

L A N D M A R K S
P R E S E R V A T I O N
C O M M I S S I O N
S T A F F R E P O R T

REFERRAL
APRIL 7, 2022

1650 Shattuck Avenue

Demolition Referral: Use Permit #ZP2020-0022 to demolish a one-story commercial building originally constructed as a service station in 1932.

I. Application Basics

A. Parties Involved:

- Project Applicant: Kava Massih
920 Grayson Street
Berkeley, CA
- Evaluator: Michael R. Corbett
2161 Shattuck Avenue, #203
Berkeley, CA
- Property Owner: Samil Kim
1650 Shattuck Avenue
Berkeley, CA

B. Staff Recommendation: Consider the extent to which this property exhibits historical significance and then take no action to initiate further consideration. .

II. Background

On February 21, 2020, the applicant submitted a Use Permit application to demolish the building at 1650 Shattuck Avenue, located in the North Shattuck commercial area. The Use Permit proposes to construct a four-story 10-dwelling unit mixed-use building with approximately 2,500 square-feet of commercial space.

The Use Permit application is under review by the Zoning Officer, who will recommend a determination for environmental review compliance pursuant to CEQA. At this time, the proposal is expected to reach the Design Review Committee in the coming months and to complete a hearing before the Zoning Adjustments Board later this year. More information can be found on the City's website, linked below.

https://www.cityofberkeley.info/Planning_and_Development/Land_Use_Division/Current_Zoning_Applications.aspx

Pursuant to Berkeley Municipal Code (BMC) 23.326.070(C), any application for a Use Permit to demolish a non-residential building or structure which is 40 or more years old shall be forwarded to the Landmarks Preservation Commission (LPC) for review prior to consideration of the Use Permit for demolition. Given the lack of a current, City-wide comprehensive historic resource survey, the referral requirement is understood to address the potential for the loss of unidentified significant resources.

In considering the proposed demolition of a structure, the Commission will weigh the potential to meet the significance criteria for COB Landmarks and Historic Districts in the City's Landmarks Preservation Ordinance (Berkeley Municipal Code Chapter 3), which are relatively specific and appear to align with the California Register. The Commission will also weigh the potential to meet the broader COB Structure of Merit criteria, which can include structures that are neither individually architecturally distinctive nor associated with significant people or events but may qualify as contributors to identified districts, areas, or clusters. The LPC may initiate a designation or take no action based on the significance criteria, and may still forward comments regarding potential project conditions such as relocation, salvage, and/or photographic documentation to the Zoning Adjustments Board for consideration in its action on the application.

III. Historical Resource Status

The subject building does not appear on the National Register of Historic Places, California Register of Historical Resources or the State Historic Resources Inventory.

The subject property is adjacent to the Whittemore/Woodworth House at 2043 Lincoln Street, constructed in 1889. The second closest landmark is Whittier School, at 1645 Milvia Street, constructed in 1939 (see Figure 1).

Figure 1: Vicinity Map showing historic resources

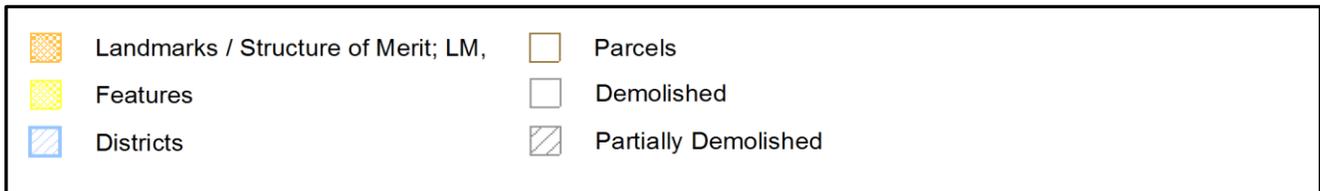
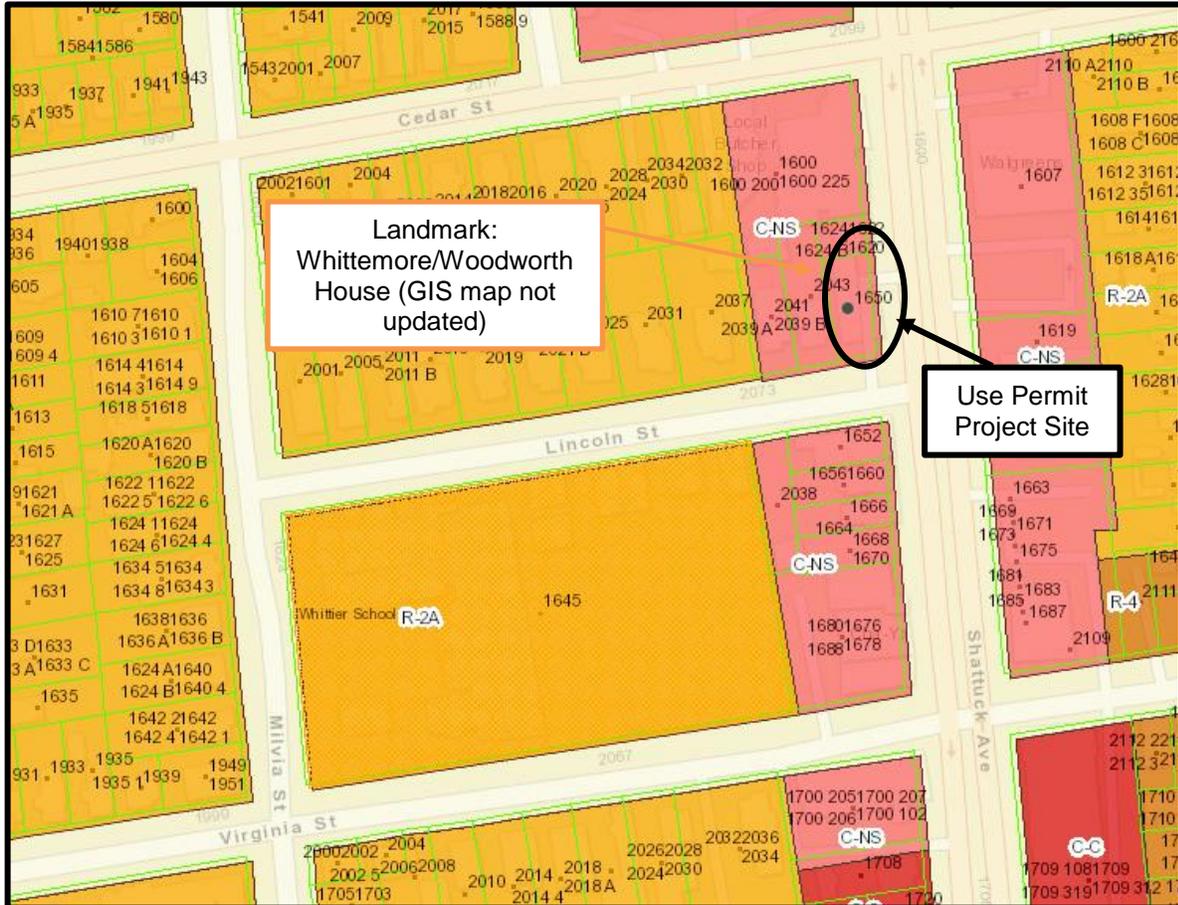


Figure 3: Subject Property -- North Elevation (Google Maps, 2020)

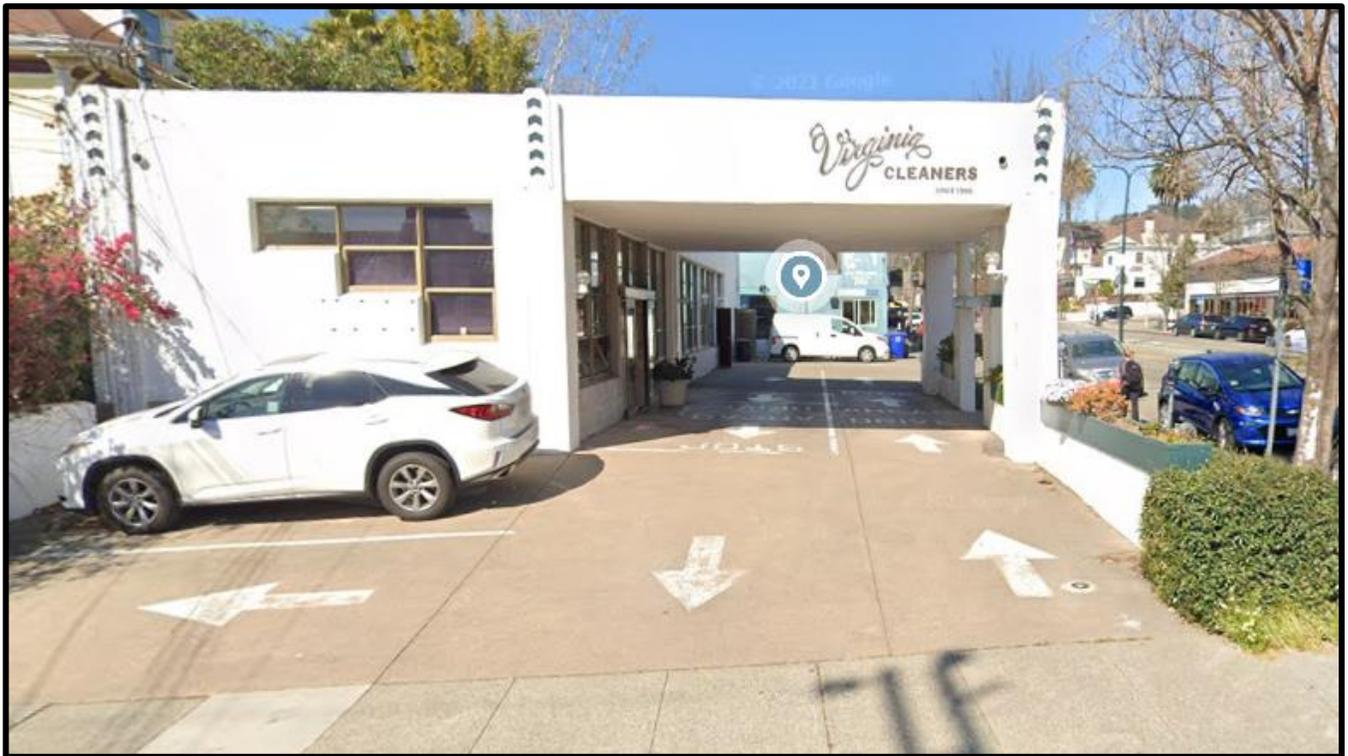


Figure 4: Subject Property -- West Elevation (Google Maps, 2021)



IV. Property Description

The historic resource evaluation (HRE) for the subject property, was completed by architectural historian Michael R. Corbett in October 2019; please see Attachment 1 of this report. The following description derives from the information contained in the HRE as well as the City's land use archives and building permit records.

Parcel Description: The subject parcel is a corner lot on the west side of Shattuck Avenue, at Lincoln Street, and south of Cedar Street. The lot is 4,600 square-feet in area. There is one L-shaped building on the property; the building and its canopy cover about 58 percent of the lot. The lot is entirely paved, except for plantings along the frontages. Cars can enter the site from Lincoln or Shattuck and drive under the canopy to reach parking on either side of the building, or park under the canopy near the entrance.

Building Description: The building is oriented along Shattuck Avenue, with the entrance facing Shattuck. The shortest frontage is off of Lincoln Street. The building is situated toward the northwest corner of the lot, with a side setback less than 1 foot at the rear of the building, and a rear setback of 1.5 feet at the north end of the building. The building was constructed as a gas station with brick, reinforced concrete, concrete block, wood, and steel construction. The building design contains elements of the Moderne Style in the decoration of the corner columns, smooth white wall surfaces, and rounded edges of parapets, corners, and reveals. Fluting and chevrons on the columns is characteristic of the Zig Zag Moderne Style. The front windows have anodized aluminum frames and sash. The exterior is clad in stucco, except for the stone veneer panels along the front. The canopy space is aligned with the customer entrance, and there is an opening in the east wall of the canopy that allows direct movement from the sidewalk to the customer entrance.

Early Site History & Parcel Development: A one-story wood dwelling was shown on the 1894, 1911, and 1929 Sanborn Maps for the site, with the address of 2047 Lincoln Street. Morton G. Swan purchased the property in the early 1920s. Swan was a grocer, carpenter, building superintendent, and garage door manufacturer. In 1925 Swan sold the property to Elna I. Bischoff. Independent Iron Works or its founding partners owned the property from 1931 to 1973.

The existing single-story, main building was designed by Henry F. Gede, Jr. (1893-1979) of Independent Iron Works in Oakland, and originally constructed from 1932-1933. Independent Iron Works was listed as the contractor/builder, and Gede Jr. was listed as owner and architect/designer on some of the permits. Independent Iron Works was founded around 1924 by William G. Meagher and Henry F. Gede Jr.

From its completion in 1932 until 1982 the building served auto-oriented uses, first as a gas station, and later as auto repair. In 1938, a permit was issued to add a 14 by 23-foot addition at the north end. Another addition was added to the north end in 1941.

In 1982 the building was converted for use as a dry cleaner. A window was added to the south wall, which references the patterns and characters of the decorated columns of the canopy, and windows across the front were redesigned.

Photographs and more details describing the building are available in Attachment 1.

V. Evaluation of Significance Criteria

Historic Context¹: For the purpose of contextualizing and focusing this discussion of potential historical significance, staff concludes that the period of significance for the property would have begun with the construction of the subject building in 1932 and would have ended in 1941, when the last addition was added. Because of its location within a commercial district and along a transit corridor, and continuous commercial use, primarily for automotive services, the property can be linked to the historical context of Berkeley's commerce and transportation.

Significance Criteria: The subject property is evaluated based on the criteria of the National Register of Historic Places, California Register of Historical Resources (CR), and the Landmarks Preservation Ordinance (LPO/BMC 3.24). The existing building is more than 50 years old and, therefore, may be considered eligible for listing on the National Register of Historic Places or the California Register of Historical Resources. Because it is more than 40 years old, BMC Section 23C.08.050 requires that it be evaluated for potential local significance prior to issuance of any demolition entitlement.

The evaluation concentrates on possible associations with events (CR-1, BMC Sections 3.24.110(A)(2) and (B)(2)), persons (CR-2, BMC Section 3.24.110(A)(4)), architectural design (CR-3, BMC Sections 3.24.110(A)(1)(a-c) and (B)(2)(a and c)), and information/education (CR-4, BMC Section 3.24.110(A)(3)). The results of the consultant's and staff's evaluations are discussed below.

Events – CR Criterion 1/BMC Criterion *Historical Value*

The commercial building at 1650 Shattuck Avenue is associated with the historic theme of Berkeley's commerce and transportation. Since the building is no longer a gas station, the building cannot adequately convey its significance to the impact of the automobile on twentieth century life.

Persons – CR Criterion 2/BMC Criterion *Cultural Value*

The original and long-term owner, Independent Iron Works, is not a person, and cannot be evaluated under Criterion 2. Although some information is known about the partners who owned Independent Iron Works, William Meagher and Henry F. Gede Jr., a survey of buildings they built has not been done, and it cannot be determined whether the subject building is representative of their work.

¹ National Register Bulletin #15, Item V: How to Evaluate a Property within its Historic Context (2002); National Register Bulletin #16A, Section III: How to Complete the National Register Registration – Period of Significance (1997).

Design – CR Criterion 3/BMC Criteria *Architectural Merit* At one time the service station may have potentially been significant for its associations with auto-related development patterns and its Moderne service station architecture, however through conversion and alterations, the building has lost its integrity of design, materials, and feeling, and cannot be considered a historically significance cultural resource for its design.

Information – CR Criterion 4/BMC Criterion *Educational Force*

There have been no recent CA Historical Resource Information System investigations for the subject parcel or its environs, but previous research concluded that it was not likely to yield archeological information or other sub-surface resources related to pre-history or pre-colonial and tribal cultural resources.

LPO/BMC Criteria for *Structure of Merit*

As a potential Structure of Merit (BMC Section 3.24.110.B, Paragraph 2), the extant structure does not appear to be worthy of preservation as part of a neighborhood, a block, or a street frontage, or a group of buildings which include City Landmarks because:

- Although the gas station was contemporary with Whittier School, a nearby landmark, the building is no longer a gas station, and its historic character has been altered, and thus the building is no longer contemporary with Whittier School.
- The building is not a good example of Zig Zag Moderne commercial design.
- The building possesses no historically significant connections to its neighborhood, block, frontage or group of resources.

VI. Recommendation

Staff recommends that the Commission consider the extent to which the building meets (or does not meet) the criteria for designation as a City Landmark or Structure of Merit, and then **Take No Action** to initiate this property.

Attachments:

1. CA Dept. of Parks & Recreation Forms A & B for 1650 Shattuck Avenue; prepared by Michael R. Corbett, dated October 2019

Prepared by: Allison Riemer, Associate Planner, ariemer@cityofberkeley.info, 510-981-7433

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD	Primary # _____ HRI # _____ Trinomial _____ NRHP Status Code _____
Other Listings _____ Review Code _____ Reviewer _____ Date _____	

Page 1 of 51 *Resource Name or #: (Assigned by recorder) 1650 Shattuck Avenue

P1. Other Identifier: Virginia Cleaners

P2. Location: Not for Publication Unrestricted *a: County Alameda
 and (P2c,P2e, and P2b or P2d. Attach Location Map as necessary.)
 *b. USGS 7.5' Quad Richmond Date 1980 T ___; R ___; ___ ¼ of ___ ¼ of Sec ___; M.D. B.M.
 c. Address 1650 Shattuck Avenue City Berkeley Zip 94709
 d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
 *e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
 APN: 058-2173-005-00

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

OVERVIEW

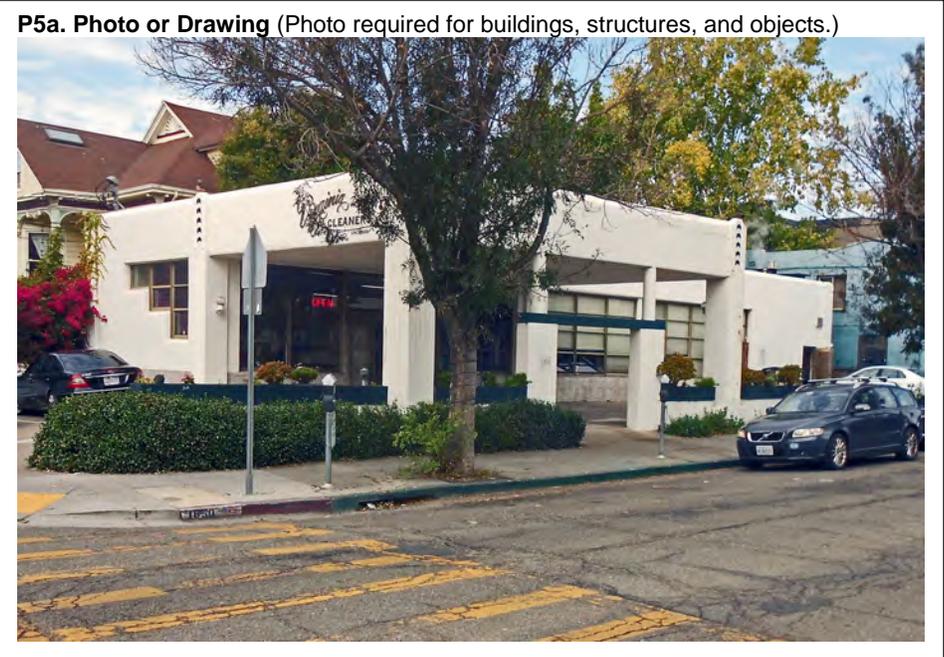
SETTING

The building now occupied by Virginia Cleaners is located on a commercial stretch of Shattuck Avenue that is north of downtown and is often referred to as North Shattuck Avenue. With its origins as a nineteenth-century transit artery that had a rail line in the center, today it is a wide street for motor vehicles with two lanes of traffic in each direction, a parking lane on each side, and a green strip in the center. The commercial area of North Shattuck, from Hearst to Rose, a little over one half mile, is characterized by three- to five-story apartment buildings, most of them built from the 1960s to the present, and one- and two-story commercial structures, many of them built from the 1900s to the 1920s. Many of the businesses in this area today, especially the restaurants and food shops, are known far beyond Berkeley and attract visitors from all over the U. S.

see continuation sheet

*P3b Resource Attributes: (List attributes and codes) HP-6 (one-story commercial building)

*P4. Resources Present: Building Structure Object Site District Element of District Other (isolates, etc.)



P5b. Description of Photo:
 (View, date, accession #) _____
 Perspective view of property _____
View northwest.
Corbett 16 Oct 2019 # 0936:
***P6. Date Constructed/Age and Source:** Historic
 Prehistoric Both
Building Permit No. 37512
12 December 1932
***P7. Owner and Address:**
Samil Kim & Youngjung Kim
3501 Jonathan Rachelle Court
San Jose, California 95148
***P8. Recorded by:** (Name, affiliation, and address)
Michael R. Corbett
Architectural Historian
2161 Shattuck Ave #203
Berkeley, California 94704
***P9. Date Recorded:** _____
16 October 2019
***P10. Survey Type:** (Describe)
Intensive

P11. Report Citation*: (Cite survey report and other sources, or enter "none".) None

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List)

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Description (continued)

and abroad. Beyond the street frontages on Shattuck Avenue to the east and west are residential neighborhoods with a mix of small-scale dwellings and flats, mostly from the 1910s and the 1920s, and three- to four-story apartment buildings, mostly from the 1960s-1970s.

Thus, this section of Shattuck, with Virginia Cleaners close to the middle of the section, is a traffic and transit artery, a corridor of apartment buildings, a neighborhood shopping street, and a national and international destination.

SITE

1650 Shattuck Avenue is located at the northwest corner of Shattuck Avenue and Lincoln Street in Berkeley; the property is also designated as Assessor's Parcel Number 58-2173-5. The almost-rectangular property is oriented north-south, running about 103 feet on its north-south axis, but it tapers slightly from north to south, with its north end measuring about 49 feet across and its south end measuring 40.50 feet across. The property is approximately 4,609 square feet in size, or .11 acres.

There is one building on the property which, including its drive-through canopy, covers about 2,661 square feet or about 58 % of the ground area. The area not covered by the building is almost entirely paved, with a narrow planting strip between the canopy and the sidewalk and two street trees between the sidewalk and the street.

The building is L-shaped, with two almost-rectangular wings of different character. Across most of the rear (west) of the property, there is an 86-foot long enclosed wing that tapers from 26 feet across at the north end to 19 feet across at the south end. At the south end of this enclosed wing, the other wing, an open canopy, spans the area from the building to the sidewalk. The canopy measures 22 by 33 feet and is approximately 726 square feet in size. (Alameda County, Industrial Building Record)

The building is sited so that cars can enter from either street, park under the canopy, and exit on the other street. There is room under the canopy for cars pointed in opposite directions at the same time. In addition, there are two employee parking spaces at the southwest corner of the lot and a parking or loading space for service or delivery vehicles at the north end.

BUILDING

Plan

The building at 1650 Shattuck is a one-story, L-plan structure that accommodates both retail and industrial uses. Originally built as a gas station, it was converted to its present use as a cleaners in 1982. The conversion was accomplished within the envelope of the gas station and elements of the plan of the gas station survive in the cleaners.

The enclosed wing across the rear of the lot consists of a store area at the south end and a laundry and dry cleaning plant at the north. The area in front of the store is covered by a canopy that shelters customers.

Within the enclosed wing, the retail area extends 33 feet north from the south end. The store area is divided into subareas including a public waiting room and counter, a storage area and shelves for finished laundry, motorized racks for dry cleaning, a changing room for tailoring, and an employees' toilet. One or two workers are stationed at the counter. The industrial area occupies the remaining 53 feet of the interior space. Most of this area is filled with racks and wheeled carts holding clothes in various stages of cleaning, ironing machines, tables, conduits for electric power and steam, and washing, drying, and dry-cleaning machines. Several workers operate the machines and perform various tasks in the cleaning process. At the northeast corner of the building are subdivided spaces for a boiler and other utilities. Doors at the north end of the industrial area provide access for employees and for utility and maintenance workers. A ladder mounted on the wall provides access to the roof and to a utility penthouse.

Open at its north and south ends, the canopy provides a covered space for one or two customer cars in both directions, and a sheltered area for dropping off or picking up laundry. The canopy space is aligned with the customers' entrance to the store. On the east side, the canopy area is enclosed only by a low wall and planters so that light and air flow freely and so that the store front is visible from the street.

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Description (continued)

Structure

The structure of the building includes features from its earlier incremental construction as a gas station, and features from the time of its conversion. The gas station was a mix of brick, reinforced concrete, concrete block, wood, and steel construction. In its conversion, it was seismically strengthened with steel columns and other features.

The north end of the enclosed wing has reinforced concrete walls. In the center and south end there are concrete block walls below the windows and reinforced concrete above them. The roof is of standard wood construction. According to Sanborn maps and the Alameda County Industrial Building Record, the central and south sections include brick structural elements, probably along the rear. The canopy is wood, supported by reinforced concrete columns at the corners and by steel pipe columns between the corners on the long sides.

Exterior surfaces are coated in stucco, giving an appearance of a uniform structure, except for the base along the front which is clad in stone veneer panels.

The substantial window areas across the front have anodized aluminum frames and sash.

Architecture

Like its structural features and its plan, the appearance, style, and character of 1650 Shattuck mixes elements from its original existence as a gas station and its altered existence fifty years later as a cleaners.

Built in 1932-1933, the building retains elements of the Moderne Style in the decoration of its corner columns, in its smooth white wall surfaces, in the rounded edges of its parapets, corners, and reveals, and in its overall simplicity of form and decoration. The columns in particular, with suggestions of fluting below and chevrons above, are characteristic of what the architectural historian, David Gebhard, called the Zig Zag Moderne Style.

As converted in 1982, these features are retained and enhanced by sympathetic window treatments, painting, and finishes. The added window in the south wall, with its stepped profile and deep and canted reveals, echoes the patterns and character of the decorated columns of the canopy. The glazing of this window and the long anodized aluminum window band on the front echoes the industrial steel sash that was originally on this building and many like it.

Altogether, the building looks like a building that is not a gas station but that used to be a gas station in the 1930s. It looks like a building that has been adapted for a new use.

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HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

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*NRHP Status Code _____

*Resource Name or # (Assigned by recorder) 1650 Shattuck Avenue

B1. Historic Name: Independent Iron Works Gas and Oil Station

B2. Common Name: Virginia Cleaners

B3. Original Use: Gas Station B4. Present Use: Residence

*B5. Architectural Style: Moderne

*B6. Construction History: (Construction date, alterations, and date of alterations)

Built 1932-1933. Additions on south end 1936 and on north end 1938 and 1941; converted to cleaners 1982

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features:
N/A

B9a. Architect: Henry Gede, Jr. b. Builder: Independent Iron Works

*B10. Significance: Theme N/A Area N/A

Period of Significance N/A Property Type N/A Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

HISTORY OF THE PROPERTY

Before 1931: Residential Use

When it was first developed between 1887 and 1894, the property at 1650 Shattuck Avenue, whose address was 2047 Lincoln Street at the time, was extended to the north an additional 35 feet. That larger property was first developed with a one-story wood dwelling that was shown on the 1894, 1911, and 1929 Sanborn Maps.

The original owner of the lot is unknown. By the early 1920s it was bought by Morton G. Swan, a grocer in the neighborhood who became a carpenter, a building superintendent, and a manufacturer of the "OPN-SHUT-LOK for your garage doors. It locks them, opens and closes them automatically as [the] car passes out." (*Berkeley Daily Gazette*, 21 December 1925) His business address was 1634 Shattuck, which was on an adjacent property to 2047 Lincoln/1650 Shattuck to the north. During the 1920s-1930s, Swan resided and had businesses at several different addresses in the neighborhood.

On 26 September 1925, Swan sold the property to Elna I. Bischoff, the wife of John A. Bischoff, a carpenter. The Bischoffs lived at 2717 Russell Street and apparently rented out the property at 2047 Lincoln Street/1650 Shattuck.

see continuation sheet

B11. Additional Resource Attributes: (List attributes and codes) N/A

*B12. References:

see attached

B13. Remarks:

Demolition proposed for multi-unit housing

*B14. Evaluator: Michael R. Corbett, Architectural Historian

Date of Evaluation 28 October 2019

(This space reserved for official comments.)

See Location Map
(Sketch map with north arrow required)

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History (continued)

1931 to 1982: Automobile-Related Use

Sometime around 1931, the property was sold to Independent Iron Works of Oakland. Independent Iron Works or its founding partners would own the property until 1973. The company owned the land, designed and built the building in 1932-1933, and built two of three additions to the building in 1936 and 1938 (but not a third addition in 1941). Although they owned the building, they always leased it to others who operated gas stations, brake and tire shops, and auto repair shops.

The initial development of the property by Independent Iron Works was slow, taking at least a year and a half from first proposal to completed structure. On 23 July 1931, Independent Iron Works applied to the City of Berkeley for a permit to build a one-story structure on the property with 1650 Shattuck Avenue as the address. From scratch-outs, notes, and the use of different writing implements and handwriting, it appears that Independent Iron Works wanted to build a "gas and oil station" on the lot but the application was refused because the property was "not classified for [a] gas & oil station." (Berkeley. Building Permit Application No. 36044, 23 July 1931) The type of building on the application was changed from "gas and oil station" to "public garage," but was still denied. The application was for a structure with eight-inch hollow clay tile walls to cost \$6,000. Six months later, on 25 February 1932, the application was resubmitted for a "public garage." This was for a one-story Class C structure measuring 38 by 49 feet.

After another eight months passed without any construction, on 12 December 1932 a new application was filed for Building Permit No. 37512. The application documents that survive lack details but this was clearly for a gas and oil station. Items on the building inspection check list all were dated in March 1933, indicating that the building was completed about that time.

Because of the time it was completed, the first possible directory listing would have been in 1934. However, for unknown reasons it was not listed then. Because 1933-1934 was the low point of the Great Depression, it may be that the owners could not find a lessee. Then in 1935, the classified section of the Oakland-Berkeley directory listed the operator as G. V. Lewis under Gasoline and Oil Service Stations.

On 21 November 1936, a permit was issued to Independent Iron Works for a new metal rest room structure outside the southwest corner of the existing structure, to cost \$200.

Although most years of its existence as a gas station, 1650 Shattuck was an independent station, there were two brief exceptions. On 20 May 1937, a permit was issued to install a Texaco sign on the premises. This was first inspected on 2 July 1937 and finished after that.

On 13 May 1938, Building Permit No. 44664 was issued to Independent Iron works for a 14 by 23 foot addition at the north end of the existing structure, for work to cost \$473. The work was completed in August 1938.

In 1941, the directory listed the operator as A. M. Ogle and on 24 November 1941, Building Permit No. 52038 was issued to Ogle (not to Independent Iron Works) "To build new addition on north side of present building to conform in every way with present building [sic]," to be used as a "greasing station." This addition would have eight-inch brick walls and included steel girders over gated openings on the front. The cost would be \$850. The work was completed in January 1942. This was the last of the major changes to the building during its years as a gas station. Ogle continued to operate a gas station here until 1946. In 1944 it was still a Texaco station. Later it was Ogle Berkeley Automotive Service. During Ogle's years, which included World War II, it was difficult finding labor. On 1 October 1943 The *Berkeley Gazette* ran an ad for "Full or part time service station help wanted." One month later on 4 November 1943, the offer was broadened and improved: "Service Station operator, man or woman. No Sunday or night work."

After ten years when no new permits were issued for work on the building, on 18 July 1951 Building Permit No. 69793 was issued to new operators Clarence E. Kennedy and Max E. Corden to create an office inside the structure by installing partitions and a new steel window. The cost would be \$600. Work was completed in August.

In September 1951, Richfield Oil Company was granted a permit to "install double faced horizontal sign on existing pole [sic]" At the "formal opening" of 1650 Shattuck in October as a Richfield station an article in the *Berkeley Daily Gazette* promoted the business: "Free orchids to the ladies, free cigars to the men, candy to the kids tonight, tomorrow, and Saturday... The new station will also specialize in motor tune-up and wheel service..." (Ward 1951, p. 17)

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History (continued)

From 1952 to 1965 or later, Berkeley Brake & Alignment Services newspaper ads for businesses here for gas stations, brakes, and tires. Among the overlapping businesses were Berkeley Brake & Alignment Services, the Browning Tire Company, and Firestone, Goodyear, and Goodrich tires. On 23 March 1961 a permit was granted to "install one double faced horizontal neon sign" with the word "Firestone." The cost was \$75.

In 1963 along with Berkeley Brake & Alignment, the property was a gas station, operated by the Seaside Oil Company which on 29 May 1963 received a permit "To erect a double faced metal sign display on existing sign pole at southwest corner of property. Sign to be illuminated with two reflectors each side." The cost was \$200.

Beginning in 1966 the use of the property was changed to auto repair. From 1966 to 1968, it was Frank's Foreign Car Service, then Frank's Volkswagon Service in 1969. In 1970 the business was sold to Drahomir Michalek (spelling varies) who ran Mac's Foreign Car Service until 1976 or later. Still operating as an auto repair shop, on 18 August 1976 a building permit was granted for "closing up supported openings," – perhaps the same openings that were created with steel girders in 1941.

Until 1973 the property was still owned by the heirs of William G. Meagher and Henry Gede, Jr., the original partners in Independent Iron Works. When Meagher died in 1973, the property was sold to Dragomir and Zlynka Michalek who had run an auto repair business on the property for a few years before they bought it.

1982 to Present: Cleaners

In 1982 the property was bought by the Mathis family who had owned a nearby business, Virginia Cleaners, since 1926. From May to November 1982, Virginia Cleaners was issued a series of permits to convert the property to a completely different, non-automobile-related use – a cleaners that included both the cleaning operation and a retail operation. Among the tasks done under the permits on view at the Berkeley Permit Center, according to the designs of The Ratcliff Architects, were: "Remove and replace concrete slabs inside building;" "Replace front paving and garden walls;" add toilet rooms, a boiler room, and a mechanical room; install gas appliances, a central heating furnace, and a boiler; and install signs on the north and south sides of the canopy structure. Not mentioned on available permits, but also part of the work done at that time, was the extensive redesign of windows across the front and at the south end. All of this work appears to have been completed by April 1983.

On 21 March 2011, the David Mathis Family Trust sold the property to Samil Kim and Young Jung Kim who continue to own the property and operate Virginia Cleaners.

Since the conversion in 1982, there have been no major changes to the building or its appearance.

Appearance of the Building

To date, no documentation has been found showing the appearance of 1650 Shattuck as a gas station before its 1982 conversion to a cleaners. Numerous potential sources were consulted or searched including several archives in Berkeley, the architect of the conversion, the families of the original partners in Industrial Iron Works, collectors of images of local buildings, online websites on gas stations, online newspapers, and an open inquiry to the public at a community meeting. It is surprising that photo documentation of a building on a major Berkeley street would be so elusive. It seems highly likely that sooner or later, a photograph will show up. However, as of this date there is nothing.

Sources consulted or searched are as follows:

1. Berkeley Architectural Heritage Association (BAHA). Nothing in the block files. A photo in the Donough collection where there are photos of a great many buildings in Berkeley, turned out to be of a different gas station on Shattuck, at the northwest corner of Vine Street. The Donough collection files of this site and several other gas station sites on Shattuck between Hearst and Rose were also searched, with no results for this property.
2. Berkeley Historical Society (BHS). During the course of preparing this report the BHS was closed for mounting a new exhibit. A phone inquiry reached someone who checked files and books on the streetcar corridors and turned up nothing. They suggested that BAHA was a better place to look.
3. Berkeley Public Library (BPL). There were no photos of the site on the BPL website. A telephone conversation with the history collection librarian found nothing. The librarian said most of what they had was online and suggested checking at BAHA and BHS.

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Development of the block began following the filing of the Map of the Golden Gate Homestead with the Alameda County Recorder on 6 May 1887. By the time the first Sanborn Map of the area was published several years later in 1894, twenty one- and two-story dwellings, three with stables in the rear yards, had been built in Block A. However, the pattern of development did not conform strictly to the plan of Golden Gate Homestead. None of the six original lots facing Shattuck were built upon. Rather, the three at the southeast corner – 17, 18, and 19 – were redivided, more-or-less, so that they faced Lincoln Street. The future site of 1650 Shattuck was an almost rectangular but slightly tapering shape, diminishing from north to south with a one-story dwelling. Although, like today, the lot was located on the corner, with its long side on Shattuck, the dwelling faced Lincoln Street with its address at 2047 Lincoln Street.

The 1911 and 1929 Sanborn Maps showed a continuation of this pattern of development in Block A, with the dwelling at 2047 Lincoln Street apparently unchanged during this entire period.

Transit and Motor Vehicles

In the years after the establishment of Golden Gate Homestead, the neighborhood was built up with dwellings on every lot. In 1911, the steam train was discontinued and an electric line begun along the same route on Shattuck.

By the time electric streetcar service began on Shattuck in 1911, automobile ownership was becoming more common in the neighborhood. With production of the Model T Ford in 1908, automobiles which had been luxury items for the rich, were increasingly used by ordinary people. Nevertheless, there were no gas stations between Hearst and Rose Streets on Shattuck in that year. In 1929 in this same stretch there was only one gas station – at 1544 Shattuck, now part of the Safeway parking lot south of what is now the French Hotel (formerly a “French laundry”). There was also a 40-car garage at 1516 Shattuck, immediately to the north of the French Hotel.

Then, within a short time, more gas stations opened in this stretch – four were listed in the 1933 directory, seven in the 1935 directory, and eight were in the 1941 directory.

In 1948 the electric streetcars on Shattuck were replaced by gasoline powered buses.

While gasoline powered motor vehicles dominated transportation in Berkeley by the 1950s, their role also changed with time. At 1650 Shattuck, for example, from 1966 to at least 1974, there were foreign car repair shops, reflecting a trend away from large cars and toward greater fuel efficiency. By the 1990s there were no gas stations in this stretch that still functioned as gas stations.

Commercial Development

The first commercial development in north Berkeley was a cluster of buildings around Berryman Station at Shattuck & Vine. Despite the establishment of the train stop in 1878, there was little commercial development in the area for about twenty years. Then, by 1903 there were many stores and a small hotel in the blocks on and around that intersection. This development continued, as shown on the 1911, 1929, and 1950 Sanborn Maps, extending north on Shattuck to Rose and south to Delaware. This was a neighborhood shopping area with ordinary pedestrian-oriented businesses that served the surrounding neighborhood, such as groceries, cleaners, shoe repair shops, etc.

After World War II, automobile oriented businesses were built including a supermarket (the building is now occupied by CVS Pharmacy) at the southeast corner of Shattuck and Rose in 1948, the Safeway at the southwest corner of Shattuck and Rose opened about 1948, and the Co-op Market (now the Safeway Community Market) at the northwest corner of Shattuck and Cedar opened about 1958.

In the mid to late 1960s, a new movement in the neighborhood began around the making and selling of food – local, organic, gourmet, hand-crafted or otherwise specially prepared, etc. – that would affect the entire area. Peet’s Coffee, Pig-By-The-Tail, Cocolat, the Juice Bar Collective, the Cheeseboard Collective, Chez Panisse, and others are associated with changing practices and attitudes toward food in America. The renown of these places drew and draws visitors from around the country and around the world. In the neighborhood this movement has contributed to gentrification and the replacement of neighborhood-serving businesses by businesses that attract outsiders.

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Gas Stations in Berkeley: Building Types and Architecture

While no comprehensive history and no citywide survey has been made of gas stations in Berkeley, a general picture of this development can be made from scattered sources including articles on neighborhood gas stations, online newspaper research, an informal and incomplete survey made for this report, and publications on gas station architecture.

The first places to buy gasoline and associated oils and other products for automobiles at the very end of the nineteenth and beginning of the twentieth centuries were often businesses related to horse transportation like stables and feed stores. The first businesses whose primary business was the sale of gas for automobiles were often converted stables or other horse businesses, and sometimes bicycle shops and machine shops. The first gas stations looked like stables or other ordinary types of utilitarian structures.

According to the historian John A. Jakle, the first gas station, consisting only of a gasoline storage tank and a hose, was built in 1907 in Seattle, at a gasoline manufacturing plant, and in 1910, the first structure specifically designed for gasoline distribution "was built in Flint, Michigan, with "a large canopy supported by posts covering two driveways separated by a single hand operated pump." The first gas station designed by an architect was in 1913 in Pittsburgh, Pennsylvania. (Jakle 1979, p. 521)

The spread of gas stations accompanied the growth in sales and use of automobiles. "Standard of California launched the first chain of gasoline stations in 1914... By 1920 there were approximately 15,000 service stations in the United States." In the early years, "most stations were individually owned." (Jakle 1979, p. 521) Chains of gasoline stations adopted uniform designs and images which were present before World War II and came to dominate gas station design after World War II.

In the 1910s, gas stations typically consisted of a pump next to the curb, a pump in front of a shed, or a pump in front of a house – occasionally with a canopy.

In the 1920s Oil companies and architects experimented with designs for gas stations and manufacturers like Independent Iron Works of Oakland, designer of 1650 Shattuck Avenue, in the development of pre-fabricated metal gas stations. Architects often designed gas stations that looked like houses, to blend with the neighborhoods in which they were built. Stations were designed like fairy-tale cottages, Spanish haciendas, classical temples, Mount Vernon, and many other architectural icons. The metal station makers often built stations with more modern looks characterized by simple metal facing and glass, as opposed to more traditional-looking stations. In all of these variations, gas stations tended to have the same components – pumps, pavement, canopy, office, repair bays, and signs – organized in different ways.

The nature of gas station design from the 1920s to the 1950s was recalled in a 1954 interview with William Meagher, one of the founding partners of Independent Iron Works. Independent Iron Works was the original owner, designer, and builder of 1650 Shattuck and was one of the largest builders of gas stations in the western United States. According to Meagher, "Service station design is like fashions in women's hats. Always changing. What you did yesterday, you don't do today. Once I recall a design switched three or four times during the short period I had the fabricated parts in the shop." (Sparke, p. 30)

When companies like Independent Iron Works designed a gas station, they designed everything for it – not just its appearance. Meagher recalled "the time in the early 20s when he was hammering stations together with bolts and rivets. By 1926, however, he was among those who'd developed the modern technique of the all-welded construction gas stations." (Sparke, p. 30)

Perhaps the first stations designed and built as gas stations in the East Bay were in 1914 when "Oakland Got Its First Drive-In Service Station." This was built by the National Supply Company at 12th and Fallon Streets (Knave) followed by another station the same year at College and Shafter.

Related to the development of gas stations in Berkeley, perhaps the earliest automobile related building still standing in the city is 2935 Claremont at the southeast corner of Ashby, built in 1916 as a 100-car garage.

The earliest known gas station with a confirmed date is 2555 College Avenue at the northeast corner of Parker, a metal and glass station with two buildings built in 1929 and now a car repair business. Undated but probably built around the same time in 1745 Cedar Street, a metal and glass station with a metal roof that looks like Spanish tile. Both of these stations were

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probably built by companies that specialized in the quick delivery of pre-fabricated structures. These are probably similar to stations built by Independent Iron Works. A third station, undated, but probably built in the 1930s, is at 3058 Shattuck at the northwest corner of Prince. With its simple lines and flat top, this also appears to have been built following a manufacturer's system. With its brick cladding, it was designed not to stand out in its residential neighborhood, but like the simple metal and glass stations, retains its modern character.

Apart from these, a number of other early gas stations survive in Berkeley from the years before World War II that followed a different design model – to blend into residential areas by following examples of historic buildings and styles. The best known of these is the former Richfield Oil Station, now the University Garage, designed by architect Walter H. Ratcliff, Jr. and built in 1930. It was designated a Berkeley City Landmark in 1981, described as Moorish-Mediterranean in style in the landmark application. (Cerny, p. 119) Three other Mediterranean-Spanish Style gas stations to survive are 2984 Russell at Claremont, now Burger Station, built in 1933; 1441 Ashby at the northwest corner of Sacramento, now Biofuels Oasis, built in the 1930s (estimated); and 1201 The Alameda at Hopkins, a functioning Chevron station built in the 1930s (estimated).

A final group of pre-World War II gas stations are those in the Moderne Style, including 1650 Shattuck. These buildings present a modern appearance but not as raw or industrial a look as the metal and glass stations. Like the more traditional looking stations, these have a refinement that can be appropriate in a residential environment. Others are at 1945 San Pablo, scheduled for demolition; 1197 San Pablo, now Gilman Auto; and 1321 Gilman, now Henry's Service.

A notable feature of this group is that only one is still a gas station among 27 surveyed and 14 mentioned in this report. Most of the others are still in an automobile-related business such as car maintenance, car repair, car rental, and smog check. Others are in a variety of uses including restaurant, café, tax preparation service, and cleaners.

Independent Iron Works

Company

According to the 1932 building permit application for 1650 Shattuck Avenue, the owner, designer, and builder of the building was Independent Iron Works. Independent Iron Works was an Oakland Company that designed and built metal buildings, supplied steel to others building buildings, and developed sites both to sell and to hold as long term investments.

The company was established in time to be listed in the 1924 Oakland directory. From the beginning until 1961 they were at the extreme west edge of West Oakland at the intersection of 8th, Pine, and Chase Streets with business offices on Chase. Their industrial plant on the west side of Pine Street was described in 1954 as covering eight acres. (Sparke, p. 28) In 1962, the last year they were listed, they were four blocks away at 1723 Peralta.

In the early years, a major part of their business appears to have been building gas stations. Five years after they began, the onset of the Great Depression affected their business. They managed to stay in business however, gaining experience and growing again in the late 1930s. A measure of their size at that time was a strike of 250 to 300 employees against the company in October 1939. The *Oakland Tribune* reported, "AFL building trades unionists struck at the Independent Iron Works at Eighth and Pine Streets, and several jobs of the concern including one at the Alameda Naval Airbase." (*Oakland Tribune*, 4 October 1939; also *Santa Cruz Evening News*, 4 October 1939)

The company prospered during World War II supplying "steel fabricated parts for large barge assemblies at Richmond, California." After the war, the company expanded its operations to Alaska, Hawaii, and India. They shipped scrap iron to Hawaii, "went into the shipping business," bought the Hawaiian Consolidated Railroad and had a major project dismantling railroad bridges and rebuilding them as highway bridges. (Sparke, p. 33)

One informal measure of the size of the company' business over time is the results of online newspaper searches for "Independent Iron Works." A search of the *Oakland Tribune* for the 1920s and 1930s yielded only fourteen hits while a search for the 1940s to 1970s yielded 504 hits. Similarly, a search in newspapers.com of papers in California yielded 73 hits for 1927 to 1940; 2057 hits for 1940 to 1953; and 500 hits for 1954 to 1979. In summary, the company appears to have been most active from 1940 to 1953.

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Returning to the early years of the company's business from 1924 to 1939, much of their work was building gas stations. At least one advertisement referred to them as "Engineers [and] Manufacturers of Structural Steel Service Stations." (*Berkeley Daily Gazette*, 19 September 1931) The earliest known example of an Independent Iron Works service station was described in a letter in the files of the Oakland Cultural Heritage Survey from Independent Iron Works to the Mason McDuffie Company on 12 May 1927. This description conveys both the many elements in gas stations of the period including 1650 Shattuck and the range of services provided by Independent Iron Works on a typical project. The letter is a proposal "To furnish one (1) steel service station and one (1) steel Super Service Station Building 75' x 25' and one (1) wooden toilet room..." at the northeast corner of Oxford and Hearst in Berkeley: -- not far from 1650 Shattuck -- at a cost of \$9,668. This would include "all electrical work, plumbing, concreting and installation of equipment namely for visible Tokein pumps, one three-quarter Kellogg air compressor, four 520 gallon storage tanks... (2) electric flood light towers, one flag pole with flood light and one double air and water tower; one Mahoney steam washer and-lub-system all to be installed..." In other words, Independent Iron Works would design the building, provide all the materials and equipment, and build it.

In 1930 and 1932, Independent Iron Works ran ads selling used steel service stations – one 15 by 15 feet, one 8 by 12 feet, and "one used 12 x 10 single canopy service station building with 2 pumps, tanks, electrolier and compressor... A Real buy." (*Oakland Tribune*, 21 April 1930 and 11 January 1932) A few months before the time the company first applied for a permit to build 1650 Shattuck, they advertised "a wonderful service station location on the busiest street in Oakland. Will build to suit tenants." (*Oakland Tribune*, 17 April 1932) In addition, in the period when they built 1650 Shattuck, they built service stations at 59th and Adeline, Oakland (*Oakland Tribune*, 17 June 1932), East 14th Street and 18th Avenue (*Oakland Tribune*, 4 November 1932), and 13th and Jackson Streets (*Oakland Tribune*, 11 November 1932). Altogether, according to a 1954 interview and article about one of the company partners, William Meagher, they built "more than 2000 stations throughout the West... and were the leading individual fabricator[s] of steel gas stations in the 11 Western states." (Sparke, p. 30)

In addition to gas stations in this period they built other types of buildings as well. They built a "hoist building at parking station at Ninth and Clay [sic]" (*Oakland Tribune*, 3 June 1933) And for non-automobile-related structures, they formed "the Fumigation Service Company, a subsidiary of the Independent Iron Works." According to the Bakersfield newspaper, "One of the largest potato fumigators in California, having a capacity of one carload of sacked potatoes at a time, has just been installed here on the Santa Fe right-of-way..." (*Bakersfield California*, 11 May 1932)

Independent Iron Works won a contract to install steel seismic strengthening in a Richmond School gymnasium. (*Oakland Tribune*, 15 November 1934) In 1939 the company ran an ad to sell "All Steel Hangar Buildings" up to 125 by 200 feet in size. (*Oakland Tribune*, 7 May 1939) In the last months of World War II, they ran an ad describing themselves as "Manufacturers of Fabricated Structural Steel, Steel Buildings, Bridges, Barges, Cargo Booms, Service Stations, Steel Storage Tanks, Plate work, Prefabricated Ship Parts & Sections, Steel & Sheet Metal Products, Miscellaneous Iron, Bolts, Rods [and] Jobbers of Steel Plates, Shapes, Bars and Sheets." (*Oakland Tribune Yearbook* 1945, p. 31) Two years later they advertised the sale of "Rigid Frame Steel Buildings" with spans up to 100 feet "or any length." (*Oakland Tribune Yearbook* 1947, p. 48)

Partners

Independent Iron Works was founded about 1924 by William G. Meagher and Henry F. Gede, Jr. After World War II, some or all of the property was owned by an affiliate, Industrial Development Company.

William G. Meagher

William G. Meagher (1894-1973) was born in Port Townsend, Washington and went to work as a young man in Seattle shipyards. During World War I he was a ship fitter with Union Iron Works in San Francisco. After the war he was a foreman for Herrick Steel and the Union Construction Company in San Francisco. After the formation of Independent Iron Works in 1924 he described himself as a salesman in the 1930 census and in fact the marketing side of the business appears to have been his responsibility. In a 1954 profile of him in *Westward*, he was the voice of the company. (Sparke, p. 28-33) In 1955, as president of the company, when he testified before the Federal Maritime Board, he was described as "a burly, jovial, outspoken man." (*San Francisco Chronicle*, 21 October 1955)

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Henry F. Gede, Jr.

Henry Frederick Gede, Jr. (1893-1979) was born in San Jose and grew up in Fresno and Oakland where his father, Henry Gede, Sr. (1859-1945), was a carpenter, builder, contractor, and designer of buildings who was often listed as an architect (but was not licensed). Henry Gede, Jr. completed four years of high school. In the 1920 census he was listed as a department manager in a shipyard and at Independent Iron Works he was listed as a jobber and manufacturer of structural steel.

A table of information from Berkeley building permits, compiled by Berkeley Architectural Heritage Association, includes sixteen buildings whose owner, architect/designer, or contractor/builder had the last name Gede. In most of the sixteen buildings, the owner, designer, and contractor/builder were all Gedes. In addition to Henry Gede, Sr., an architectural designer, and Henry Gede, Jr., a steel manufacturer, Henry Gede's brother, Victor Gede (1891-1980), listed variously as a steel engineer, a consulting engineer, a builder, and a contractor, was listed in all three roles.

Henry Gede, Jr. was listed as owner and architect/designer of 1650 Shattuck, and his company, Independent Iron Works, was listed as contractor/builder. "H. Gede," probably Henry Gede, Jr., was the designer of a large steel building at 641 Gilman in 1940. He was also listed as the owner of 1615 Oxford Street in Berkeley, an apartment building designed and built by his brother in 1925. Henry's wife, Valeta, was listed as the owner of 1960 Los Angeles Avenue in Berkeley, built in 1921 and the home of Valeta and Henry Gede, Jr.

No other Berkeley buildings were listed with the Gedes or Independent Iron Works as the contractor/builder. Neither were any others listed with Henry Gede, Jr. as architect/designer except 1650 Shattuck and 641 Gilman. Four buildings were listed, ambiguously, with the architect simply as Henry Gede without any differentiation between Senior or Junior.

Three were listed with Henry Gede, Sr. as the architect/designer including his own house at 656 The Arlington. This house and two others that were designed by him and four more that were likely designed by him in the period 1919 to 1927 were all well-designed Period Revival Style houses in the Thousand Oaks area of Berkeley. A 1938 article in the *Oakland Tribune* described Henry Gede, Sr. as an "architect and contractor [who] built many of the large Berkeley homes." (*Oakland Tribune*, 27 March 1938)

This information from the Berkeley building permits is inconclusive but raises the question of whether Henry Gede, Jr. was in fact the architect/designer of 1650 Shattuck. Because he worked on many projects with his father and his brother and because both of them were in fact designers of buildings, it seems possible if not likely that 1650 Shattuck was designed by one of them.

EVALUATION

Summary of Findings

The property at 1650 Shattuck Avenue is not eligible for the California Register of Historical Resources (CRHR). It may possess significance under Criterion 3 but has lost integrity due to its conversion from a gas station to a cleaners in 1982. Also, it lacks significance under criteria 1, 2, and 4. For these reasons, it is not eligible for the CRHR and is not a historical resource under CEQA.

Also, for related reasons, it is not eligible for recognition as a Landmark or Structure of Merit under the Berkeley Landmarks Ordinance.

Discussion

The evaluation of this building is complicated for two important reasons. First, there is a fundamental ambiguity about the building – is it a 1933 gas station or is it a 1982 remodel of a gas station, a cleaners that looks like it used to be a gas station? And second, despite an extensive search, no photographs have turned up that show the building as it appeared during its years as a gas station before its 1982 conversion. So the original appearance of the building is unknown.

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The answer to the first question about its type and date raises two issues that are explicitly part of the evaluation of any property for its historical significance – the age of the property and the integrity of the property. These issues are handled differently by the California Register of Historic Resources (CRHR) and the Berkeley Landmarks Ordinance (BLO) which provide the standards that are relevant to the purpose of this report – to comply with CEQA by identifying any historic resources that may be present.

The CRHR is based on and is similar to the National Register of Historic Places (NRHP), the literature for which provides guidance in addressing the CRHR. Whereas the NRHP requires that a building must ordinarily be at least fifty years old to qualify, the CRHR does not have a specific age threshold. According to Technical Assistance Series #6 of the California Office of Historic Preservation, “A resource less than fifty years old may be considered for listing in the California Register if it can be demonstrated that sufficient time has passed to understand its historical importance.” (p3)

These somewhat different thresholds for recognition of historic properties are different ways of addressing the same principle – that to evaluate a building for historical significance, enough time must have passed to have the perspective to make the judgement.

While the Berkeley Landmark Ordinance does not explicitly address the issue, implicitly age is still an essential consideration, considering that the purpose of the ordinance is for the recognition and protection of buildings for historical significance rather than simply design significance.

The issue of the age of a property is also related to the integrity of a property. Integrity is a measure of the authenticity of the property and its ability to convey its historic significance. According to National Register Bulletin 15, “Ultimately, the question of integrity is answered by whether or not the property retains the identity for which it is significant.” (p.45) The NRHP and the CRHR apply the same standards except that the CRHR may interpret them more loosely.

To measure integrity, along with an evaluation of significance in relation to one or more of the criteria, a Period of Significance (POS) is determined. In the case of 1650 Shattuck Avenue, the building might be significant under criterion 3 of the CRHR as a Moderne Style gas station for the period 1933-1941, the years from its initial construction to its last addition.

Then, integrity is determined by assessing the building today in relation to the seven aspects of integrity. Because of its 1982 conversion from a gas station to a laundry, it does not possess integrity and is not eligible for the CRHR.

As with the issue of age, the Berkeley Landmark Ordinance does not address integrity. However, the evaluation of the eligibility of structures under an ordinance enacted to recognize and protect historic properties must consider whether the properties under review convey their historic significance.

Returning to the second complication in evaluating this building – the absence of photographs or drawings that show the building as it was before its conversion – the information needed for evaluating the building as a Structure of Merit – is incomplete.

Based on what is currently known (or not known) 1650 Shattuck does not appear to qualify as a Landmark or a Structure of Merit under the Berkeley Landmark Ordinance.

California Register of Historic Resources (CRHR)

Criterion 1 – Associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;

In its original form as a gas station, this building was an example of a building type that that has “made a significant contribution to the broad patterns of local or regional history.” As much as any building type, the gas station represents the role of automobiles in American life in the twentieth century. In the National Trust’s guide to building types, Daniel I. Vieyra, the author of the section on gas stations, wrote that gas stations are “a ubiquitous cultural landmark” and that “Gas stations, once considered all too common are now becoming an endangered species.” (Vieyra 1985, p.86-87)

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Although endangered, there are still many gas station buildings in Berkeley. While examples of the type might potentially all meet Criterion 1, it seems reasonable to address those that are the best examples. By “best examples” here under Criterion 1 is meant those that best convey the significance of the property under Criterion 1. Those that best convey the role of automobiles in American life would be significant under Criterion 1.

In its current form, the building is not a gas station, but a composite of gas station and cleaners. It looks like a building that used to be a gas station but isn't one now. It does not convey the significance of gas stations because it is not a clear example of a gas station and therefore it is not significant under Criterion 1.

Criterion 2 – Associated with the lives of persons important to local, California, or national history.

The property at 1650 Shattuck Avenue is associated with its owners and users. Its original and long-term owner, Independent Iron Works, is not a person and cannot be evaluated under Criterion 2. Considering the partners in Independent Iron Works, William Meagher and Henry F. Gede, Jr. as its owners, the property might be evaluated under Criterion 2. While a complete history of the lives and careers of Meagher and Gede (and of Independent Iron Works) has not been done, it is clear that both owned and built a great many buildings of various types not only in the East Bay but in other parts of California. It is not reasonable to say that 1650 Shattuck, one minor example of a body of work that is very large, could represent that body of work. No survey of the work of Meagher and Gede (or Independent Iron Works) has been done so it is not known how much of their work survives. However, among what seems likely to be many scores or hundreds of buildings, it seems likely that many survive. If a survey of their work was done it is theoretically possible but seems unlikely that this would meet Criterion 2 and represent the lives of Meagher and Gede.

Based on what is known about Meagher and Gede (and Independent Iron Works), 1650 Shattuck is not significant under criterion 2.

Criterion 3 – Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.

In its original form as a gas station, this building embodied “the distinctive characteristics of a type [gas station], period [between World War I and World War II] or method of construction.” As a gas station with an office and service bays, a pump island, and a canopy, it possessed the essential features of a gas station of its period but, following its 1982 conversion to a cleaners, it no longer clearly possesses those features. Its mix of reinforced concrete, concrete block, brick, glass, wood, and steel, it is a hodgepodge of construction methods and is not significant. In relation to its designer and builder, more would have to be known to consider Independent Iron Works as a master. If the company were so considered, which is possible, it seems unlikely that 1650 Shattuck, as one minor building among a great many, would meet the criteria to represent their work.

Considered in relation to its potential possession of “high artistic values,” as an example of the Moderne Style, it might be considered to have met Criterion 3. Its stylistic attributes, its smooth white walls, appearance of construction in reinforced concrete, deep reveals, rounded corners and parapets, and most of all, its zig zag decorations on the corner piers of its canopy are all present.

An argument can be made that the building “possesses high artistic values” under Criterion 3.

Criterion 4 – Has yielded, or has the potential to yield, important information to the prehistory or history of the local area, California, or the nation.

The property at 1650 Shattuck Avenue is not significant under criterion 4 because it lacks the potential to yield important information as a historical resource. Archeological information was not addressed in this report. If the city requires this information, a separate qualified archeologist would need to address this issue.

Period of Significance

The Period of Significance (POS) of the building under Criterion 3 is 1933, the year it was completed, to 1941, the year the last of three additions was built.

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Integrity

Buildings and other properties are eligible for the California Register if they meet the following: if they are significant under one or more criteria, and if they possess integrity for the Period of Significance.

Thus, 1650 Shattuck, which may possess significance for its high artistic values as an example of the Moderne Style under Criterion 3 for the period 1933 must possess integrity as measured by the seven aspects of integrity to be eligible for the CRHR: location, setting, design, materials, workmanship, feeling, and association.

The building possesses integrity of location, setting, and association, but to one degree or another has lost integrity of design, materials, and feeling in the 1982 conversion to a cleaners. As in the case of Criterion 1 above, in its current form, the building is not a gas station, but a composite of gas station and cleaners. It looks like a building that used to be a gas station but isn't one now. In its current appearance, it no longer conveys its significance. It has lost integrity and is not eligible for the CRHR.

Berkeley City Landmarks

Berkeley Landmarks have no age or integrity requirements. However, for consistency with CEQA and to comply with the purpose of any historic preservation ordinance, which is to promote the preservation of historic properties, the same age and integrity requirements as used in evaluating the CRHR are assumed to apply here.

The five criteria of Berkeley Landmarks are presented below with a discussion of 1650 Shattuck in relation to each.

3.24.110 Landmarks, historic districts and structures of merit--Designation--Criteria for consideration.

A. *Landmarks and historic districts. General criteria which the commission shall use when considering structures, sites and areas for landmark or historic district designation are as follows:*

1. *Architectural merit:*

a. *Property that is the first, last, only or most significant architectural property of its type in the region;*

As a former gas station, 1650 Shattuck is not the first, last, only, or most significant architectural property of its type in the region.

b. *Properties that are prototypes of or outstanding examples of periods, styles, architectural movements or construction, or examples of the more notable works of the best surviving work in a region of an architect, designer or master builder; or*

1650 Shattuck is not a prototype of or outstanding example of periods, styles, architectural movements or construction. In its altered state it is not an outstanding example of its period. It is a typical example of the Moderne Style. Many were built, many survive, and many more outstanding examples exist including the nearby Whittier School, a designated landmark built in 1939.

c. *Architectural examples worth preserving for the exceptional values they add as part of the neighborhood fabric.*

As a converted building whose present form is 37 years old, whatever contributions this building may make to the historic character of the neighborhood are complicated by the ambiguity of its identity – is it a 1933 gas station or a 1982 remodel of a gas station?

2. *Cultural value: Structures, sites and areas associated with the movement or evolution of religious, cultural, governmental, social and economic developments of the City;*

As a gas station, 1650 Shattuck is one of a diminishing number of gas stations in Berkeley, a building type that has important associations with cultural, social, and economic developments in relation to the automobile. However, because it is no longer a gas station this association is weak and the building cannot be said to convey its significance in these areas.

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION CONTINUATION SHEET	Primary # _____ HRI/Trinomial _____
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Page 16 of 51 **Resource Identifier:** 1650 Shattuck Avenue
Recorded by Michael R. Corbett ***Date** 16 October 2019 Continuation Update

Evaluation (continued)

3. *Educational value: Structures worth preserving for their usefulness as an educational force;*

This building is not useful as an educational force.

4. *Historic value: Preservation and enhancement of structures, sites and areas that embody and express the history of Berkeley/Alameda County/California/United States.*

As a gas station, this building is associated with an important aspect of the history of Berkeley – the impact of the automobile on twentieth century life. But because it is no longer a gas station this association is weak and the building cannot be said to convey its significance in this area.

5. *Any property which is listed on the National Register described in Section 470A of Title 16 of the United States Code.*

1650 Shattuck is not listed on the NRHP.

B. *Structures of merit. Criteria which the commission shall use when considering a structure for structure of merit designation are as follows:*

1. *General criteria shall be architectural merit and/or cultural, educational, or historic interest or value. If upon assessment of a structure, the commission finds that the structure does not currently meet the criteria as set out for a landmark, but it is worthy of preservation as part of a neighborhood, a block or a street frontage, or as part of a group of buildings which includes landmarks, that structure may be designated a structure of merit.*

This statement of general criteria for a Structure of Merit addresses the contribution of structures that are "worthy of preservation as part of a neighborhood, a block or street frontage, or as part of a group of buildings that includes landmarks" -- in other words, structures that contribute to the surrounding cityscape or a surrounding group of structures.

Although the building does make a positive contribution to its streetscape, it does so as a building whose form and appearance date from 37 years ago. It makes a contribution to its streetscape not simply as a historic structure but, ambiguously, as a 1982 remodeled structure with historic features.

2. *Specific criteria include, but are not limited to one or more of the following:*

a. *The age of the structure is contemporary with (1) a designated landmark within its neighborhood, block, street frontage, or group of buildings, or (2) an historic period or event of significance to the City, or to the structure's neighborhood, block, street frontage, or group of buildings.*

1650 Shattuck was first completed as a gas station in 1933 and was added to in three stages ending in 1941. Thus, its date as a gas station is contemporary with the nearby Whittier School, a 1939 landmark in the Moderne Style. If it were still a gas station, it would meet this criterion as a Structure of Merit. However, with its 1982 conversion, it does not meet the criteria.

As above, the 1982 conversion of the building alters its relationship to any historic period or event of significance to the City – e.g. the expanding use of automobiles in the 1910s to 1930s. For this reason, it does not meet this criterion as a Structure of Merit.

b. *The structure is compatible in size, scale, style, materials or design with a designated landmark structure within its neighborhood, block, street frontage, or group of buildings.*

1650 Shattuck is compatible in several ways – e.g. style, materials, and design – with a designated landmark in its neighborhood, Whittier School. However, as above, because of its conversion in 1982, that compatibility is altered so that it does not meet this criterion for a Structure of Merit.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI/Trinomial _____

Page 17 of 51 Resource Identifier: 1650 Shattuck Avenue
Recorded by Michael R. Corbett *Date 16 October 2019 Continuation Update

Evaluation (continued)

c. The structure is a good example of architectural design.

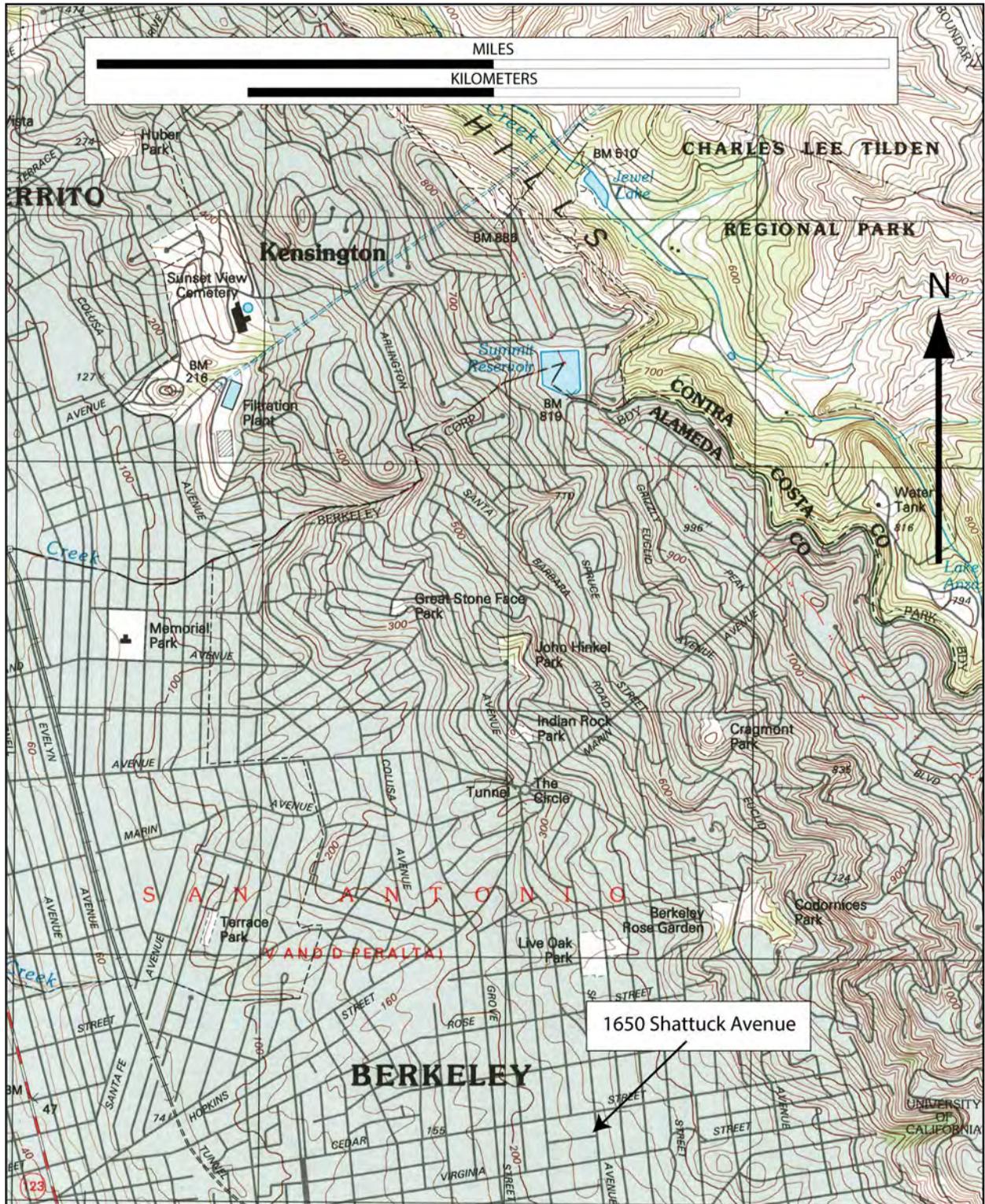
The structure is “a good example of architectural design,” but its alterations in 1982 altered the historic character of the building as a whole so that it does not meet this criterion for a Structure of Merit.

d. The structure has historical significance to the City and/or to the structure’s neighborhood, block, street frontage, or group of buildings. (Ord. 5686-NS § 1 (part), 1985; Ord. 4694-NS § 3.1, 1974)

In its POS, the structure had historical significance to the City as a representative of the early automobile era of the 1920s-1930s. However, with its 1982 remodeling, it lost its ability to convey that significance in an authentic way and does not meet this criteria for a Structure of Merit.

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION LOCATION MAP	Primary # _____ HRI# _____ Trinomial# _____
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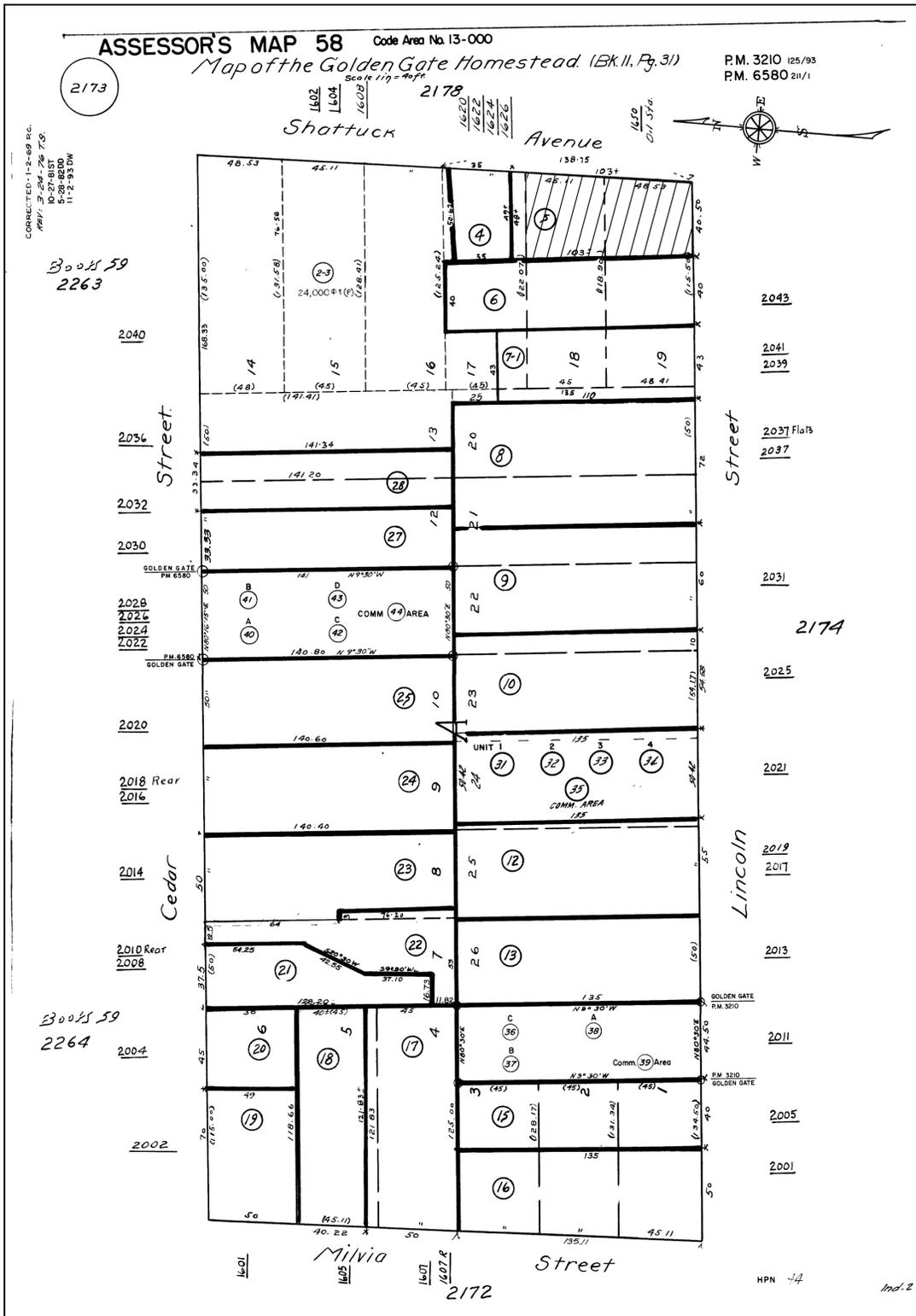
Page 18 of 51 *Resource Name or # (Assigned by recorder) 1650 Shattuck Avenue
*Map Name: Richmond Quadrangle *Scale: 1:24,000 *Date of Map: 1993



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary # _____
HRI# _____
Trinomial# _____

Page 19 of 51 *Resource Name or # (Assigned by recorder) 1650 Shattuck Avenue
*Map Name: Alameda County Assessor, Map 58 *Date: corrected to 1993



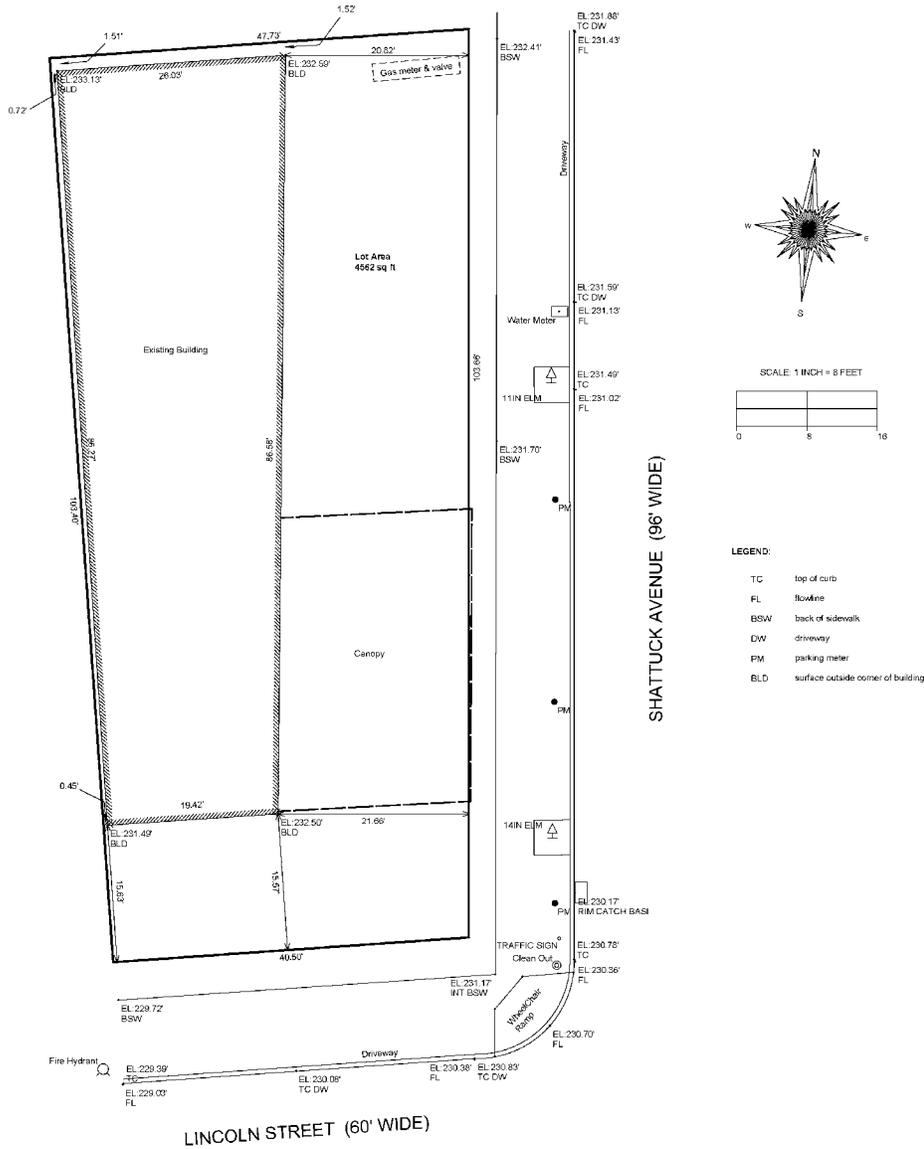
Assessor's Parcel Map 58, detail. Alameda County Assessor, corrected to 1993.

1650 SHATTUCK AVENUE, BERKELEY, CA

A PORTION OF LOTS 17, 18, & 19, BLOCK "A" GOLDEN GATE HOMESTEAD,
FILED MAY 6, 1887 IN MAP BOOK 11, PAGE 31, ALAMEDA COUNTY RECORDS

APN: 58-2173-5

SEPTEMBER, 2019



SHATTUCK AVENUE (96' WIDE)

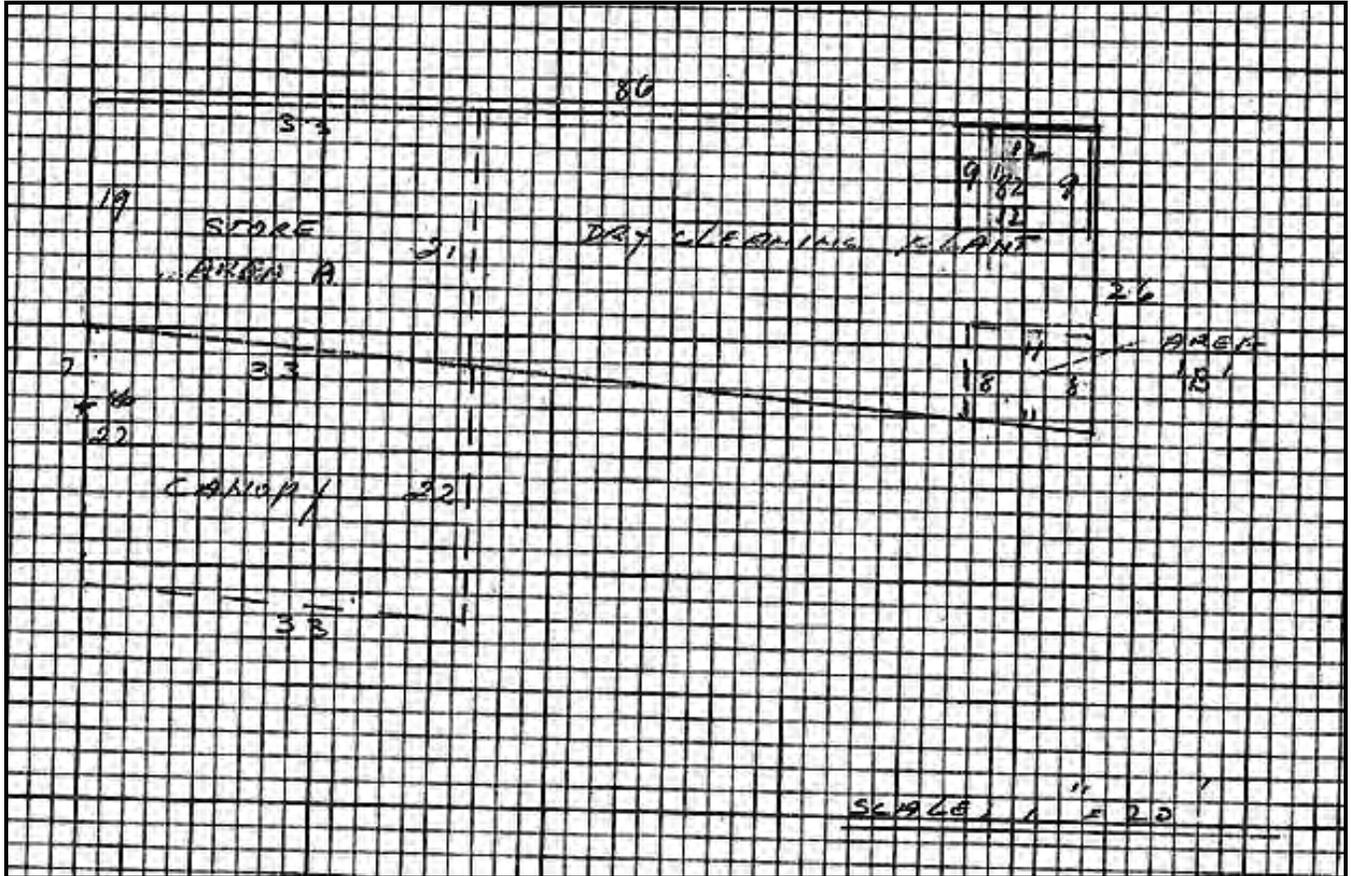
LINCOLN STREET (60' WIDE)

Note:
This drawing was created using PC Survey software, and translated into pdf format. No responsibility is taken by this office for the accuracy of the pdf drawing. Please refer to the hard copy.
The data contained in this drawing remains the property of Paul O. Webb, Licensed Surveyor, and may only be used for its intended purpose.

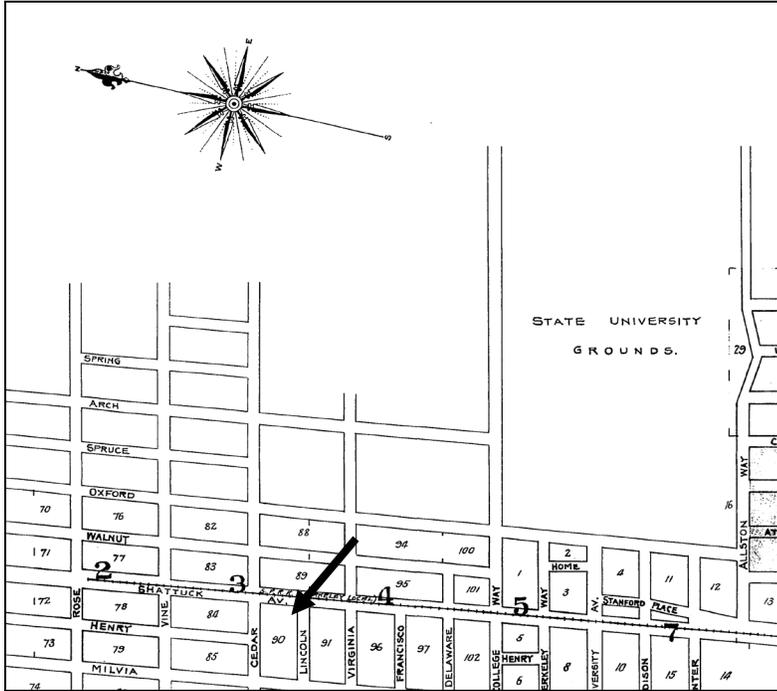
BENCHMARK:

City of Berkeley monument at Cedar St. and Shattuck Ave.
taken as Elev. 233.90 per City of Berkeley records.

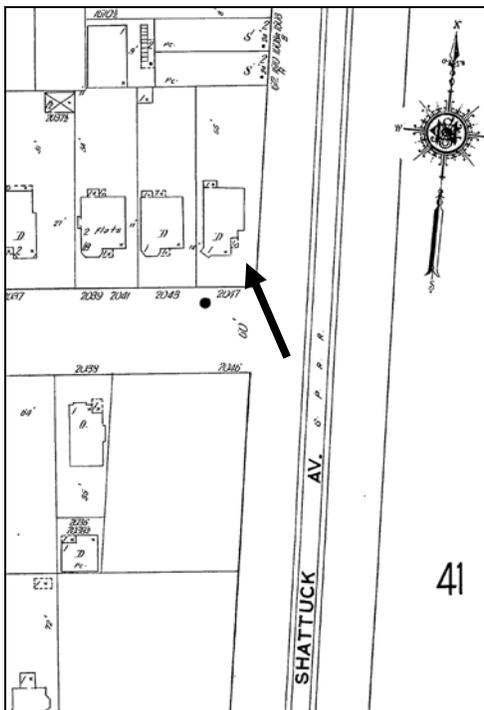
Paul O. Webb, Licensed Surveyor
2724 North Street, Suite B
Berkeley, Ca 94710

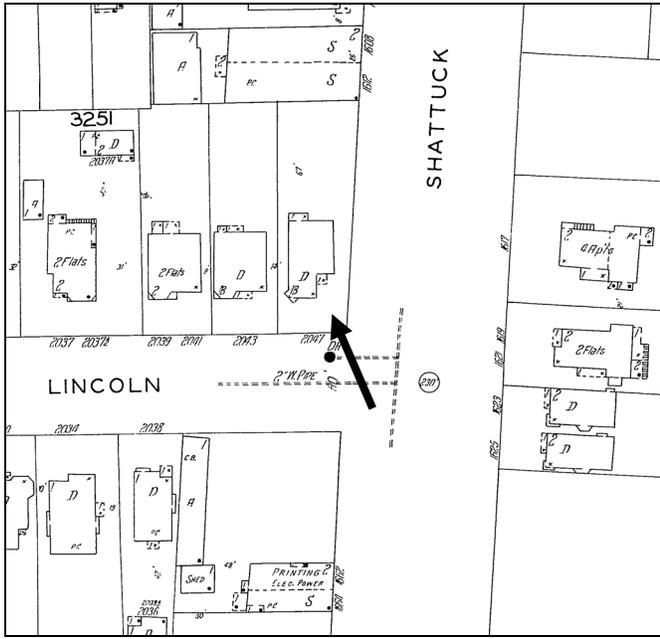


Detail from Commercial Building Record showing site plan and rough dimensions. Alameda County Assessor, 1984.

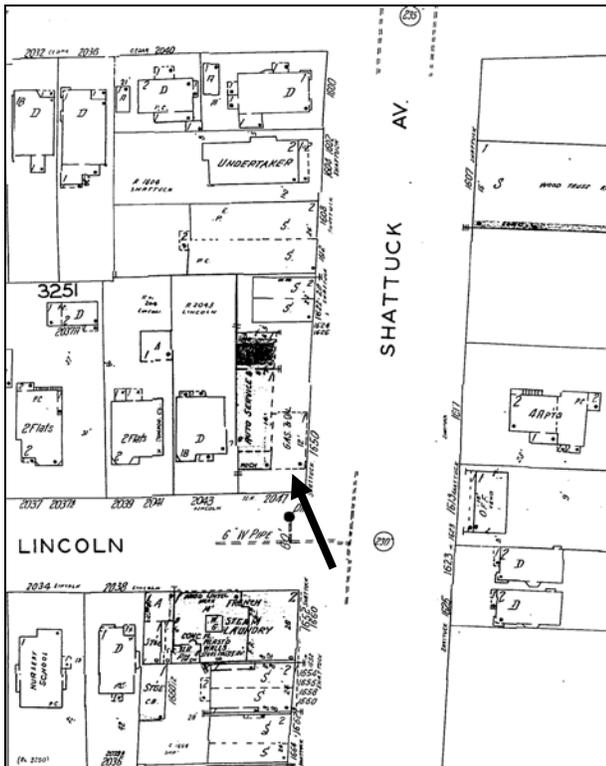


Future site of 1650 Shattuck Avenue with Southern Pacific steam train line. Sanborn Map 1894, Index page.

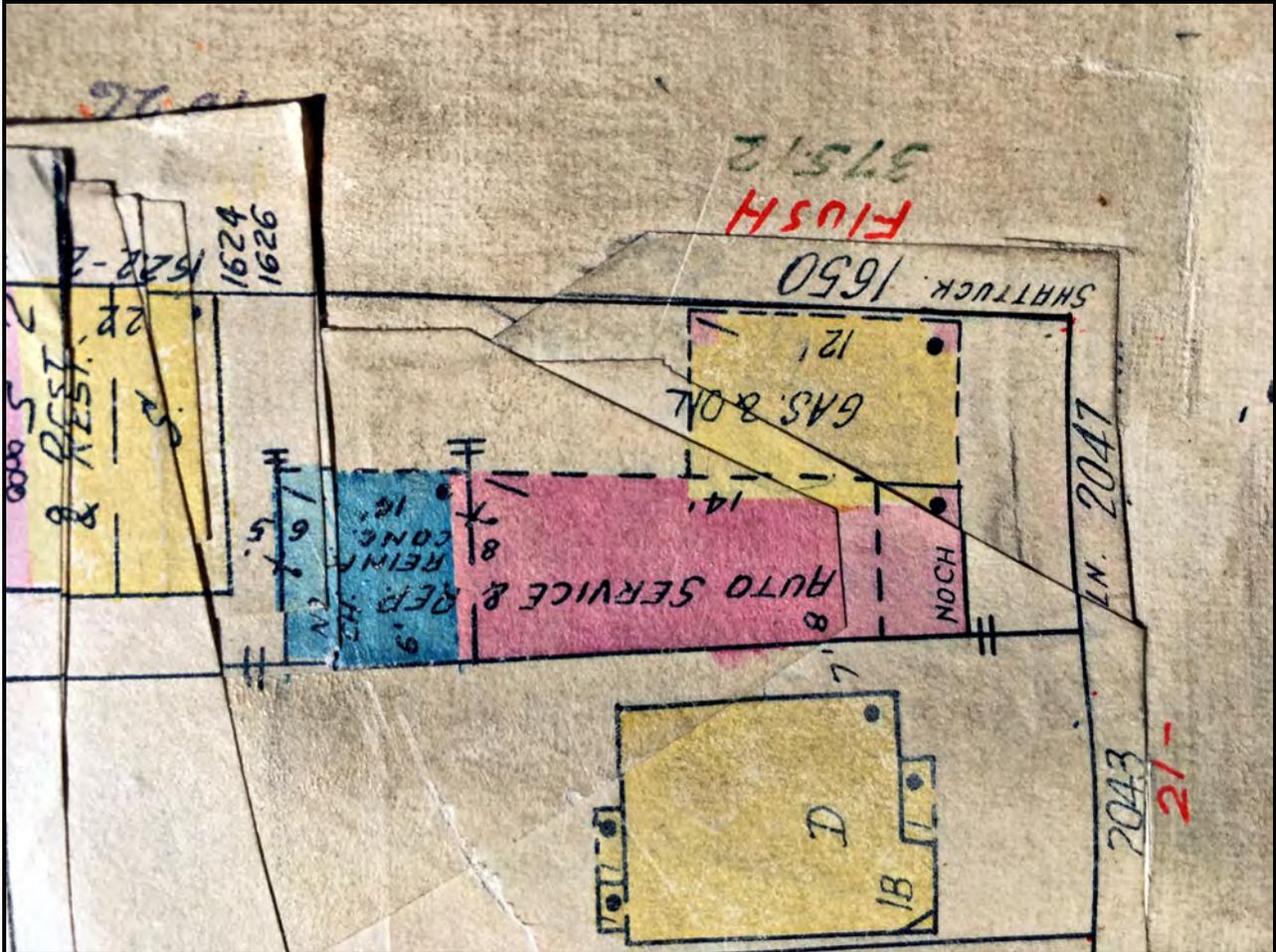




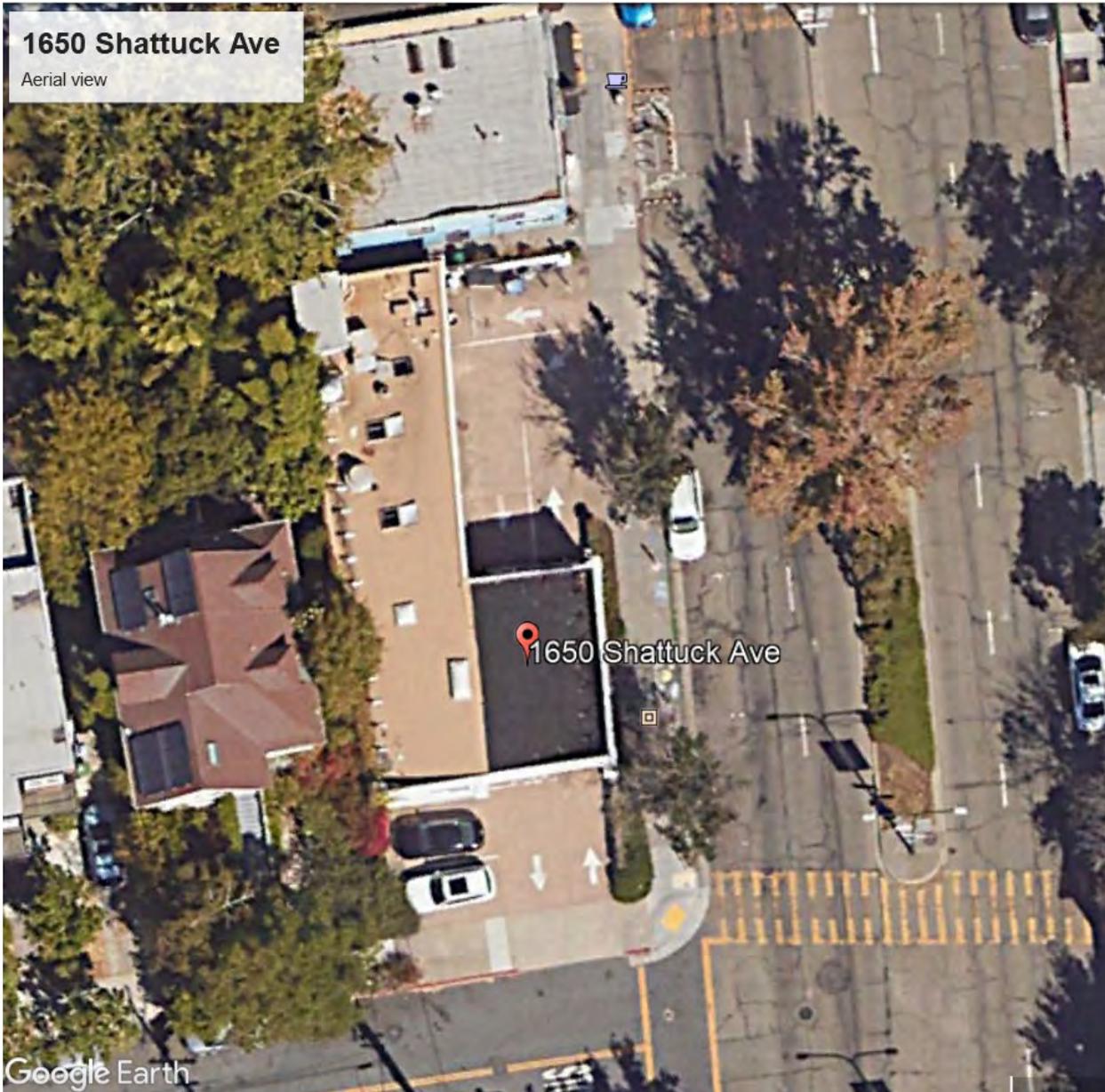
1929 Sanborn Map detail, showing future site of 1650 Shattuck Avenue.



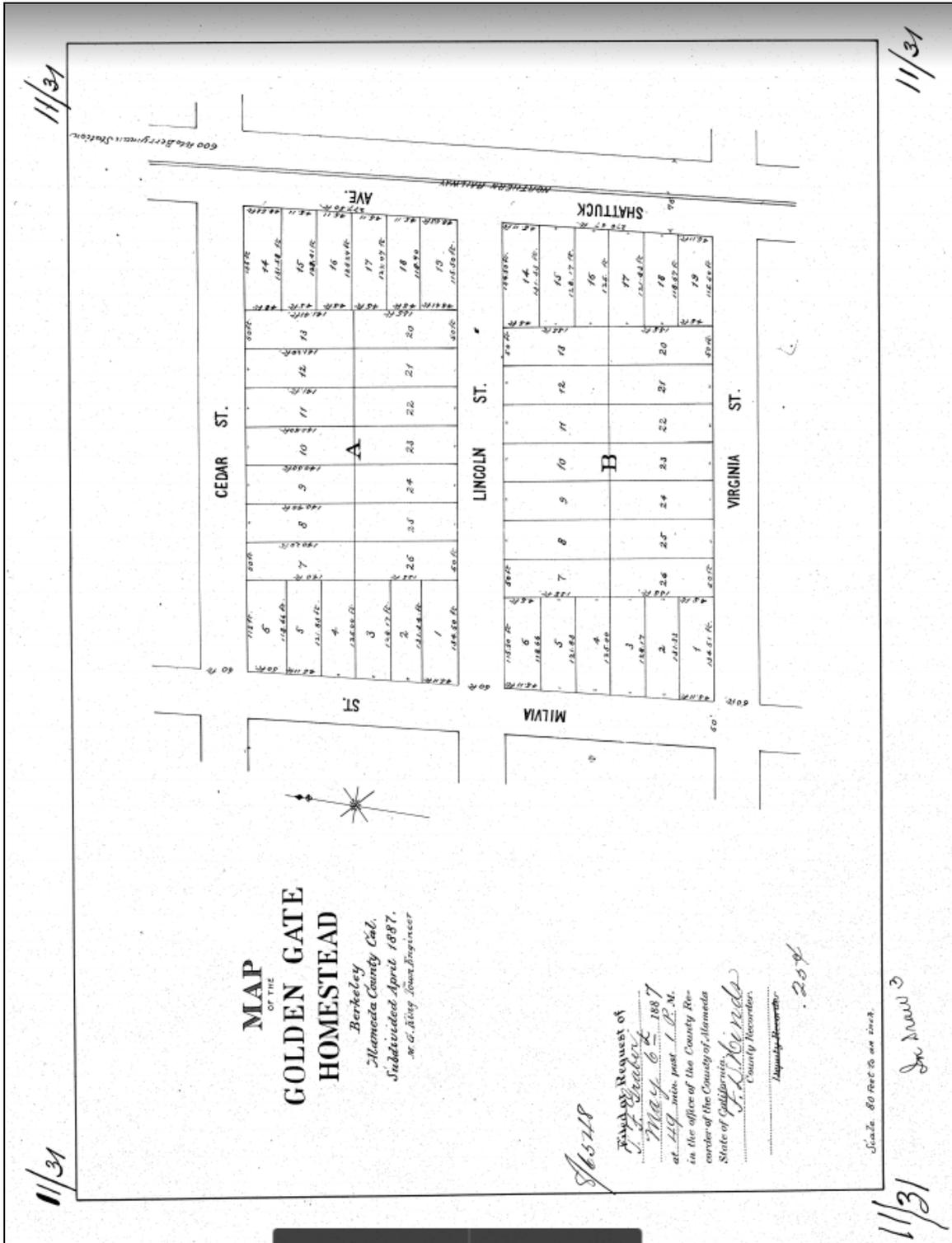
1950 Sanborn Map detail, showing 1650 Shattuck Avenue. 2nd page only



Project site before conversion to cleaners. Sanborn Map 1929, updated to Dec 1980, vol. 1, p. 20.



Aerial photo of property showing relationship of building to paved area including pavement markings indicating traffic directions and parking spaces. Source: Google earth, 29 March 2018.



Map of Golden Gate Homestead, 1887. Alameda County Recorder.



Henry F. Gede, Jr., designer and partner Independent Iron Works. From ancestry.com

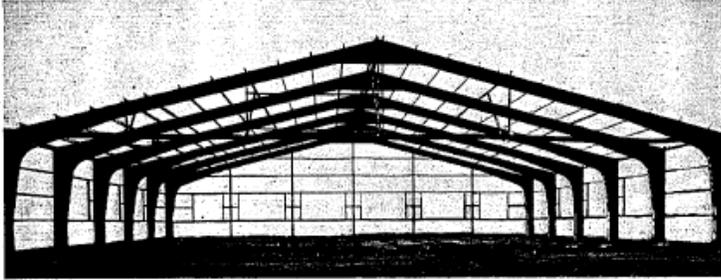
For Sale—Airport
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- 1—125 feet by 200 feet.
- 1—70 feet by 100 feet.
- 2—33 feet by 100 feet.
- 3—33 feet by 90 feet.

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foundation.

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Ad for Independent Iron Works, 1939. Oakland Tribune, 7 May 1939.



The latest development in modern steel buildings...

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RIGID FRAME STEEL BUILDINGS now available out of stock for immediate delivery . . . 40' 0" — 50' 0" — 60' 0" — 70' 0" — 80' 0" — 90' 0" or 100' 0" Spans, any length. Complete with corrugated Aluminum wall & roof covering—Call for particulars.

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OAKLAND, CALIFORNIA

48

OAKLAND TRIBUNE 1947 YEAR BOOK

Ad for Independent Iron Works, 1947. Oakland Tribune Yearbook, 1947.



Gas station at 1849 Shattuck (northeast corner of Hearst), undated. Berkeley Architectural Heritage Association, Donough files.



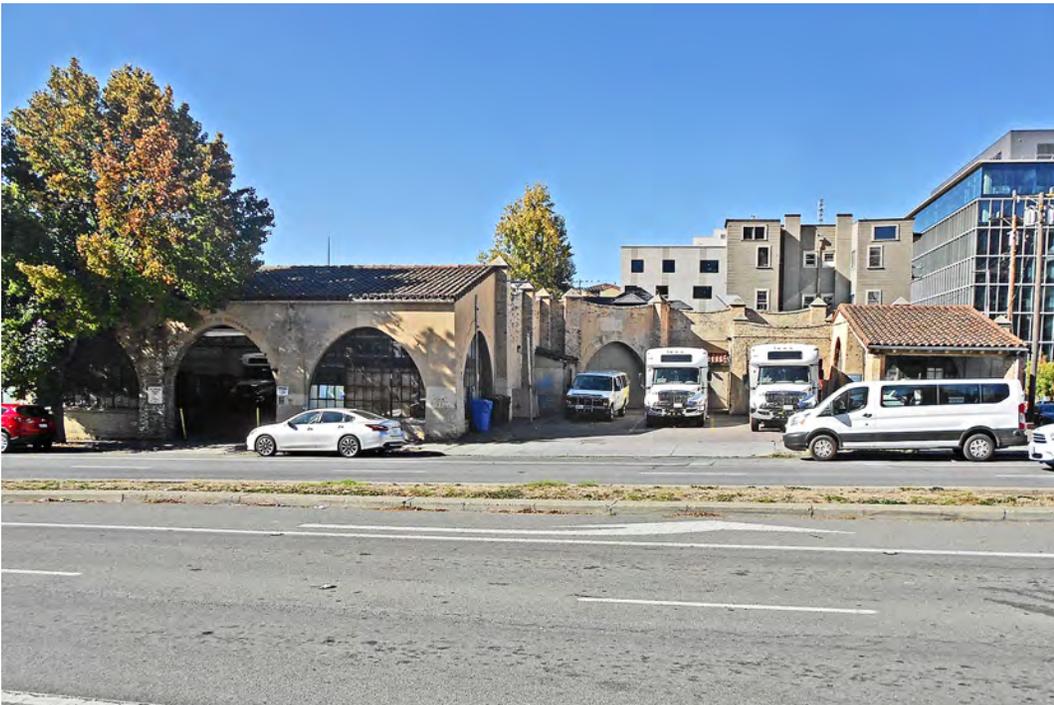
Independent station, 2555 College Avenue, 1929. Typical early metal and glass station. Now rare.



Independent station, 1745 Cedar Street, ca. 1930. Typical early metal and glass station. Now rare.



Independent station, 3058 Shattuck Avenue at Prince, ca. 1930. Typical design intended to blend into residential neighborhood.



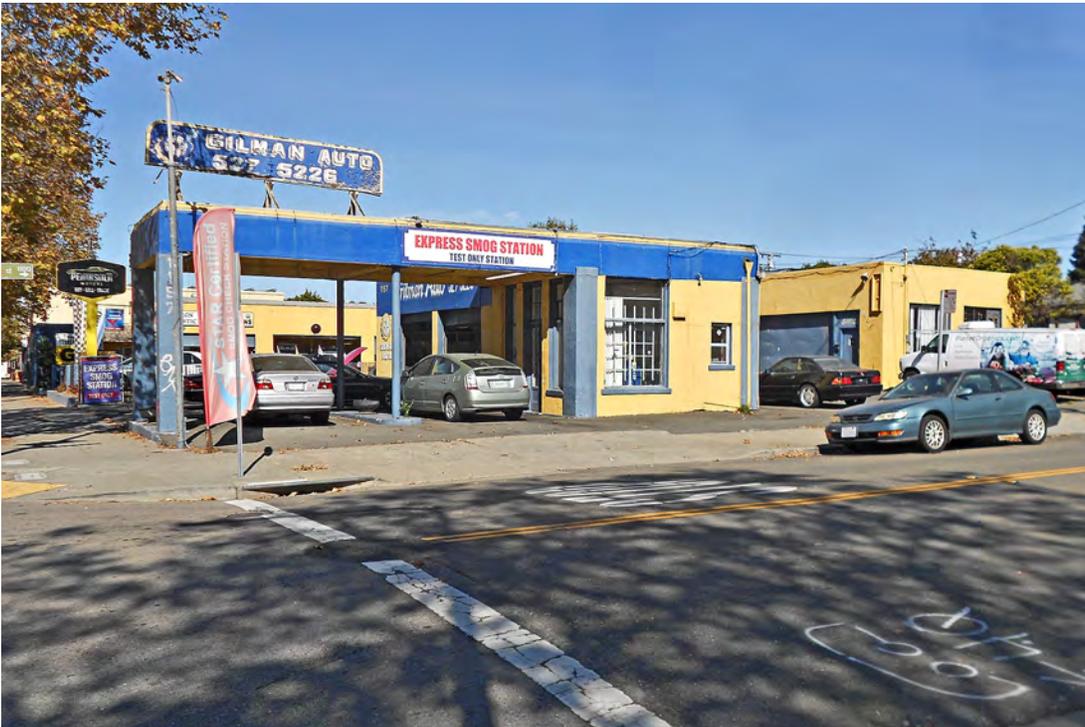
Richfield Oil Station (now University Garage), 1952 Oxford Street, 1930, Walter H. Ratcliff, Jr., Architect. Berkeley Landmark #50. A fine example of the most extensive and elaborate type of gas station of the period, designed by an architect, Mediterranean-Moorish style.



Chevron Station, 1201 The Alameda, ca. 1935. Spanish Colonial style. A station designed to blend into its residential neighborhood. The last pre-war station in Berkeley still functioning as a gas station.



Unknown station, (now Station Burger), 2994 Russell at Claremont, 1933. A station designed to blend into its residential neighborhood.



Gilman Auto, 1197 San Pablo Avenue, ca. 1935. Moderne Style gas station, now a repair shop. Modern image for its location on State Highway 123.



Henry's Service, 1321 Gilman Street, ca. 1940. Moderne Style gas station, now a repair shop. Modern image for its location on street leading to highway to Bay Bridge.



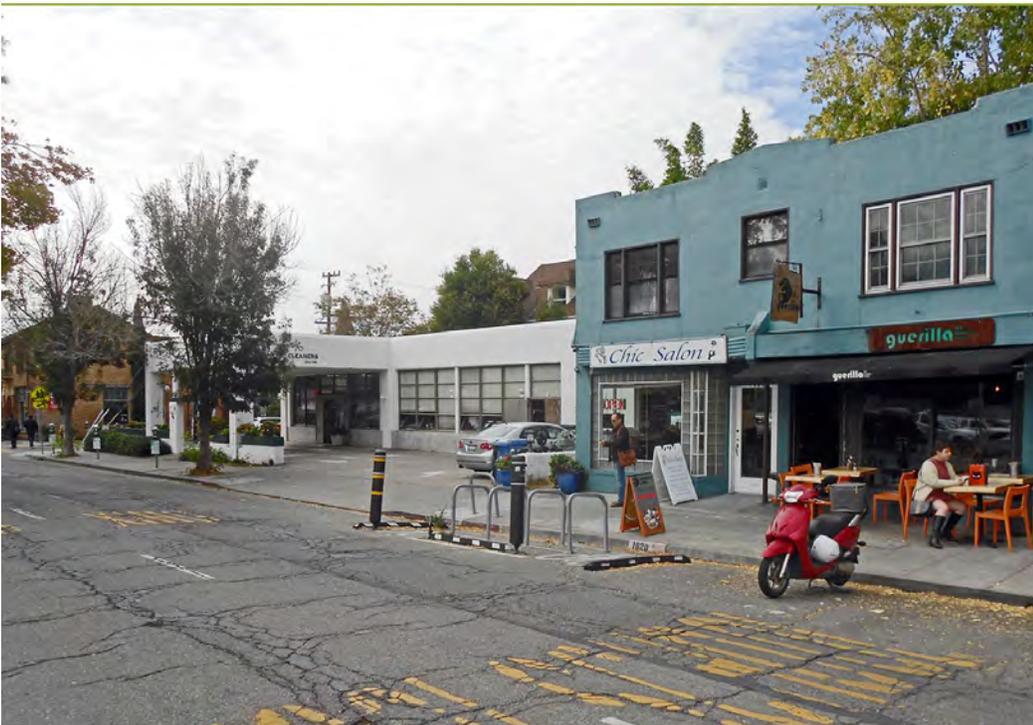
Steel warehouse at 641 Gilman Street, 1940. Designed by H. Gede, probably Henry F. Gede, Jr.



1908 aerial photo of central Berkeley showing area just south of the project site; Shattuck Avenue runs left and right across the center of this photo with regularly spaced utility poles visible; east side of block between Virginia and Cedar visible at left edge, center. Photo by Lawrence Captive Airship, 24 November 1908, on display at Berkeley Permit Center.



1. Setting. View north on Shattuck Avenue. Corbett, 16 Oct 2019. #0935.



2. Setting. View southwest on Shattuck Avenue. Corbett, 16 Oct 2019. #0940.



3. Perspective view northwest. Corbett, 16 Oct 2019. #0961.



4. Perspective view west. Corbett, 16 Oct 2019. #0937.



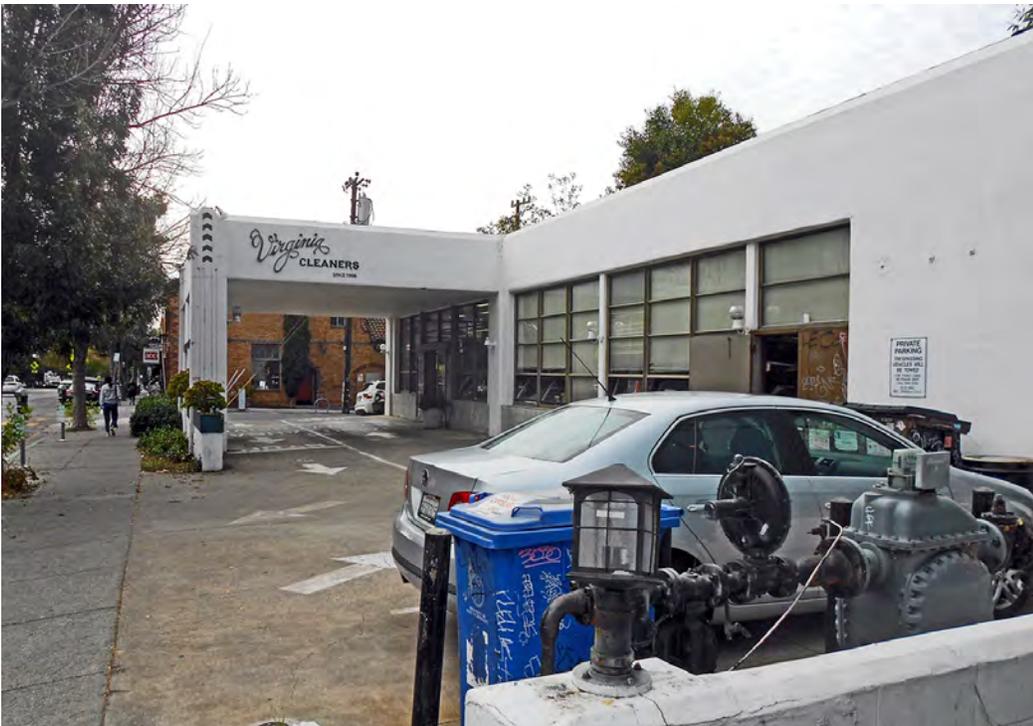
5. Perspective view southwest. Corbett, 16 Oct 2019. #0938.



6. View of north end of building. View west. Corbett, 16 Oct 2019. #0941.



7. View of north end of building, detail. View west. Corbett, 16 Oct 2019. #0942.



8. View southwest. Corbett, 16 Oct 2019. #0943.



9. View north. Corbett, 16 Oct 2019. #0960.



10. View northwest, detail. Corbett, 16 Oct 2019. #0962.



11. View northwest, detail. Corbett, 16 Oct 2019. #0963.



12. View north, detail. Corbett, 16 Oct 2019. #0968.



13. View north. Corbett, 16 Oct 2019. #0967.



14. View northwest, detail. Corbett, 16 Oct 2019. #0959.



15. View southwest. Corbett, 16 Oct 2019. #0950.



16. View southwest, detail. Corbett, 16 Oct 2019. #0954.



17. View south, detail. Corbett, 16 Oct 2019. #0953.



18. View southwest. Corbett, 16 Oct 2019. #0945.



19. View southwest. Corbett, 16 Oct 2019. #0946.



20. View southwest. Corbett, 16 Oct 2019. #0947.



21. View southwest. Corbett, 16 Oct 2019. #0948.



22. View west. Corbett, 16 Oct 2019. #0973.



23. View east. Corbett, 16 Oct 2019. #0974.



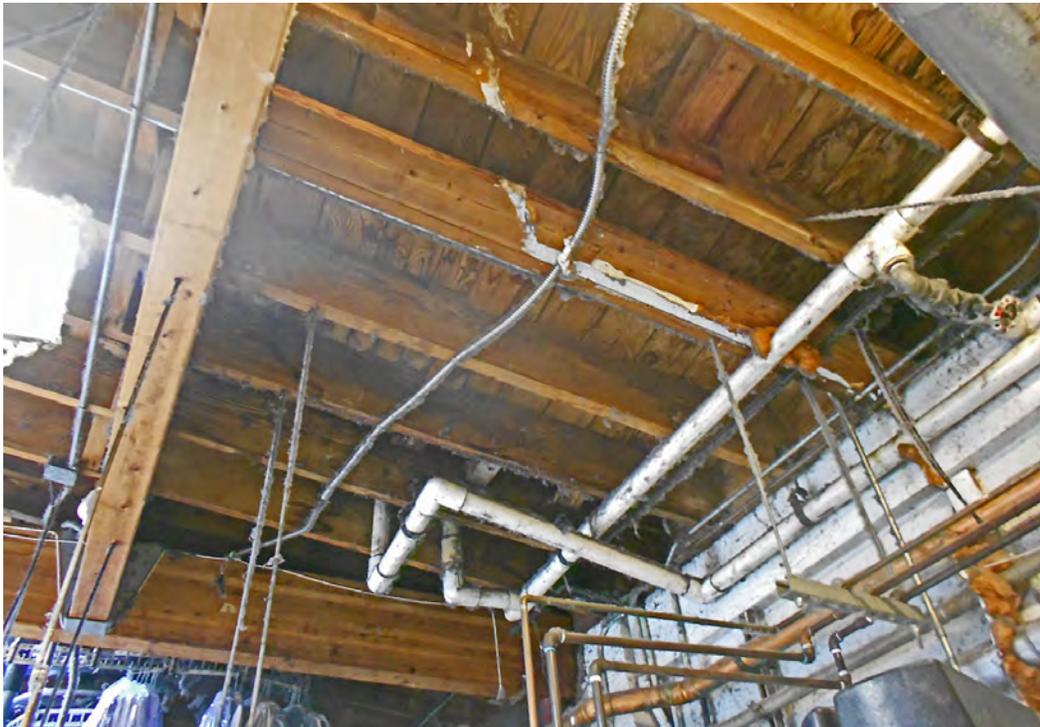
24. View north. Corbett, 16 Oct 2019. #0971.



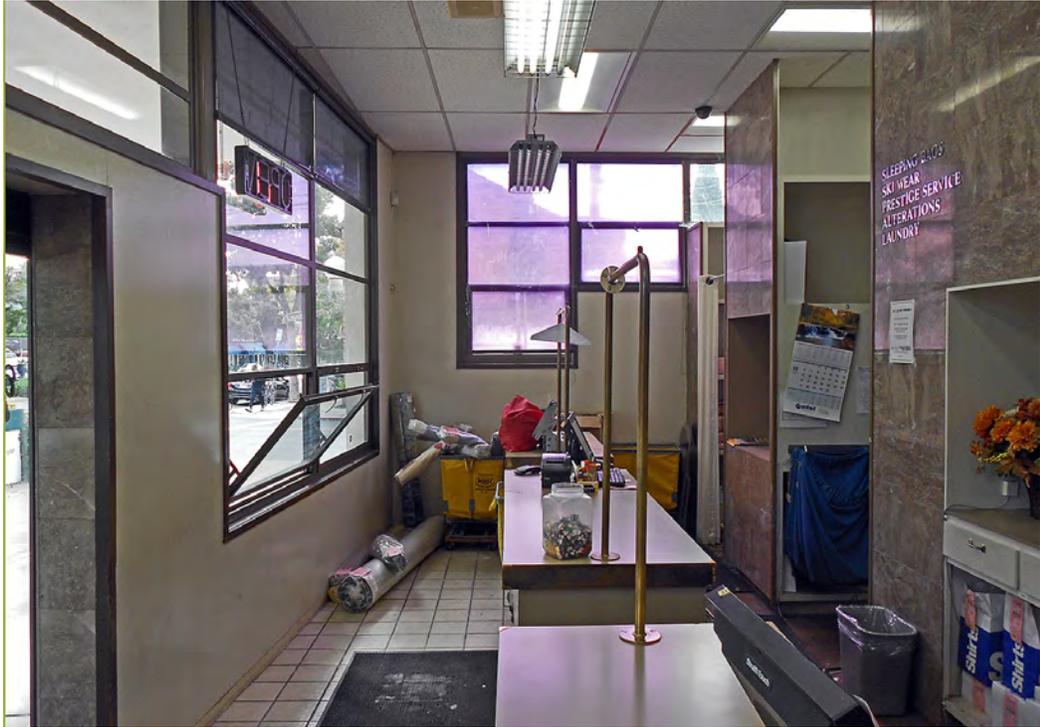
25. Interior view west, showing reinforced concrete wall. Corbett, 16 Oct 2019. #0977.



26. Interior view east, showing concrete block wall. Corbett, 16 Oct 2019. #0980.



27. Interior view south, showing framing of wood roof. Corbett, 16 Oct 2019. #0978.



28. Interior view south, showing public counter. Corbett, 16 Oct 2019. #0981.

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