the company had ten employees and two trucks. Crystal eventually grew to become California's largest on-site milk processor, one of Sacramento's largest employers.

In 1926 Crystal became one of the first dairies to put milk in glass bottles. In 1930 Crystal's fluid milk sales surpassed its butter for the first time and in 1931 the company introduced its ice cream brand. Other dairy products soon followed. Vernon Hansen, the son of Carl and Gerda graduated summa cum laude from Stanford University in 1928 with a degree in economics and in 1932 became the general manager of Crystal Cream & Butter. In 1938 Vernon is joined by his brother Gerald--also a Stanford graduate with a degree in economics.

In 1935 the company chose Holdener Construction Company to expand and modernize its production facilities. Holdener Construction would handle all future construction for Crystal. Cottage cheese was added to the product line-up in 1938. The following year Crystal introduced milk contained in waxed cardboard containers.

Vernon Hansen, Ewing Kelley, and David R. McKinley form the Central Valleys Broadcasting Company and in 1945 KCRA Radio began broadcasting. Vernon Hansen and Ewing Kelley bought out McKinley and Vernon Hansen sold a third of his 50% interest to his brothers. Vernon was elected vice president of the California Dairy Institute in 1948.

In the early 1950s Crystal Cream & Butter introduced two new products, “Slim” non-fat milk and sour cream and the Hansens received a license for KCRA television. By 1952 the facility occupied about two thirds of the half-block bound by 10th, 11th, D Street and the alley. They also occupied about a third of the adjacent half block to the north. They also had a large brick garage (100’ X 50’) nearby on the west. Carl Hansen retired in the mid-1950s and in 1955 the company had a severe fire that destroyed its vehicle maintenance facility and a warehouse on the half-block to the north. Some 240 firemen fought the blaze and \$70,000 in property and \$120,000 in inventory. Following the fire Crystal began buying up property on the block across D Street to the south and including Earl Shrou’s garage at 414 11th Street. The Company wanted to relocate its vehicle maintenance activities further away from its dairy production facility. By 1955 Crystal’s sales top \$10,000,000.

In the latter 1950s Carl Hansen died and Vernon became president of Crystal Cream & Butter. The company bought the Home Milk Company in Sacramento and 50% of the El Rancho Milk Company in Chico. In the early 1960s Crystal bought the other half of the El Ranch Milk Company, the Inderkum Dairy in Sacramento and the Cloverleaf Farms Dairy in Stockton. Milk, which used to be picked up at dairies in 10-gallon drums by pick-up trucks was now picked up in 3,000 gallon tanker trucks. In 1964, in the memory of Carl F. Hansen, the Hansen family donates 184 acres of land along Dry Creek to the City of Sacramento for a park. At his time Crystal began bottling milk in plastic gallon containers. The Company also moved into the popsicle business when it bought the business of Vita Freeze Frozen Confections.

By 1967 Crystal’s sales surpassed \$20 million with the company acquires Milkiway Dairy in Yuba City, Milk Stop Dairy in Lodi, and Challenge Dairy’s home delivery routes in Northern California. In 1969 Crystal expanded its D Street plant, commencing production of yogurt, adding two additional bottling machines, and building a larger refrigerated storage warehouse. In 1974 the Company sold its home delivery routes to sub-distributors and by 1975 Crystal’s sales topped \$25,000,000.



In 1982 there was another expansion and plant modernization - a new milk case receiving dock and refrigerated storage boxes were built. In 1985 Crystal purchased McColl's Dairy of Redding. McColl's added \$20 million per year to Crystal’s sales. By 1987 Crystal introduced its ice cream Feature Flavor program rotating five new flavors every two months into the standard list of ice cream flavors. This program increases Crystal’s annual flavor offering to over 50 flavors and dramatically increased sales. In the late 1980s low-fat dairy products became increasingly

popular. Crystal introduced Light & Less Ice Cream, Light Sour Cream and Non-Fat Cottage Cheese.

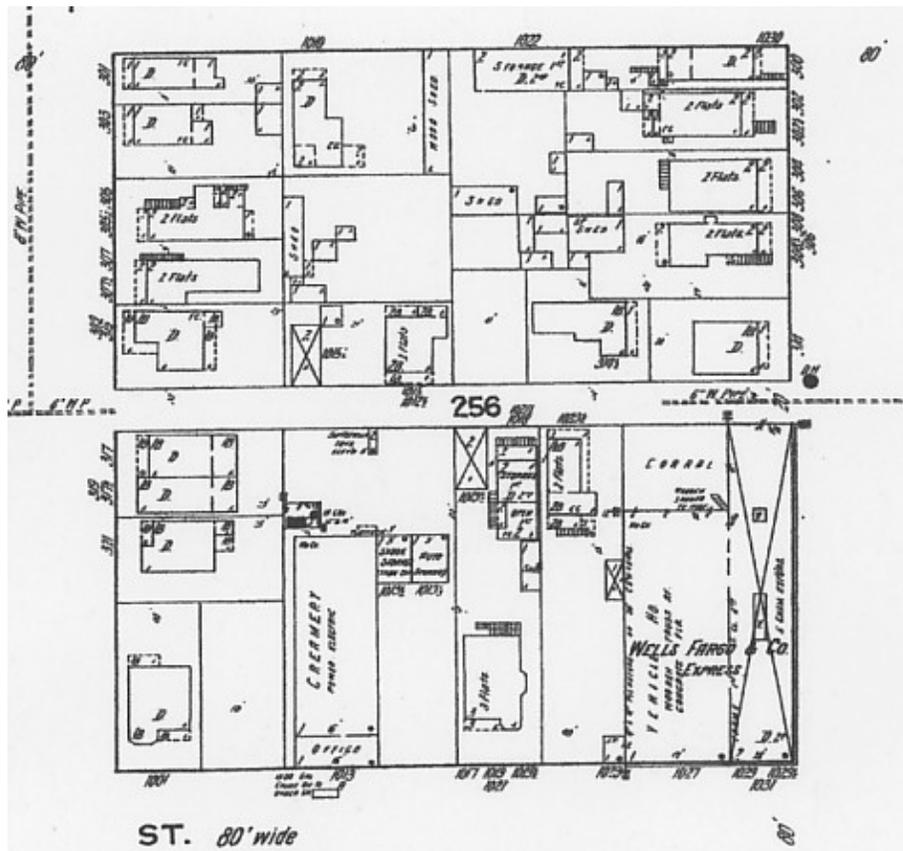
In the early 1990s the Hansens and Hayes Johnson founded the Crystal Mountain Spring Water Company. Crystal purchased 36 acres of property and a small milk facility from Safeway Inc., located on Belvedere Avenue in Sacramento. The milk plant was demolished to make way for the new milk production facility. The plant was completed in 1996 and was one of the most state-of-the-art plants in the country. Production was consolidated, fluid milk production was moved from both the D Street plant and McColls plant to the Belvedere location. The new technology increased the shelf life of Crystal milk by over 40%. In the late 1990s Crystal introduces 16 oz. single serve milk in clear plastic bottles. Crystal introduces flavors such as Double Dark Chocolate, Lowfat Strawberry, Mocha, and Vanilla.

In 2001 Crystal Cream & Butter celebrated its 100-year anniversary. At a festive activity in Cesar Chavez Park the company served up a ten foot long banana split for those in attendance. The company received resolutions of appreciation for its many years of contributing to the community by both the City and County. Crystals sales in 2001 were about \$160 million. At one point the Crystal plant on D Street churned out 10 million pounds of butter, produced as much milk as 100 dairy farms, made millions of frozen treats and millions of pounds of cottage cheese.

In 2005 Crystal posted sales of \$182 million. In January 2007 the company sold the eight acres at 1013 D Street to Anthony Giannoni and Meridian Development. In May of 2007 Crystal Cream & Butter was sold to HP Hood LLC of Chelsea, Massachusetts.

Wells Fargo Express Stable: 1029-31 D Street

Some time after the 1895 Sanborn Map Book was published, but before the 1915 book, Wells Fargo Express established a stable complex on the northwest corner of 11th & D Streets. The complex was more likely to have been established before 1905 while horse and wagons were still the most popular form of transportation. Between 1905 and the start of World War I was the time when the automobile gradually replaced horse-based transportation. The complex at 11th & D was composed of two brick buildings. The building on the east was two-story and was about 20 feet wide and extended approximately to the alley about 160 feet. The ground floor had a concrete floor and was used to house the horses. The second story was a dwelling unit for the teamsters. The single-story building adjacent to the west was about 30 feet wide and extended back about 100 feet. It was used to store the wagons and harnesses. The area behind this building was a corral.



This is a drawing of the Wells Fargo buildings at 11th & D Streets as depicted in the 1915 Sanborn Fire Insurance Map Book. The buildings are in the lower right corner. The 'X' drawn across the building on the right indicates it is a stable. The inscription on the lower right portion of the drawing is "D 2nd" which means there is a dwelling on the second floor. The square and rectangle in the middle of the building have a 2 inscribed in them and this indicates lightwells that illuminate both floors. In the back wall is a double hash mark which indicates windows on the second floor. Where the coral meets the stable building there is a pair of short parallel lines that are cross hatched and this indicates a pipe fire-escape. The Vehicle Ho(use) is single story. The words underneath indicate that the building had a concrete floor and a wood truss roof. The number 11 just inside the front wall indicates that the building is 11 feet high.

Although the period of 1905-15 saw the replacement of the horse, the automobile did completely eliminate horse and wagon. A 1923 picture, taken just before the opening of the Public Market Building, shows horse drawn wagons making deliveries. The Wells Fargo complex was listed in City Directory Street Guides as

Stables until 1932 when the listing was changed to Garage at the 1029 D Street address. The adjacent two story building at



Horse drawn wagons were making deliveries to the Public Market Building when it opened in 1923. One is just outside the corner entrance and the other is at the extreme left.

1031 D was listed as vacant. This is the point where the two buildings that originally were part of the Wells Fargo stables were split apart. From 1938-52 the two story stable building was occupied by Sacanni Beer Distributing Co. The 1936-40 Thomas Brothers Block Book lists the owner of both buildings as the American Railway Express Company.

The 1952 Sanborn Map showed the two-story building being used as a “Beer Depot”. The single-story structure was in use as a “Garage” by a railway express company. The 1952 City Directory lists the tenant of these two buildings as Crystal Creamery which probably took over occupation in mid to late 1952.



This interior of the second floor space in the old Wells Fargo stable shows one of the bricked in arched windows in the center of the photo. You can also see remnants of the original wood floors and ceilings.

Globe Mills Grain Warehouse

The wood frame, corrugated metal-clad warehouse at the rear (north) of the Project property along the alley between B and C Streets, 10th to 11th Streets was originally a grain storage building used by the former Globe Mills across 11th Street to the east. It appears to date before 1915. The utilitarian structure is a common type of standard storage building of its era and is not architecturally unique or distinctive. It has also experienced some modifications.

Earl Shrout's Garage 406 (414) 11th Street

Earl Shrout had a successful auto repair business housed at 910 D Street. In 1926 he built the brick garage building at 414 11th Street (Now listed by the Assessor's Office as 406 11th). Shrout could not outrun the Great Depression and in 1931 the tenant was the Merchants Freight Forwarding & Distribution Company. They only lasted three years and from 1934-36 the building was vacant.

From 1938 to 1943 the Langendorf United Bakeries, the bakers of Langendorf Bread, were the tenants. From 1945-49 F. H. Bailey Auto Repair was the occupant with an associated business of V.G. Hunter auto trimmer. The 1952 Sanborn listed an Auto-Body & Top Shop as the

occupants. From 1952-55 City Directories show the listed business as the Union Taxi Corporation.



This is the Interior of Earl Shrout's garage. The office is at the right.

In 1955 a terrible fire erupted in Crystal Creameries vehicle maintenance and warehouse facility which was located at the rear of the company's creamery facility at 1013 D Street. First the gas tanks on the trucks exploded and then 50-gallon drums of fuel began exploding. The fire department got control of the blaze before it could ignite a 7,000 gallon gas tank that was located under ground. After the fire Crystal must have realized how dangerous it was to have their vehicle maintenance facility so close to their dairy operation. The company immediately took steps to buy up the block across the street bounded by 10th, 11th, D and E Streets.

In 1956 414 was listed in directories as *Vacant*. In 1957 there was no listing for 414 and it can be assumed that was the year that Crystal took control and began using it as their garage. Most even numbered buildings on the block were also listed as *Vacant* in 1957.

At some point, probably the 1960s, Crystal needed to expand its maintenance facility and added the concrete block building which adjoins the brick garage at the rear. One cannot help notice that the new building was placed along the alley on the block—as far as it could be placed away from the company's Creamery operation.



Caron's garage replaced a former gas station in the early 1970s.

Mention should also be made of the Concrete Block building across the alley to the south of Shrou's garage (424 11th Street). There was a gas station at 11th & E for many years. It was vacant in 1970 and in 1973 it was demolished and replaced by the concrete block building that is currently on the site. It housed Caron's Auto Repair. By 1977 it was a warehouse for Crystal Cream & Butter.

HISTORIC RESOURCES ON PROJECT SITE

Almost all of the Creamery complex buildings were constructed in 1970 or after (Mike Newell, 2007). The only 3 buildings on the proposed Project site that are 50 years or older are the Wells Fargo stable building on D Street, the former Globe Mills grain warehouse at the north edge of the Creamery, and Shrou's garage at 406 (414) 11th Street.

Former Wells Fargo Co. stable building

The Wells Fargo Co. stable building is historic and its history provides an interesting insight to the community's past. However, the front of the building has been covered with plaster and the original arched windows along 11th Street have been filled in and painted over. Modifications to the original building have limited its eligibility for listing in the National Register of Historic Places, the California Register of Historical Resources, or the Sacramento Register.

Former Globe Mills grain warehouse

The wood frame warehouse is over 50 years old and a standard example of relatively inexpensive utilitarian and industrial buildings of the first half of the 20th century. It was constructed before 1915 when Globe Mills was expanding. While an example of its era and use, it has been altered over time and lacks architectural distinction. The building does not appear eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or the Sacramento Register.

Former Shrou's garage

The former garage building was built in 1926. The brick construction and the stepped parapet of the façade reflect a standard design statement of the era for modest one story commercial buildings. Its form is a 'classic' type of construction for small businesses at that time. The openings in the building facade have been modified substantially however, and its eligibility to the National Register of Historic Places, the California Register of Historical Resources, or the Sacramento Register has been compromised.

Recommendation

While none of the three historic properties appear eligible for official listing, the retention of the Wells Fargo Co. building and its incorporation into the project is recommended in order to support the existing scale and character of the area.

PROPERTIES ADJACENT TO PROJECT SITE BUT NOT INCLUDED IN PROJECT

Dunphy s Market

The market building on the northeast corner of 10th & E Street stands on a site that has been in use as a market since 1870, some 137 years. Anton Wagner was a partner in the Eberhard & Wagner harness and saddle shop at 170 K Street (608 K Street after renumbering took place in 1880).

In 1866 Wagner moved to a location at 10th & E Streets. In 1870 he quit the harness and saddle business and opened a market at that location. There was an ad for this new business in the 1870 City Directory (p. 283). The 1895 Sanborn Map showed a two-story wood frame building on the corner with a store on the ground floor (1001 E Street) with a dwelling unit on the second floor. A two-story wood frame storage structure filling the space between the store and a two-story wood frame dwelling to east at 1003 E Street. Anton Wagner probably retired and in 1876 his son Jacob Wagner became the proprietor of the store.

By 1882 to 1904 the market was being operated by Riley & Judge. John Riley became the sole proprietor in from 1905-1911. In 1912 the store changed hands and Thielen & Dunphy took over the property. It was probably around this time (1912-1915), after the change of ownership, that the current building was constructed. The building matches the architectural themes and methods of construction with this time period. The current building was depicted in the 1915 Sanborn Map Book. From 1926-1945 John and Anna Dunphy were the sole proprietors of the market. In 1929 David Joslyn took a picture of the building and it had Dunphy's name painted on the front widow. From 1946-1965 the market became Matt's Market, named after its owner Mathew Wachowicz. From 1966-1981 the market was listed as the True Value Market. The market has had various proprietors over time and is still in use as a market at the present time. The market has been substantially altered and does not appear to be eligible for historic listing.

Apartment building

A small apartment building stands adjacent to the market. The two story wood frame building has been highly altered and is not eligible for any historic listing.



The apartment building at 1005 E Street.

SIGNIFICANT HISTORIC RESOURCES IN THE VICINITY OF THE PROPOSED PROJECT.

There are two National Register of Historic Places Historic Districts in the immediate vicinity of the Proposed Project: Alkali Flat North and Alkali Flat Central Districts.

Alkali Flat North:

The western boundary of Alkali Flat North District faces the east side of the project site from 315 to 415 11th Street.

Alkali Flat Central:

Two different corners of the District face the Project site. The eastern portion of the Alkali Flat Central District is diagonally opposite the southeast corner of the Project site. The western portion of the Alkali Flat Central District is diagonally opposite the southwest corner of the Project site block but faces two properties that are excluded from the Project. The block face opposite the Project site along E Street from 10th to 11th Street is not in the Alkali Flat Central District.

RECOMMENDATIONS:

1. Development on the portions of the Project site that face the Alkali Flat North Historic District along 11th Street should be compatible with the nearby District image in terms of scale and articulation. Character-defining features of the Historic District should be identified such as yards or gardens, streets, street furnishings, open spaces, building design and building materials, and their character not diminished by the design of the new construction directly across the street. The settings of the Alkali Flat North Historic District and the nearby Alkali Flat Central Historic District should be respected by visual additions to their vicinity.
2. Development design diagonally opposite the east and west portions of the Alkali Flat Central Historic District should acknowledge the scale and character of the District along E Street from 9th to 10th Street and 10th Street to the alley, and the northwest portion of the block of 11th to 12th Street and the alley between E and F Streets. The essentially intact block along E Street from 9th to 10th Street is an important streetscape and contributes to the Historic District. The new construction diagonal to this blockface on the northeast should the importance of its setting in its design, in terms of scale and character, and avoid diminishing character-defining features of the District.
3. There are three historic properties on the former Crystal Creamery production sites:
 - the Wells Fargo Express Co. former stable
 - the former Globe Mills grain warehouse
 - the Shroud Garage building at 406 11th Street

While none of these three properties on the former Crystal Creamery production sites appear eligible for official listing, the retention of the Wells Fargo Express Co. building and its incorporation into the project is recommended in order to support the existing scale and character of this historically significant neighborhood.

A FEW OF THE HOUSES IN ALKALI FLAT

The home of P. Sullivan at 1100 E Street.
He was a foreman for the SP Shops.



511 11th Street



1110 E Street



Maria Hastings house at 1123 D is on the
National Register of Historic Places.



515 11th Street

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Appendix A

Landmarks and Contributors

Crystal Creamery Project

Landmarks/Contributors to Historic Districts

Globe Mills 1129-31 C

1103 D NR, CR

1107 D NR, CR, Landmark

1119-23 D NR, CR, Landmark

1120 D NR, CR, Landmark, Landmark

1129 D NR, CR, Landmark

900 E NR, CR

906 E NR, CR

912 E NR, CR, Landmark

916 E NR, CR, Landmark

918 E NR, CR

922 E NR, CR

1001 E , Landmark

1100 E NR, CR, Landmark

1104-06 E NR, CR, Landmark

1110 E NR, CR

500 – NR, CR

502 10th La Rose Apts – CR, Landmark

504 – NR, CR

508 10th , 512 NR, CR, Landmark

512-14 10th , NR, CR, Landmark

516 10th , Landmark

519 10th , NR, CR

520 10th , NR, CR

521 10th , NR, CR

524 10th NR, CR

530 10th NR, CR – Calvin Crocker House, Landmark

315 11th , NR, CR

401 11th , NR, CR

405 11th NR, CR, Landmark

409 11th NR, CR, Landmark

411 11th NR, CR, Landmark

415 11th NR, CR, Landmark

511 11th NR, CR, Landmark

515 11th NR, CR

51711th NR, CR, Landmark

Appendix B

Timelines of Some Buildings

Timelines of Some Buildings

1003 E Street - Market

1863-1866 Anton Wagner, Eberhard & Wagner, harness & saddles, 170 K Street

1866 – Anton Wagner, saddletree maker, 10th & E

1870 - Anton Wagner Groceries, 10th & E ad on page 283 of City Directory

1876-1881 Jacob Wagner, ne corner 10th & E

1882-1904 Riley & Judge

1905 – 1911 John Riley, Pacific Cash Store

1912-1921 Thielen & Dunphy – current building probably built by Thielen & Dunphy in 1912.

1915 – Current building shown in Sanborn.

1926 –1945 Jas. L. Dunphy (Anna), Grocer

1929 – Photograph taken by David Joslyn

1946 – 1965 Matt's Market

1966-1981 True Value Market

404 (414) 11th Street - Garage

1926-1930 – Earl F. Shroust Auto repair

1931-1933 – Merchants Freight Forwarding & Distribution Co.

1934-1936 – Vacant

1938-1943 – Langendorf United Bakeries

1945-1949 – F.H. Bailey Auto Repair, V.G. Hunter auto trimmer

1952 – Sanborn shows an Auto-Body & Top Shop

1952-1955 – Union Taxi Corp.

1955 – Fire destroys Crystal auto repair facility

1956 – 414 is Vacant

1957 – no listing for 414. Most even numbered buildings on the block are vacant. Crystal had probably already purchased and occupied 414 and was probably in the process of demolishing the former dwellings on the block.

416 11th This single family wood frame dwelling was finally acquired in 1977 by Crystal and it has since been demolished.

424 11th There was a corner gas station at 11th & E for many years. In 1970 it was vacant and in 1973 it was demolished and replaced by the concrete block building that is currently on the site. It housed Caron's Auto Repair. By 1977 it was a warehouse for Crystal Cream & Butter.

Wells Fargo Stables

The stable buildings were not present in the 1895 Sanborn Map book, but they did appear in the 1915 book. Since the period 1905-1915 was the period when the automobile began to replace the horse based transportation it is probable that the stable facility was built between 1895 and 1905. However, the stables were listed in the City Directory street guide as *Stables* until 1931. In 1932 the listing was changed to *Garage* at the address 1029.

In 1932 the address 1029 was still the Railway Express Agency Garage, however, the 1031 building was listed as Vacant. This is the point at which the two buildings of the former Wells Fargo complex were split apart. In 1938 the two-story stable building was occupied by Sacanni Beer Distribution Co. Sacanni remained there until around 1950 when the two buildings were occupied by Crystal.