



January 26, 2017

BERKELEY
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SAN LUIS OBISPO

Lisa Vilhauer, Development Associate
Branagh Development Inc.
3800 Mt. Diablo Boulevard, Suite 200
Lafayette, California 94549

Subject: Historical Resource Evaluation of 10192 San Pablo Avenue/State Route 123, El Cerrito, Contra Costa County, California (LSA Project #WDL1701)

Dear Ms. Vilhauer:

LSA prepared a Historical Resource Evaluation (HRE) of a one-story commercial building constructed in 1951 on a 0.275-acre parcel at 10192 San Pablo Avenue/State Route 123 (SR 123) in El Cerrito, Contra Costa County, California (APN: 504-012-036-1; Lots 49-52, Henderson-Tapscott Tract) (Figure 1 and 2). The building was originally constructed by the Union Oil and Gas Company (a.k.a., Unocal) for use as an automotive repair facility and gasoline filling station. It was last used as a private auto repair garage.

This HRE was prepared to address the requirements of the California Environmental Quality Act (CEQA). The HRE included background research to provide information about the design, construction history, ownership, and prior occupancy of the building; and a field review by an architectural historian to document the building's existing condition.

Based on background research and field review, LSA concludes that the building at 10192 San Pablo Avenue/SR 123 does not appear eligible for inclusion in the California Register of Historical Resources (CRHR) due to a lack of historical significance. The City of El Cerrito does not maintain a local register of historical resources. As such, the building does not appear to be a historical resource for the purposes of CEQA.

The methods, analysis, and conclusions of this HRE are presented in the sections that follow. Please see the Appendix for official State of California Department of Parks and Recreation 523 (DPR 523) Series forms for a CRHR eligibility evaluation of the building at 10192 San Pablo Avenue/SR 123.

BACKGROUND RESEARCH

Records Search

LSA conducted a records search (File #16-0942) of the property and adjacent properties on December 21, 2016, at the Northwest Information Center (NWIC) of the California Historical Resources Information System, Sonoma State University, Rohnert Park. The NWIC, an affiliate of the State of California Office of Historic Preservation, is the official State repository of cultural resource records and reports for Contra Costa County.



As part of the records search, LSA also reviewed the following local and State inventories for built environment cultural resources in and adjacent to the property:

- *California Inventory of Historic Resources* (California Department of Parks and Recreation 1976);
- *Five Views: An Ethnic Historic Site Survey for California* (California Office of Historic Preservation 1988);
- *California Points of Historical Interest* (California Office of Historic Preservation 1992);
- *California Historical Landmarks* (California Office of Historic Preservation 1996);
- *Contra Costa County Historical Resources Inventory* (Contra Costa County Community Development Department 2016);
- *A Living Legacy: Historic Architecture of the East Bay* (Wilson 1987); and
- *Directory of Properties in the Historic Property Data File: Contra Costa County* (California Office of Historic Preservation April 5, 2012). The directory includes the listings of the National Register of Historic Places, National Historic Landmarks, CRHR, California Historical Landmarks, and California Points of Historical Interest.

Results. The records search did not identify any previously recorded built environment cultural resources or previously conducted cultural resource studies of the property. The records search identified one previously conducted cultural resource study adjacent to the property:

- Koenig, Heidi
2013 *West of Hills Northern Pipelines Project, East Bay Municipal Utility District, Contra Costa and Alameda Counties*. On file (S-40631) at the NWIC, Sonoma State University, Rohnert Park, California.

Map Review

LSA reviewed the following maps for historical information about the property and its vicinity:

- *San Francisco, Calif.*, 15-minute topographic quadrangle (U.S. Geological Survey 1895, 1899, 1915);
- *Richmond, Calif.*, 7.5-minute topographic quadrangle (U.S. Geological Survey 1947, 1949, 1959, 1968, 1973, 1980, 1995) and;
- Sanborn Fire Insurance Company Maps for El Cerrito, California (Sanborn-Perris Map Co., Ltd., 1926; 1951).

Results. The *San Francisco, Calif.*, 15-minute quadrangles depict the property as an undeveloped parcel in a sparsely developed area (USGS 1895, 1899, 1915). The *Richmond, Calif.*, 7.5-minute quadrangles depict the property in a shaded pink color, indicating a high density of development in the area (USGS 1947, 1949, 1959, 1968, 1973, 1980, 1995).



The 1926 Sanborn Fire Insurance Company map depicts the property as two separate parcels with a 1.5-story dwelling and outbuilding on the northern parcel, near the Eureka Street/San Pablo Avenue intersection. The other parcel is vacant. The blocks surrounding the property depict sparse residential development (Sanborn-Perris Map Co., Ltd. 1926, Vol 1:13). The 1951 Sanborn map depicts the property as one large, rectangular parcel that contains portions of modern APNs 504-12-001-5; -002-3; -003-1; and -037-9. The parcel contains five buildings. None of the buildings shown in 1926 remain. They consist of a one-and-a-half story residence with a detached automotive garage near the southwest corner of the Lincoln Avenue and Kearney Street intersection (modern 557 Kearney Street, built 1906); a single-story residential building fronting Kearney Street (modern 551 Kearney Street, built 1940); and a single story building labeled “Garage” and a detached building labeled “Gas & Oil” shown with an attached canopy fronting San Pablo Avenue (modern 10192 San Pablo Avenue/SR 123). The parcel also contains modern 547 Kearney Street, built 1952 one year after Sanborn map was published. The blocks surrounding the property depict sparse residential development (Sanborn-Perris Map Co., Ltd. 1951, Vol 1:313; ParcelQuest 2016).

ARCHIVAL RESEARCH

LSA architectural historian Angelique Theriot conducted archival research on December 27, 2016, at:

- El Cerrito Branch, Contra Costa County Library, in El Cerrito;
- Local History Collection, Martinez Branch, Contra Costa County Library in Martinez; and
- *Shadi History Room*, El Cerrito City Hall.

Ms. Theriot examined previous cultural resource survey forms and real estate information to identify past occupants and uses of building in the property, as well as to identify alterations to the building that have occurred since its construction.

Results

Based on archival information, the building at 10192 San Pablo Avenue/SR 123 was constructed in 1951 by the Union Oil and Gas Company as a one-story former filling station/auto repair garage. The building was later expanded circa 1961 by Chevron Corporation. Please see Appendix A for DPR 523 Series forms that contain information for 10192 San Pablo Avenue/SR 123.

FIELD REVIEW

LSA architectural historian Angelique Theriot reviewed the exterior of the one-story former filling station/auto repair garage on December 27, 2016. The purpose of the review was to characterize the building’s architectural style and to identify alterations. The field review was recorded with field notes and photographs.

Results

The former filling station/auto repair garage is a modest example of Vernacular commercial architecture. The building has a rectangular footprint, a flat roof behind a raised, boxy parapet, and



walls clad in non-original stucco. The main west-facing asymmetrical façade is roughly divided into four sections consisting of an office and three large garage service bays. The remainder of the parcel is an asphalt paved parking lot.

HISTORICAL AND ARCHITECTURAL CONTEXT

Please see Appendix A for DPR 523 Series forms containing the historical and architectural context of the property.

ELIGIBILITY EVALUATION

Background research, including a records search, a literature review, archival research, and a field review by an architectural historian identified one potential built environment cultural resource more than 50 years old on the property: the building at 10192 San Pablo Avenue/SR 123. Please see Appendix A for DPR 523 Series forms, which contain a CRHR eligibility evaluation of the building.

CONCLUSION

The one-story former filling station/auto repair garage at 10192 San Pablo Avenue/SR 123 consists of a one-story building constructed 1951. Based on the results of this HRE, LSA concludes that the building does not appear eligible for inclusion in the CRHR under any significance criteria. The building is not a notable example of Vernacular architecture, and background research did not identify any persons associated with the building important to the past. The building's architect and builder were not identified. For these reasons, this building does not appear to qualify as a "historical resource" for the purposes of CEQA (Public Resources Code Section 21084.1).

If you have any questions about this constraints assessment, please contact me by phone at (510) 236-3810, or by email at <michael.hibma@lsa.net>.

Sincerely,

Michael Hibma, M.A., RPH #603
Architectural Historian/Senior Cultural Resources Manager

Attached: Figures 1 and 2
 Appendix A: DPR 523 Series Forms for 10192 San Pablo Avenue/SR 123



REFERENCES CONSULTED¹

California Office of Historic Preservation

- 1988 *Five Views: An Ethnic Historic Site Survey for California*. California Department of Parks and Recreation, Sacramento.
- 1992 *California Points of Historical Interest*. California Department of Parks and Recreation, Sacramento.
- 1996 *California Historical Landmarks*. California Department of Parks and Recreation, Sacramento.
- 2001 *California Environmental Quality Act (CEQA) and Historical Resources*. California Department of Parks and Recreation, Sacramento.
- 2012 *Directory of Properties in the Historic Property Data File: Alameda County, April 15, 2012*. California Department of Parks and Recreation, Sacramento.
- 2016 *California Historical Landmarks: Alameda*. Electronic document http://ohp.parks.ca.gov/?page_id=21388, accessed November 30, 2016.

Contra Costa County Community Development Department

- 2016 *Contra Costa County Historical Resources Inventory*. Contra Costa County Community Development Department, Martinez, California. Electronic document, <http://ca-contracostacounty.civicplus.com/DocumentCenter/Home/View/1116>, accessed various.

Koenig, Heidi

- 2013 *West of Hills Northern Pipelines Project, East Bay Municipal Utility District, Contra Costa and Alameda Counties (S-40631)*. On-file at NWIC, Sonoma State University, Rohnert Park, California.

ParcelQuest

- 2016 Assessor's Parcel Information. Electronic document, <http://www.parcelquest.com/>, accessed various.

Sanborn-Perris Map Co., Ltd.

- 1926 *El Cerrito, Contra Costa County, California*. Vol. 1, Sheet #13. Sanborn Map and Publishing Company, Pelham, New York.
- 1951 *El Cerrito, Contra Costa County, California*. Vol. 1, Sheet #313. Sanborn Map and Publishing Company, Pelham, New York.

¹ For a full set of references consulted, please see the DPR523 Series forms in Appendix A of this report.



U.S. Geological Survey

- 1895 *San Francisco, Calif.*, 15-minute topographic quadrangle. U.S. Geological Survey, Washington, D.C.
- 1899 *San Francisco, Calif.*, 15-minute topographic quadrangle. U.S. Geological Survey, Washington, D.C.
- 1915 *San Francisco, Calif.*, 15-minute topographic quadrangle. U.S. Geological Survey, Washington, D.C.
- 1947 *Richmond, Calif.*, 7.5-minute topographic quadrangle. U.S. Geological Survey, Washington, D.C.
- 1949 *Richmond, Calif.*, 7.5-minute topographic quadrangle. U.S. Geological Survey, Washington, D.C.
- 1959 *Richmond, Calif.*, 7.5-minute topographic quadrangle. U.S. Geological Survey, Washington, D.C.
- 1968 *Richmond, Calif.*, 7.5-minute topographic quadrangle. U.S. Geological Survey, Washington, D.C.
- 1973 *Richmond, Calif.*, 7.5-minute topographic quadrangle. U.S. Geological Survey, Washington, D.C.
- 1980 *Richmond, Calif.*, 7.5-minute topographic quadrangle. U.S. Geological Survey, Washington, D.C.
- 1995 *Richmond, Calif.*, 7.5-minute topographic quadrangle. U.S. Geological Survey, Washington, D.C.
- Wilson, Mark A.
- 1987 *A Living Legacy: Historic Architecture of the East Bay*. Lexikos Press, San Francisco, California.



APPENDIX A: DPR 523 SERIES FORMS FOR 10192 SAN PABLO AVENUE/SR 123

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

Primary #
HRI #
Trinomial
NRHP Status Code: 6Z

Other Listings
Review Code Reviewer _____ Date

Page 1 of 11

Resource Name: 10192 San Pablo Avenue/SR 123

- P1. Other Identifier:** *Union Oil and Gas Company Garage; Chevron; Rob's Automotive*
P2. Location Not for Publication Unrestricted:
a. **County:** Contra Costa
b. **USGS 7.5' Quad:** *Richmond, Calif. Date: 1995; T1S/R3W; Rancho San Pablo; M.D.B.L.*
c. **Address:** 10192 San Pablo Avenue/State Route 123 (SR 123) **City** El Cerrito **Zip** 94530
d. **UTM:** Zone 10S; 561205mE/4195407mN
e. **Other Locational Data:** APN 504-012-036-1; Lots 49-52, *Henderson-Tapscott Tract.*

P3a. Description: This property is a one-story, 1,383-square-foot rectangular auto garage building in an urban setting. The building was originally designed as a two-story parking garage. The building was constructed in 1951 by the Union Oil and Gas Company and enlarged circa 1961 by the Chevron Corporation. The building rests on a concrete foundation and is covered by a very-low-pitched or flat roof behind a boxy, projecting parapet. The walls are clad in non-original stucco and fenestration is currently obscured by plywood sheeting. The building's main, west-facing asymmetrical façade is roughly divided into four sections consisting of an office and three large garage service bays with transoms, which are also currently covered with plywood sheeting. The rear façade is enclosed with a fence. The remainder of the parcel is an asphalt paved parking lot. This building and is a modest example of vernacular style architecture and is in fair condition. No other buildings, structures, or objects are located on the property.

P3b. Resource Attributes: (HP6) 1-3 story commercial building

P4. Resources Present: Building

P5a. Photograph:



P5b. Description of Photo:
10192 San Pablo Avenue/SR 123, north and west façades. View southeast, LSA photograph, 12/27/16.

P6. Date Constructed/Age and Source: Historic Built 1951, (ParcelQuest 2016; Sanborn-Perris Map Co., Ltd. 1926, 1951; *Shadi History Room* 2016).

P7. Owner and Address:
Margaret Ann Pryde and Harriet Muir
24 Crest Avenue
Alamo, California 94507-2648

P8. Recorded by:
Angelique Theriot, M.A.
LSA
157 Park Place
Point Richmond, California 94801

P9. Date recorded: 1/15/17

P10. Survey Type: Intensive

P11. Report Citation: Hibma, Michael and Angelique Theriot, 2016. *Historical Resource Evaluation of 10192 San Pablo Avenue/State Route 123, El Cerrito, Contra Costa County, California.* LSA, Point Richmond, California.

Attachments: Location Map Continuation Sheet(s) Building, Structure, and Object Record
DPR 523A (1/95)

State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #
HRI#

Page 2 of 11

NRHP Status Code: 6Z

Resource Name: 10192 San Pablo Avenue/SR 123

B1. Historic Name: *Union Oil and Gas Company Garage; Chevron; Rob's Automotive*

B2. Common Name: None - vacant

B3. Original Use: One-story auto garage and gasoline station

B4. Present Use: None - vacant

B5. Architectural Style: Vernacular

B6. Construction History: According to information on file at the Shadi History Room in El Cerrito City Hall, depictions of the project site on Sanborn Fire Insurance Company maps, and local city directories, the building was constructed 1951 by the Union Oil and Gas Company and operated by George W. Pryde. The facility was later enlarged by Chevron circa 1961 for use as a gas station and automotive repair facility. Background research did not identify an architect or builder associated with the building. Subsequent alterations include stucco wall cladding, replacement service bay shop doors, an addition of a non-original awning on the main façade, and replacement windows.

B7. Moved? No

B8. Related Features: None

B9. a. Architect: Undetermined

b. Builder: Union Oil and Gas Company

B10. Significance: Theme: Mid-20th century growth of El Cerrito

Area: El Cerrito, Contra Costa County

Period of Significance: N/A

Property Type: Commercial building

Applicable Criteria: N/A

This one-story, 1,383-square-foot auto repair garage is situated on a 0.275-acre parcel in an urban setting. Research indicates that the building at 10192 San Pablo Avenue is associated with the mid-20th century growth of El Cerrito. This development trend made a significant contribution to the broad patterns of the history of El Cerrito and Contra Costa County. However, this building is one of hundreds of similar small-scale commercial buildings in El Cerrito and Contra Costa County that are associated with this theme, and no evidence was identified to elevate the building in associative stature. It does not possess specific, important associations with this context that distinguish it from hundreds of other buildings with similar design, construction history, and use (see continuation sheets).

B11. Additional Resource Attributes: None

B12. References: (see Continuation Sheets).

California Death Index

2016 Various. Electronic document, www.ancestry.com, accessed December 1, 2016.

California Office of Historic Preservation

1988 *Five Views: An Ethnic Historic Site Survey for California*. California Department of Parks and Recreation, Sacramento.

1992 *California Points of Historical Interest*. California Department of Parks and Recreation, Sacramento.

B13. Remarks: None

B14. Evaluator: Michael Hibma and Angelique Theriot
LSA
157 Park Place,
Point Richmond, California 94801

Date of Evaluation: 1/15/2017

DPR 523B (1/95)



(This space reserved for official comments.)

B10. (continued)

Early Settlement and Transportation. Before European colonization, the area that became El Cerrito was inhabited by the *Huchuin* group of the Ohlone tribe. The *Huchuin* depended on local wildlife and seafood for subsistence, and practiced small-scale agriculture along Wildcat and El Cerrito creeks. Following the Spanish period of exploration and after establishment of the Franciscan mission system, modern El Cerrito was part of lands administered by Mission San Francisco De Asís (Mission Dolores). Following Mexican Independence in 1821, the missions were privatized and lands divided and granted to political supporters and former government officials. Modern El Cerrito was located within the 17,939-acre *Rancho San Pablo*, granted in 1823 to retired soldier Francisco Maria Castro. The grant was confirmed following his death in 1831 and divided among his heirs.

Following the Gold Rush of 1849, the population of the East Bay grew rapidly. The *Camino de la Contra Costa* (a.k.a., San Pablo Avenue/SR 123) became an important corridor between Oakland and the Contra Costa County seat in Martinez. In 1852, Contra Costa County ordered the construction of a more direct and improved road along the same general route between Rancho San Pablo and Oakland, which became known as “The San Pablo Road” over time the name became “San Pablo Avenue.” As a major regional thoroughfare, San Pablo Avenue became part of the Lincoln Highway, the nation’s first transcontinental road made of a patchwork of existing routes. Prior to the construction of the Eastshore Highway (Interstate 80), San Pablo Avenue was the main arterial in the northern East Bay and was designated U.S. Route 40 north of University Avenue. In the 1930s, Route 40 shifted west to a new route (modern Bayshore Freeway) and was renamed Interstate 80 in the 1950s. In 1883, the California and Nevada Railroad opened a line that ran parallel to San Pablo Avenue between Richmond and Emeryville. In 1902, the line was purchased by the Santa Fe Railroad, which further opened El Cerrito to regional trade and passenger transportation (VerPlanck 2013:14). Today, that former alignment is used as a regional transit line operated by the Bay Area Rapid Transit District.

Rust Township/San Pablo Avenue. The Rust Township developed in the late-19th century around the intersection of modern San Pablo and Central avenues. One of the first settlers to the area following the subdivision of *Rancho San Pablo* was Wilhelm F. Rust. Rust was born in Hanover, Germany, on November 27, 1857, and relocated to California in 1883. In Germany, Rust worked as a blacksmith and brought his trade to the Bay Area, where his skills were in high demand. Rust leased land in El Cerrito in the early 20th century. Following the 1906 Earthquake and Fire, Rust built a hardware store on the “Contra Costa Road.” In 1909, Rust established a post office within his hardware store, named the community after himself, and served as the community’s first postmaster (City of El Cerrito 2016).

El Cerrito. By 1910, residents of Rust Township had unsuccessfully sought infrastructure improvements from Contra Costa County, such as road paving and school construction. Residents chose to incorporate rather than be annexed, and on August 20, 1917, the community of Rust became El Cerrito (trans. *The Little Hill*) in honor of nearby Albany Hill (VerPlanck 2013), and boasted a population of 1,500. The newly formed El Cerrito Board of Trustees in 1917 soon passed a law requiring licensing fees for saloons to build roads and schools. Over 20 saloons were located in El Cerrito along San Pablo Avenue alone (City of El Cerrito), and revenues collections funded improvements such as paving San Pablo Avenue; unfortunately for local ranchers, this prevented their use of San Pablo Avenue as a route for moving their cattle to shipping points.

By 1900, El Cerrito’s population had grown to 3,900. Growth slowed through the 1920s, however, as inexpensive, developable land was readily available in Oakland, Berkeley, and Richmond. Growth picked up in the late 1930s and then aggressively during World War II as people moved to the East Bay to fill defense jobs at the Kaiser shipyards in Richmond, which in turn expanded related employment and housing demand. El Cerrito’s population swelled to nearly 17,000. After the war, veterans and former defense workers moved to or remained in the area where land was affordable and available. By the 1950s, El Cerrito was as a commuter suburb. This trend continues today as City has a population over 24,000 (City of El Cerrito 2016).

Henderson-Tapscott Tract. E.N. Tapscott relocated to Oakland from Howardsville, Virginia, in the late-19th century and began working in real estate. He partnered with realtor Edward J. Henderson to form the Henderson-Tapscott development firm, which operated in East Bay until its dissolution in 1912. In 1907, they created Tract 1, a 106-acre development bounded by San Pablo, Fairmont, Ashbury, and Lincoln avenues (Baker 1914:85). The building at 10192 San Pablo Avenue/SR 123 is located on Lots 49-52 of the tract (*Henderson-Tapscott Tract No. 1:1907*).

10192 San Pablo Avenue/SR 123. This location is depicted as 389 San Pablo Avenue on the 1926 Sanborn Fire Insurance Company Map and contained a small garage with two dwellings on a large parcel (Sanborn-Perris Map Co. Ltd, 1926:312). By 1951, the project site is depicted as a small gas and oil “greasing station” (Sanborn-Perris Map Co. Ltd., 1951:85). Local directories indicate the garage was owned by George W. Pryde and was originally built for the Union Oil and Gas Company. The garage was expanded for the Chevron Company in the 1960s (*Shadi History Room 2016*). At some point, the gas pumps and associated canopy were removed.

B10. (continued)

Gas Stations. Strongly associated with the 20th century and the spread of the automobile, gas stations (or filling stations) are one of the most common building types in the United States. Early stations were located at car dealerships or alongside neighborhood hardware or grocery stores. The rapid spread of affordable automobiles (like the Ford Model T) allowed more Americans to engage in automotive transportation. This demand resulted in a standalone, dedicated facility to provide fuel for motorists. In response, many types of gas stations were built to service motorists; however, according to the National Park Service, there are five distinct iterations of the American gas station: Shed-Type, Multiple-Use, House-Type, Programmatic-Type, Box-Type, and Stylized-Type stations (Randl 2008:1-4). The increase in stations and automobiles created congestion at curbside pumps. Gas stations were increasingly sited on corner lots with deep curb setbacks with curb cuts for maximum motorist visibility from two directions and for safer refueling. As the gas station became a stand-alone operation, it developed its own building type (Shed-Type), typically small in size but enough to provide all-weather shelter for the attendant. Following World War I, city planners in some locations began to regulate gas stations. Planners recognized the value of main roads into cities and the gas station was considered a civic asset (Jakle, Sculle 1994:187-190). Architects began to professionally design gas stations to reflect austere, civic-minded designs in the Beaux-Arts or Classical Revival styles. Outside of the central cities, suburbs were developing at a rapid pace. To make stations appealing in these areas, architects typically referenced the Revival-style architecture then-popular in residential design. Referred to as the “House Type,” this station resembled a small house covered with a hipped roof to create a porte-cochere or canopy over the gas pumps.

In response to increasing demand and competition from multiple refiners, large oil companies began to use architects to develop stations to serve as a respectable civic amenity and develop a marketable brand association for motorists. House-style stations allowed for easy association with particular brands, such as English cottage-styled stations for Pure Oil, or Colonial Revival-styled station for Socony Oil (Jakle, Sculle 1994:167-175). Other examples, referred to as a “Programmatic Type” station, included facilities that resembled the shape of animals, food, tea kettles, windmills, icebergs, tepees, and so forth (Randl 2008:3), with The idea being to lure curious motorists to examine a fanciful building while refilling. During the Depression, gas sales slumped and gas station owners expanded their services to include tire and battery sales, and repair services. As the economy recovered, an emphasis on sales and service, in addition to gasoline, would continue to influence the design of stations. As a result, the typical gas station grew to include a garage, office, and public restrooms. This form would dominate gas station layout and functions through the 1960s (Randl 2008:4, 14; Jakle, Sculle 1994:67-78).

Following the stock market crash of 1929 and the Great Depression of the 1930s, gas station designers reflected emerging social and economic trends in design that stripped away elaborate materials and ornamentation to emphasize a sense of smooth motion conveyed by clean lines and lowered construction costs. Known as “Streamlining,” this design concept reflected the hope held by many that science and technology would rejuvenate the economy. The streamlining design movement of the 1930s helped establish the modern post-World War II American aesthetic, which abandoned historical or nationalistic references in architecture. Bricks and stone were replaced with sheets of glass or metal. This found widespread favor as a reflection of post-war American society and spread to all major cities and outlying areas (Gelernter 1999:262-263). By World War II, the House and Programmatic station types were replaced with a “Box Type” station that was typically were clad in smooth, finished materials to give an impression of efficiency, cleanliness, order, and professionalism. These stations were often prefabricated and easily replicable across America’s roadways. These materials were easy to clean, maintain, or replace. These stations were typically painted white, to further stress aspects of modernity and cleanliness, with bold accent colors and signage displaying corporate logos to reinforce branding. This pre-fabricated architecture was (and still is) economical to build, with a simple design without elaborate ornamentation that was easily replicated, a quality that appealed to businesses (Wiseman 2000:149). Several character-defining features of the Vernacular style include: a simple roofline with a medium-to-low pitch; a small, generally rectangular building footprint; minimal ornamentation; simple construction techniques; minimal façade ornamentation; and the use of mass-produced materials such as formed concrete, chrome, or plated surfaces (Gelernter 1999:248-249; McAlester and McAlester 2003:464-467).

Architectural Context. Architecture in the project site parallels trends elsewhere in California and nationwide during the mid-20th century. The section below describes the building type in the project site, followed by a discussion of the representative aspects of its architectural design.

Recorded by: Michael Hibma and Angelique Theriot

Date: 1/15/17

B10. Architectural Context (Continued)

Vernacular. A useful approach to understanding what Vernacular style is, is by defining what it is *not*. That is, Vernacular architecture is not overly formal or monumental in nature, but rather is represented by relatively unadorned construction that is not designed by a professional architect. Vernacular architecture is the commonplace or ordinary building stock that is built for meeting a practical purpose with a minimal amount of flourish or otherwise traditional or ethnic influences (Upton and Vlach 1986:xv-xxi, 426-432).

The historical roots of the Vernacular style in the United States dates from colonial settlement during the 16th and 17th centuries. European immigrants, either of modest independent means, or financed with corporate backing, brought with them a wood-based building tradition. From this combination of a wood-based building tradition, in an open, unsettled, and heavily forested land, with a young population developed a vernacular style “characterized by short-lived or temporary dwellings focused on the family and distinct from the place of work” (Jackson 1984:85-87). Typically associated with older, hand-built rural buildings in remote or rural, agricultural settings, Vernacular architecture can also include modern, pre-fabricated, general-purpose steel buildings used as shop space, warehouses, discount-clearance centers and many other uses (Gottfried and Jennings 2009:9-16).

California Register of Historical Resources Eligibility Evaluation

The following section evaluates whether the former gas station/auto repair facility at 10192 San Pablo Avenue possesses significant historical associations that would qualify it as eligible for inclusion in the CRHR and meet the definition of a “historical resource” for the purposes of the California Environmental Quality Act (California Code of Regulations §15064.5(a)).

Criterion 1: Is it associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage?

Research indicates that the former gas station/auto repair facility at 10192 San Pablo Avenue/SR 123 is associated with the growth of El Cerrito in the mid-20th century. The building was constructed in 1951 as a one-story auto repair garage by the Union Oil and Gas Company. The architect was undetermined. In 1961, the Chevron Corporation expanded the station to its present form. The building is one of hundreds of Vernacular commercial buildings in El Cerrito associated with this period of growth and one of thousands of similar gas station facilities in California and nationwide. No evidence was identified to elevate this former gas station/auto repair facility in associative stature. It does not possess specific, important associations within its historic context to distinguish it from other buildings with a similar construction history and use. For these reasons, the former gas station/auto repair facility at 10192 San Pablo Avenue/SR 123 is not significant under Criterion 1.

Criterion 2: Is it associated with the lives of persons important in our past?

Background research did not identify an association with the former gas station/auto repair facility with any persons important in our past. The building’s architect and builder were not identified. Based on background research results, the station’s previous owner and operator, George W. Pryde, did not appear to make significant contributions to the history of El Cerrito, Alameda County, or California. For these reasons, the former gas station/auto repair facility at 10192 San Pablo Avenue/SR 123 is not significant under Criterion 2.

Criterion 3: Does it embody the distinctive characteristics of a type, period, or method of construction, or represent the work of an important creative individual, or possess high artistic values?

This former gas station/auto repair facility possesses some of the general characteristics of Vernacular commercial architecture, a well-represented style in El Cerrito’s existing building stock and to the thousands of similar gas station facilities in California and nationwide. The building’s architect and builder were not identified. Related elements commonly associated with gasoline filling stations such as an “island” with gas pumps and covered by a canopy to shelter the pumps and motorists from inclement weather, were removed at an undetermined date, diminishing this station’s ability to retain the distinctive characteristics of this ubiquitous property type. For these reasons, the former gas station/auto repair facility at 10192 San Pablo Avenue/SR 123 is not significant under Criterion 3.

Recorded by: Michael Hibma and Angelique Theriot

Date: 1/15/2017

B10. California Register of Historical Resources Eligibility Evaluation (Continued)

Criterion 4: Has it yielded, or may it be likely to yield, information important to history?

This criterion is typically used to evaluate the potential for archaeological deposits to contain information important in understanding past lifeways. Its application to architecture is less common in eligibility assessments due to the prevalence of popular publications that document the form, materials, and design of a given building type. Information about the Vernacular architecture style and construction methods nearly universally found in the construction of gas stations in the United States and can be obtained from other widely available sources. This former gas station/auto repair facility is unlikely to yield information important to the history of El Cerrito, Contra Costa County, or California. For these reasons, the former gas station/auto repair facility at 10192 San Pablo Avenue/SR 123 is not significant under Criterion 4.

Integrity Assessment. Historical integrity refers to the ability of a resource to convey its significant historical associations. Integrity is a critical component of historical resources that are listed in, or eligible for listing in, the CRHR. A building's integrity is assessed only after its significance is established. This former gas station/auto repair facility is not significant under any criteria and is not eligible for listing in the CRHR; therefore, its integrity was not assessed.

Conclusion. The former gas station/auto repair facility at 10192 San Pablo Avenue/SR 123 is associated with mid-20th century growth of El Cerrito. The building does not appear significant under any CRHR criteria, and, as result, its integrity was not assessed. For these reasons, the former gas station/auto repair facility at 10192 San Pablo Avenue/SR 123 does not appear eligible for inclusion in the CRHR. The building does not qualify as a "historical resource" for the purposes of CEQA (as defined by Public Resources Code Section 21084.1).

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10192 San Pablo Avenue/SR 123. Main façade, view to the north. 12/27/2016.



10192 San Pablo Avenue/SR 123. Main façade detail, view to the north. 12/27/2016.

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Date: 1/15/17

P5a. Photograph (Continued)



10192 San Pablo Avenue/SR 123. North façade detail, view to the southwest. 12/27/2016.



10192 San Pablo Avenue/SR 123. Rear façade, view to the south. 12/27/2016.

