

# City of Livermore

## Historic Context Statement

Prepared for:

**LIVERMORE**  
CALIFORNIA

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## Introduction

The following Historic Context Statement was prepared by GPA Consulting (GPA) for the City of Livermore (City) in conjunction with a Historic Resources Survey Update. The results of the survey are presented in a separate document. Staff from the City of Livermore Community Development Department, including Jake Potter, Assistant Planner, Ingrid Rademaker, Special Projects Coordinator, and Stephen Riley, Principal Planner, guided the project. The context statement was authored by Amanda Duane and overseen by Andrea Galvin with GPA Consulting. Ms. Duane and Ms. Galvin meet the Secretary of the Interior's Professional Qualifications Standards in Architectural History.

Members of the Livermore Heritage Guild and Historic Preservation Commission, as well as City Historian Richard Finn, provided comments and feedback and shared valuable research materials. Volunteers Sheila Akins, Scott Lee, and Neal Pann as well as Livermore Public Library Librarian Blanche Angelo graciously lent their time to the project and assisted with in-depth research and photography.

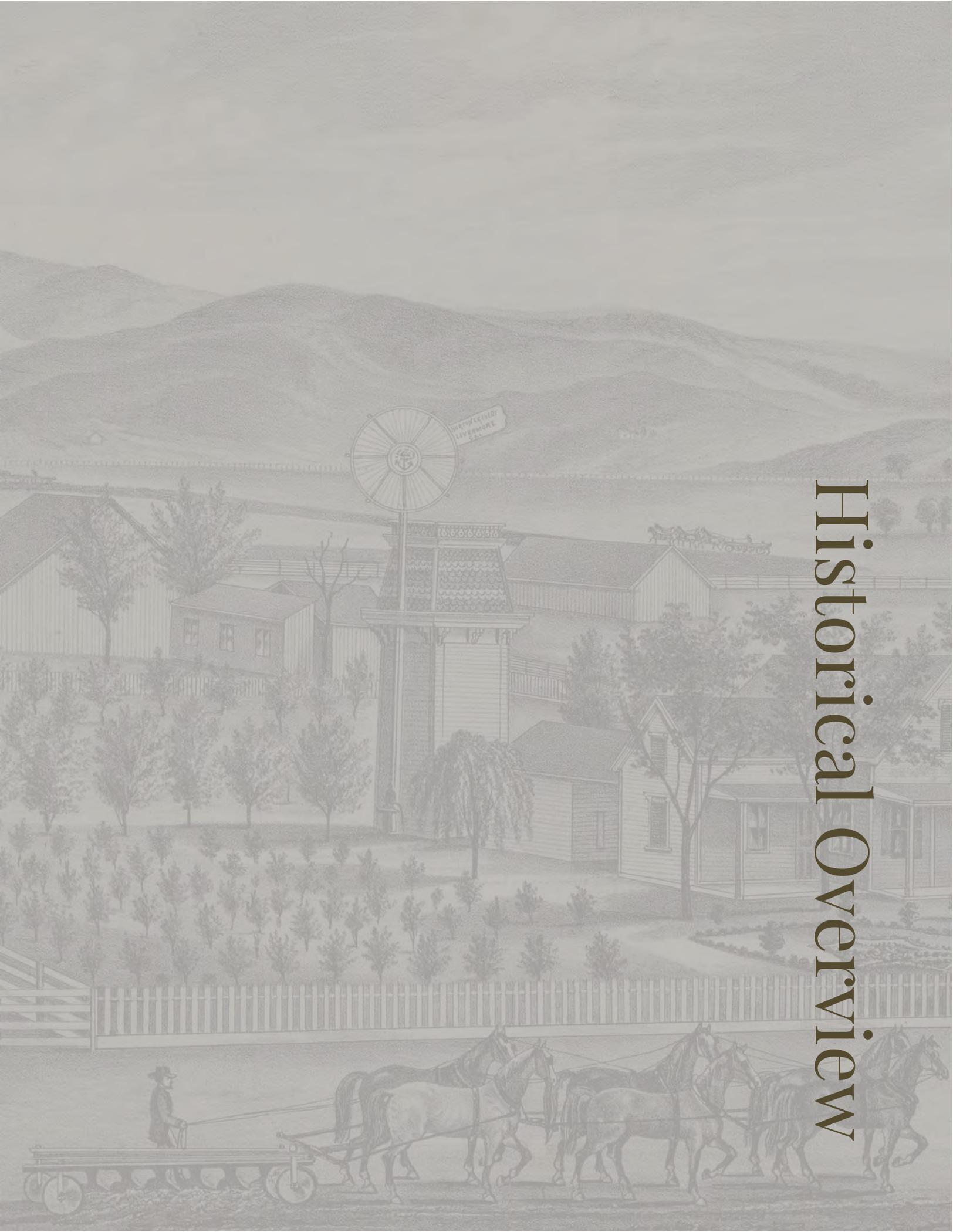
## How To Use this Document

This document serves as a framework for identifying and evaluating potential historic resources in the City of Livermore. The Historic Context Statement begins with a narrative overview of the development of Livermore from its earliest Anglo-American settlement through the year 1975, the study end-date, to summarize focal points in Livermore's history.

Following the narrative overview, we included a series of focused contexts and themes that discuss specific property types or subjects in more detail. Each theme within each context includes a discussion of the requirements, resource characteristics, and aspects of integrity that associated property types must possess to be eligible for listing in the National Register of Historic Places (National Register), California Register of Historical Resources (California Register), or to meet the definition of a City of Livermore historical resource. The National Register, California Register, and local **Criteria for Evaluation** are described in full at the beginning of the **Survey Report**.

The first step to evaluate a property using this document is to determine the appropriate context and theme that the property type represents in the **Contexts, Themes, Associated Property Types, and Registration Requirements** section. Once the relevant context and theme have been identified, the characteristics and integrity of the property should be compared to the Registration Requirements for that property type. Registration Requirements are included in a table at the end of every theme within a context. If the property being evaluated has a significant association with the applicable context and theme and possesses all or most of the characteristics and integrity described in the Registration Requirements, the property is likely eligible for the National Register, California Register or as a City of Livermore historical resource within that context and theme. Some properties may have significance within multiple contexts and themes.





# Historical Overview

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## Historical Overview

Livermore is a mid-sized city near the center of Alameda County. Incorporated in 1876, Livermore is arguably best known for its wine production and annual rodeo as well as being the home of two large research facilities, the Lawrence Livermore National Laboratory and the Livermore branch of Sandia National Laboratories. After World War II, the area rapidly developed in an effort to house laboratory employees and commuters to major work centers like Oakland and San Francisco. Since then, the city has continued to spread outward from downtown, establishing a clear pattern of development that is reflected in the built environment. This Historical Overview is written in chronological order and briefly describes the overall history of Livermore. The Contexts, Themes, Associated Property Types, and Registration Requirements section that follows the overview explores specific topics, such as the railroad, ranching and viticulture, and the Livermore Rodeo in greater detail. Where applicable, these themes are tied to associated resources in the City of Livermore.

### Livermore History Timeline

- c. 1839: Robert Livermore settled on Rancho Las Positas
- 1864: Alphonso Ladd established Laddsville
- 1865: William Mendenhall purchased portion of former ranchos west of Laddsville
- 1869: Mendenhall plats original town of Livermore; Central Pacific Railroad is completed
- 1871: Fire in Laddsville
- 1875: McLeod's Addition and Northern Expansion plats filed; Livermore Town Hall and firehouse built
- 1876: Livermore incorporated
- c. 1880s: Livermore Valley viticulture established
- 1889: Livermore Valley wine won awards at *Exposition Universelle* in Paris
- 1894: Livermore Sanitarium established
- 1905: Livermore Town Hall moved into building at First and McLeod
- 1906: San Francisco Earthquake
- 1910: Western Pacific Railroad completed
- 1911: Carnegie Library constructed.
- 1915: Lincoln Highway, transcontinental automobile route from New York City to San Francisco, completed through Livermore
- 1918: First modern rodeo held in Livermore
- 1920: Prohibition began
- 1922: Bank of Italy Building constructed



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1927: Livermore area phase of Hetch Hetchy Project began

1929: Great Depression begins; Livermore Airport established

1930: Ordinance passed, declaring the town of Livermore a city

1933: New Deal is enacted, Prohibition repealed

1934: Hetch Hetchy Project completed

1942: Livermore Naval Air Station established

1945: Livermore Naval Air Station deactivated

1947: Livermore Area Recreation and Parks District established

1950: City ordinance allowing subdivisions passed

1951: First subdivision in Livermore, the Jensen Tract, filed

1952: Lawrence Livermore National Laboratory (then the Livermore branch of the University of California Radiation Laboratory at Berkeley) opened

1955: Livermore branch of Sandia National Laboratory opened

1958: Livermore City Hall moved to Bank of Italy Building

1960s: I-580 completed through Livermore

1972: Anti-growth measure proposed by the Save All Valley Environments group adopted

1973: Livermore Heritage Guild founded, saves abandoned Southern Pacific Railroad Depot from demolition

1975: End date of historic resources survey and historic context statement



## Early History

The area that is the present-day Livermore Valley was once inhabited by multiple Ohlone tribes. By the 1700s, this included the Pelnen, Causen, Ssaoam, and Seunen.<sup>1</sup> During the late eighteenth and early nineteenth centuries, colonial Spaniards established a series of twenty-one missions throughout California.<sup>2</sup> Mission San Jose was established in the Livermore Valley vicinity in 1797. Following this, the population of Ohlone in the Livermore Valley quickly dwindled through forced indoctrination and the disruption of food and water sources.<sup>3</sup>



Figure 1: Mission San Jose, no date.  
*Courtesy of Livermore Heritage Guild.*

In 1821, rule over what was then called Alta California shifted to the Mexican government. During this period of Mexican rule, the government began to secularize the Spanish Missions and distribute large swaths of land to private owners, typically in the form of land grants to prominent individuals such as military officers.<sup>4</sup> Several land grants were located in the vicinity of present-day Livermore, including Rancho El Valle de San Jose and

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<sup>1</sup> Livermore Heritage Guild, *Early Livermore* (Charleston, SC: Arcadia Books, 2006), 7; "Native Ohlone," Pleasanton Museum on Main, accessed February 7, 2020, <http://www.museumonmain.org/native-ohlone.html>.

<sup>2</sup> Daniel Prosser, "Spanish Colonial and Mexican Era Settlement, 1781-1859," *Los Angeles Citywide Historic Context Statement* (City of Los Angeles Office of Historic Resources, February 2016,) 4 <https://planning.lacity.org/preservation-design/historic-resources/spanish-colonial-and-mexican-era-settlement>; "Native Ohlone."

<sup>3</sup> "Ohlones and Coast Miwoks," National Park Service, accessed February 7, 2020, <https://www.nps.gov/goga/learn/historyculture/ohlones-and-coast-miwoks.htm>; *Early Livermore*, 7.

<sup>4</sup> "Livermore-Amador Valley Land Grants," Gary Drummond, Livermore Heritage Guild, accessed February 10, 2020, [https://www.lhg.org/Documents/General/Land\\_Grants.html](https://www.lhg.org/Documents/General/Land_Grants.html); Prosser, 15, 17-18.



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Rancho Las Positas. The Sunol and Bernal families ultimately owned El Valle de San Jose, while Jose Noriega and Robert Livermore became the owners of Rancho Las Positas.<sup>5</sup> English-born Robert Livermore had arrived in California when he was about twenty years old and began learning how to drive cattle and speak Spanish.<sup>6</sup> Rancho owners, including Livermore, built adobe houses and raised horses, sheep, and cattle—largely for their hides and tallow—and cultivated crops including pears, apples, olives, and wheat.<sup>7</sup> Livermore and his wife, Josefa Higuera, became well-known for their hospitality and well-appointed home.<sup>8</sup>



Figure 2: Robert Livermore, Josefa Higuera, and Rancho Las Positas depicted on a postcard, no date.  
*Courtesy of Livermore Heritage Guild.*

Fueled by President James Polk's expansionist platform and desire for strategic control over San Francisco, the United States' victory over Mexico in the Mexican War led to the occupation and eventual statehood of California in 1849. Shortly thereafter, the Gold Rush spurred rapid development in northern California and drove up demand for beef, which was a temporary boon for rancho owners. However, drought, increasing competition between ranchers, and the legal complications of land ownership brought on by the Land Act of 1851 led to the collapse of the rancho system. While the Land Act technically recognized the Spanish and

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<sup>5</sup> Cris Perez and Lou Shafer, *Grants of Land in California Made by Spanish or Mexican Authorities* (Sacramento: State Lands Commission, 1982), 161-175 <https://www.slc.ca.gov/land-types/grants-of-land-in-california-made-by-spanish-or-mexican-authorities/>.

<sup>6</sup> Homan, Anne Marshall. *Historic Livermore, California: Illustrated A-Z* (Walnut Creek, CA: Hardscratch Press, 2007), 293.

<sup>7</sup> *The Livermore Valley*, ed. William Pitt Bartlett (Livermore, CA: Livermore Herald Job Printing Office, 1878), 9-10, digitized by Boston Public Library, [https://archive.org/details/livermorevalleyi00bart\\_0/mode/2up](https://archive.org/details/livermorevalleyi00bart_0/mode/2up).

<sup>8</sup> Livermore died in 1858 and his wife Josefa died in 1879. Homan, 11, 294.



Mexican land grants as valid, it also required owners to produce detailed documentation of their holdings and imposed property taxes for the first time. Vague grant titles and inability to cover the sudden expense of taxes caused most landowners of Spanish and Mexican descent to lose claim to their land.<sup>9</sup> Rejected claims were made available to homesteaders, and the expansive rancho lands dwindled as they were divided into smaller portions and sold.<sup>10</sup>

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<sup>9</sup> Prosser, 29-31.

<sup>10</sup> The Homestead Act of 1862 allowed any “head of a family” that met a series of requirements to claim 160 acres of “unappropriated” land for a few dollars an acre. “A Century of Lawmaking for a New Nation: U.S. Congressional Documents and Debates, 1774-1875,” Library of Congress, accessed June 2020, <https://memory.loc.gov/cgi-bin/ampage?collId=llsl&fileName=012/llsl012.db&recNum=423>.



## Railroad Era and Incorporation (1864-1899)

In 1864, a settler named Alphonso Ladd claimed 160 acres of what was thought to be a portion of Rancho Las Positas.<sup>11</sup> He constructed a small house and hotel near the present-day location of the Junction Avenue School, forming the beginnings of a community that would be called Laddsville. Other construction quickly followed and by 1868 Laddsville included several houses, a saloon, schoolhouse, blacksmith, post office, livery stable, and even an Italian restaurant.<sup>12</sup>

Ladd was not the only settler to speculate in the Livermore Valley. In the 1840s, a pioneer named William Mendenhall arrived in California, initially living in Suttersville. During the 1850s, he lived in various locations in Santa Clara and Contra Costa counties, bringing his livestock with him as he moved.<sup>13</sup> In 1865, Mendenhall purchased a portion of Rancho El Valle de San Jose and Rancho Santa Rita west of Laddsville. In 1869, Mendenhall had a portion of this land surveyed and platted for a town he called Livermore, in honor of Robert Livermore. Mendenhall also donated land for the construction of a railroad depot. In the summer of 1869, the Central Pacific Railroad through Livermore was completed, along with the Central Pacific Depot. The depot was on present-day Railroad Avenue between L and M Streets.<sup>14</sup> Stores, hotels, warehouses and a residence were constructed soon after.<sup>15</sup> In 1870, Mendenhall donated additional land for the construction of the Livermore Collegiate Institute south of College Avenue between present-day O and N Streets. The private school opened that same year.<sup>16</sup>

The 1870s saw rapid development in Livermore. Following an 1871 fire that destroyed nearly all the businesses in Laddsville, owners rebuilt closer to the railroad depot in Livermore. By 1872, Livermore had doubled in size.<sup>17</sup> Over the next few years, churches and fellowship halls were constructed, a local newspaper began circulating, and the Livermore Spring Water Company began distributing water to Livermore residents.<sup>18</sup> In 1876, A.J. McLeod platted commercial and residential lots to form the McLeod Tract, and



Figure 3: William and Mary Mendenhall, c. 1895.  
*Courtesy of Livermore Heritage Guild.*

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<sup>11</sup> While Ladd claimed the land while it was owned by Robert Livermore, courts ruled in 1871 that Rancho Los Positas did not actually extend as far east as the land claimed by Alphonso Ladd. Homan, 269-270.

<sup>12</sup> J.P. Munro-Fraser, *History of Alameda County, California, including its Geology, Topography, Soil, and Productions* (Oakland, CA: M.W. Wood, 1883), 468, digitized by the Library of Congress, <https://archive.org/details/historyofalamed00munr/mode/2up>; Homan, 269-270.

<sup>13</sup> Munro-Fraser, 469, 941-942;

<sup>14</sup> *Ibid.*, 941-942; Livermore Heritage Guild, *Early Livermore*, 45.

<sup>15</sup> *The Livermore Valley*, 13.

<sup>16</sup> *Ibid.*; Livermore Heritage Guild, *Early Livermore*, 47.

<sup>17</sup> Homan, 270; Munro-Fraser, 469-470.

<sup>18</sup> Munro-Fraser, 470; *The Livermore Valley*, 14.



Alexander Esden filed the Northern Addition of fifty-four additional residential blocks and a two-block plaza north of the railroad tracks. The McLeod Tract, Northern Addition, and Mendenhall's original town formed the geographic center of Livermore, from which the town would grow outward.<sup>19</sup>

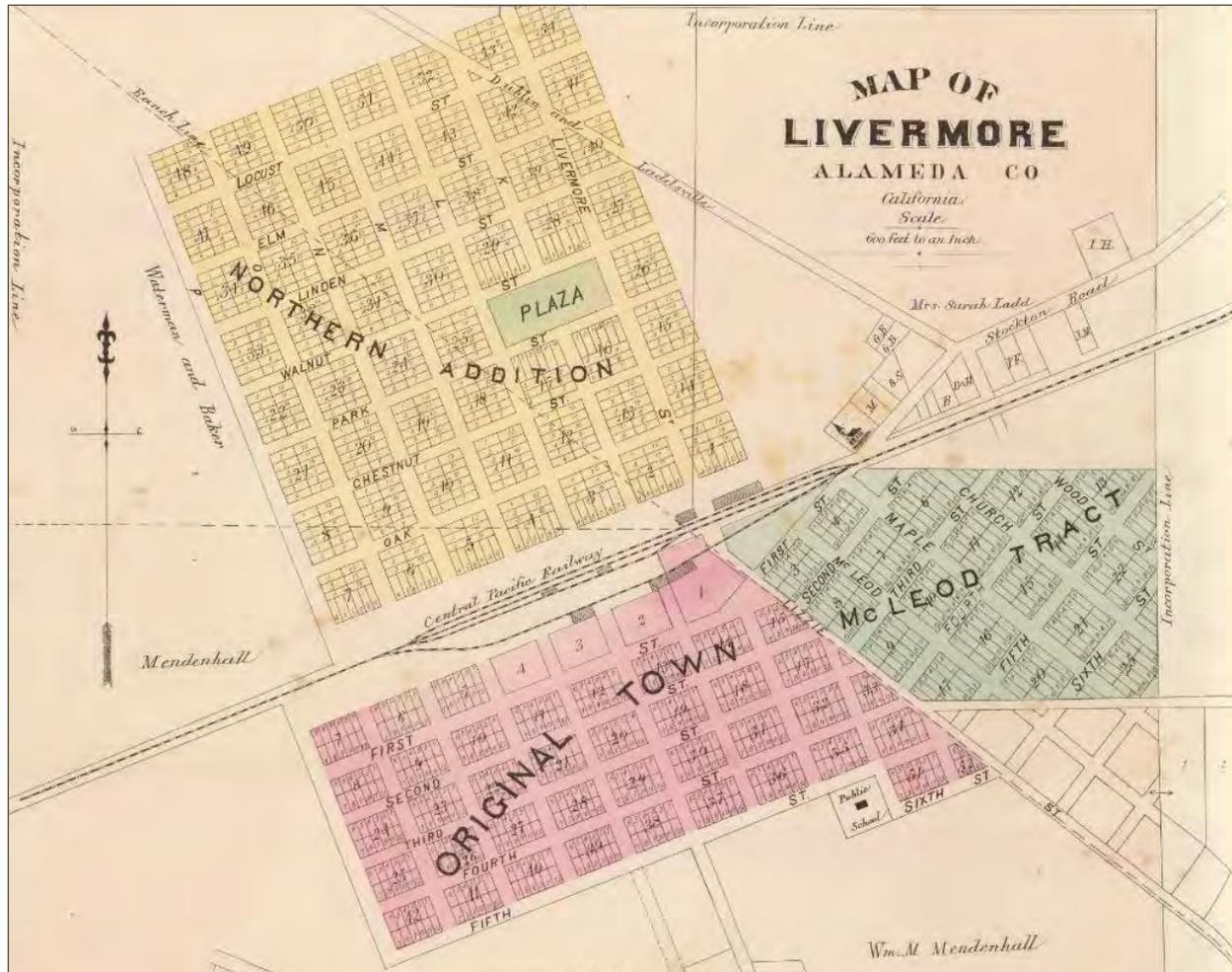


Figure 4: A map showing the Original Town, McLeod Tract, and Southern Addition in 1878. *Livermore, Mission San Jose. Atlas map. Oakland, CA: Thompson & West, 1878. Accessed September 2020, <https://www.davidrumsey.com>.*

In 1876, Livermore incorporated with a population of over eight hundred.<sup>20</sup> Newspaper man W.P. Bartlett advertised the town in *The Livermore Herald*, promoting its economic potential and publishing weekly lists of building permits for decades.<sup>21</sup> As the town grew, commercial and industrial development concentrated along First Street and Livermore Avenue, a portion of which was historically called “Lizzie Street,” while less dense

<sup>19</sup> G.B. Drummond, *Real Estate Development in Livermore History* (Livermore, CA: Livermore Heritage Guild, 1979), 1.

<sup>20</sup> Munro-Fraser, 14.

<sup>21</sup> Drummond, *Real Estate*, 2.



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residential construction occurred along the gridded streets south and southeast of First Street.<sup>22</sup> The commercial and financial services available in Livermore served the entire Livermore Valley area, and Livermore soon became an important hub in the region.<sup>23</sup>

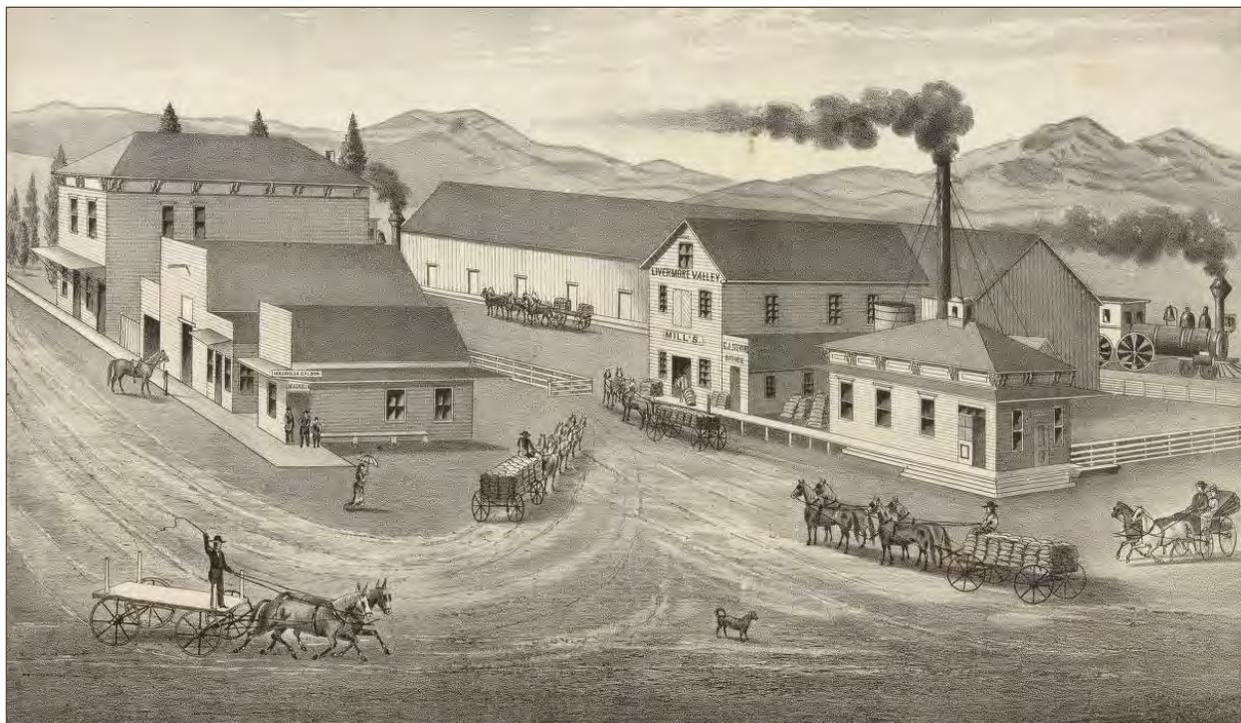


Figure 5: Northwest corner of First Street and Livermore Avenue, 1874.  
*Courtesy of Livermore Heritage Guild.*

Coal and oil exploration also contributed to the town's early prosperity. Coal was extracted in mining districts on Tesla Road seven miles southeast of Livermore. Eight companies produced more than eight thousand tons of coal from six veins in the late nineteenth and early twentieth centuries.<sup>24</sup> Oil drilling in Livermore began on a ranch north of the town, near present-day Ames Street, and had measured success.<sup>25</sup> Another natural resource, magnesite, was extracted from the nearby Red Mountain mines then processed and shipped out from Livermore.<sup>26</sup>

Manufacturing in nineteenth-century Livermore included a planing mill, the Livermore Brewery, and the Wallis & Co. Soda Works. The brewery was located near the corner of First and K Streets. The soda works occupied many locations under several proprietors, selling products such as soda water, ginger ale, and sarsaparilla to

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<sup>22</sup> Sanborn Map & Publishing Co., Ltd., *Livermore, Alameda Co*, Sheets 1-6, 1888, accessed February 10, 2020, [https://www.loc.gov/resource/g4364lm.g4364lm\\_g006401888/?st=gallery](https://www.loc.gov/resource/g4364lm.g4364lm_g006401888/?st=gallery).

<sup>23</sup> G.B. Drummond, *A Guide to the Architectural Styles in the Livermore-Amador Valley* (Union City, CA: Mill Creek Press, 1978), 3.

<sup>24</sup> Dan L. Mosier, *Harrisville and the Livermore Coal Mines* (San Leandro, CA: Mines Road Books), 1978, 3; Livermore Heritage Guild, *Early Livermore*, 8.

<sup>25</sup> Alan K. Burnham, *History and Geology of Livermore Oil* (Alan K. Burnham, 2018), 35-37.

<sup>26</sup> Homan, 325.



the residents of Alameda, San Joaquin, and Contra Costa counties.<sup>27</sup> However, one of the largest economies driving the early growth of Livermore was the cultivation of wheat and hay. Soon after incorporation, the small town boasted a flour mill and as many as four grain warehouses.<sup>28</sup> At the time, the flour mill in Livermore was “the largest in the county, outside of Oakland.”<sup>29</sup> Livermore also had at least ten hay warehouses; when horses were used as the primary mode of transportation, hay was in high demand, especially for buyers from the Bay Area.<sup>30</sup> Hay from Livermore was shipped to horseracing tracks in places such as New York, South Carolina, Kentucky, and as far away as England, as it was believed that it “enabled horses to run faster.”<sup>31</sup>

Other agricultural pursuits in the area included growing barley and potatoes, and raising hens, dairy cows, brood horses, as well as sheep for wool. Through the mid- to late-nineteenth century, farmers in the Livermore vicinity were focused on high-yielding wheat crops. As a result, there were comparatively few orchards and vineyards in the Livermore Valley.<sup>32</sup> However, during the 1880s, viticulture—the cultivation of grapes for wine—emerged as a major part of Livermore’s economy as settlers discovered the soil’s similarity to the soil in France.<sup>33</sup>

The pastoral setting of Livermore was also well-suited for the early treatment of mental illness. Dr. John W. Robertson founded the Livermore Sanitarium in 1894. The sanitarium, a private psychiatric hospital, was housed in the former Livermore Collegiate Institute building as well as the nearby mansion and grounds that had belonged to William Mendenhall. Dr. Robertson believed that an attractive and peaceful setting was an important part of the healing process, so the grounds of the sanitarium were lushly landscaped. The facility continued to expand through the early twentieth century until it closed in 1964.<sup>34</sup>

Between incorporation and the end of the nineteenth century, the population in Livermore had nearly doubled.<sup>35</sup> The burgeoning town was thriving and prosperous, which was soon reflected in its built environment.

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<sup>27</sup> *The Livermore Valley*, 17.

<sup>28</sup> Sanborn Map & Publishing Co., Ltd., Sheets 1-6, 1888; *The Livermore Valley*, 14.

<sup>29</sup> *The Livermore Valley*, 17.

<sup>30</sup> *The Livermore Valley*, 14; Drummond, *Guide to Architectural Styles*, 3.

<sup>31</sup> Homan, 144.

<sup>32</sup> *The Livermore Valley*, 17.

<sup>33</sup> Gary Drummond, *The Vintner’s Tale* (Livermore: The Livermore Valley Winegrowers Association, 1999), 6-7.

<sup>34</sup> Homan, 294-297.

<sup>35</sup> “City of Livermore Decennial Census Data,” Bay Area Census, accessed March 2020, <http://www.bayareacensus.ca.gov/cities/Livermore50.htm>.





Figure 6: Livermore Collegiate Institute, 1878.  
*Livermore Collegiate Inst., Lithograph. Oakland CA: Thompson & West, 1878. Accessed November 2020, <https://www.davidrumsey.com>.*



### Early Twentieth Century (1900-1928)

At the turn of the century, Livermore was growing and modernizing. Unlike many communities in Alameda County, Livermore was largely unaffected by the 1906 San Francisco earthquake, allowing development to continue in the first years of the twentieth century uninterrupted.<sup>36</sup> Telephone service and electricity were introduced, improved, and expanded by early utility companies, including the Livermore Water and Power Company and Sunset Telephone Company. These utilities were later merged into the larger Pacific Gas & Electric (PG&E) and Pacific Telephone & Telegraph.<sup>37</sup> In 1905, the town of Livermore purchased a former bank building to use as a new town hall and firehouse, and in 1909 a storm drain was added down the center of First Street.<sup>38</sup> The Western Pacific passenger and freight line was completed in 1910 along with the Western Pacific Depot between K and L Streets. New buildings designed in elegant styles provided a sense of permanency to Livermore's downtown, including the Masonic Building, Carnegie Library, Schenone Building, and the Bank of Italy Building.<sup>39</sup>



Figure 7: Masonic and Schenone Buildings, 1920.  
Courtesy of Livermore Heritage Guild.

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<sup>36</sup> Homan, 155-156.

<sup>37</sup> *Ibid.*, 156-158, 465.

<sup>38</sup> *Ibid.*, 372; *Early Livermore*, 112.

<sup>39</sup> John Christian and the Livermore Heritage Guild, *Livermore* (Charleston, SC: Arcadia Publishing, 2013), 9-11; Livermore Heritage Guild, *Early Livermore*, 46.



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The arrival of the automobile to Livermore brought major change to the town. In 1903, the town's first automobile, owned by Dr. William S. Taylor, took to the road. Two years later, there were at least ten cars in town, and by 1915 automobiles largely replaced the horse and buggy on Livermore's streets. Stagecoaches gave way to "auto stages," a precursor to bus service; the Livermore-Oakland Automobile Stage traveled between Livermore and Oakland four times a day.<sup>40</sup> The Lincoln Highway, the first transcontinental automobile route, was completed through Livermore in 1915. The route spanned over three thousand miles starting in New York City, and Livermore was the third stop before the highway's terminus in San Francisco in an official road guide for travelers.<sup>41</sup> This novel mode of transportation created a demand for entirely new services and prompted the establishment of auto-related commercial businesses near major thoroughfares, such as Frank Duarte's Highway Garage (commonly known as the Duarte Garage), California Transfer, and the Livermore Garage Company. As more residents traveled by car, the number of blacksmiths and livery stables dedicated to servicing horse-drawn vehicles declined until the last livery stable in Livermore closed in 1920.<sup>42</sup> As automobiles allowed people to live farther away from the center of town and the railroad tracks, low-density development continued to spread outward from downtown.<sup>43</sup>



Figure 8: Dr. Taylor driving the first automobile in Livermore, c. 1906.  
*Courtesy of the Livermore Heritage Guild.*

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<sup>40</sup> Homan, 328-329.

<sup>41</sup> Lincoln Highway Association, *The Complete Official Road Guide of the Lincoln Highway* (Detroit: Lincoln Highway Association, 1915; repr. 2013), 144-145.

<sup>42</sup> Livermore Heritage Guild, *Early Livermore*, 39-41.

<sup>43</sup> Anna Lakovitch, Richard Brandi, and Richard Sucre, "Hagemann Ranch Historic District," National Register of Historic Places Nomination/Inventory Form, Page & Turnbull, Livermore, California, November 30, 2007, 22-23.



The manufacturing plants in and around town were major employers during the early twentieth century. The Livermore Fire Brick Company was established in Livermore in 1910. The company produced fire, face, and ornamental bricks, as well as tile and terra cotta, in kilns that could hold as many as sixty thousand bricks in one firing.<sup>44</sup> The bricks produced in Livermore were used to construct buildings as nearby as the Bank of Italy Building on First Street, and as far away as the Philippines. The Coast Manufacturing & Supply Company's primary operations were moved to Livermore from San Leandro in 1913. The company manufactured safety fuses consisting of waterproofed jute ropes that helped slow the burning of a blast powder core. The Coast Manufacturing facility was concentrated around Trevarno Road and included a spinning room, a large office building, a laboratory, a hospital with a dispensary, and approximately twenty houses for employees, as well as a baseball field, golf-putting course, tennis courts, and a large aviary. The complex even had a volunteer fire department with a fire truck. The area was further characterized by its oak-lined main road with sidewalks, a grass median, shrubs, and well-kept lawns.<sup>45</sup>

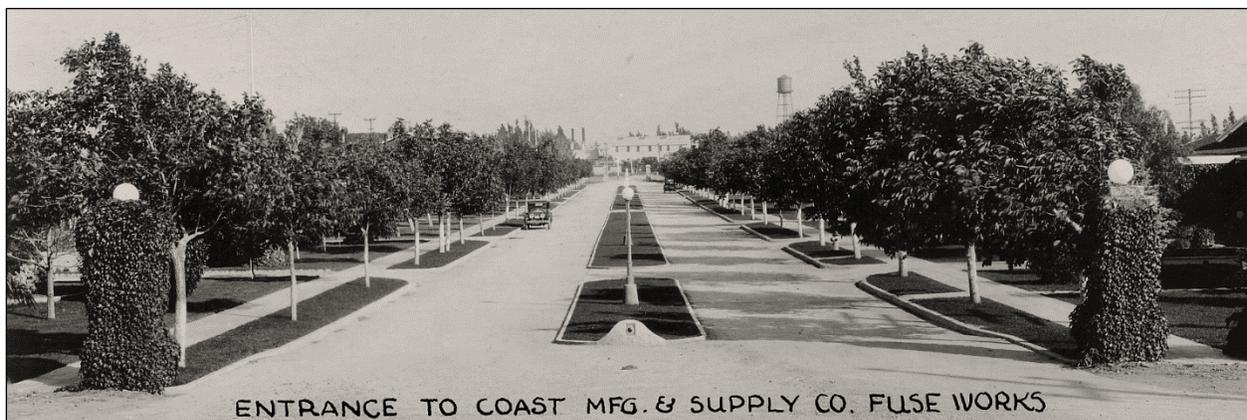


Figure 9: Coast Manufacturing and Supply, no date.  
*Courtesy of the Livermore Heritage Guild.*

As Livermore grew, a number of healthcare facilities were constructed to serve area residents, creating another major sector of employment. By the late 1920s, there were five hospitals in the vicinity, including the Arroyo del Valle Sanatorium and the Del Valle Farm children's hospital, the Veterans Administration Hospital, St. Paul's Hospital as well as the previously established Livermore Sanitarium.<sup>46</sup>

One local industry that did not see growth in the early twentieth century was Livermore's wine industry. Prohibition, a nationwide ban against the production, transportation, or sale of alcohol of any kind, went into effect in January 1920. The anti-alcohol sentiment of the Temperance movement had been spreading for some time, and with the onset of World War I, the Wilson administration also felt it necessary to conserve

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<sup>44</sup> Homan, 286.

<sup>45</sup> *Ibid.*, 108-109.

<sup>46</sup> Livermore Heritage Guild, *Early Livermore*, 8. The terms sanatorium and sanitarium are somewhat interchangeable as both terms may refer to a facility for treatment of a long-term disease. In this document, the terms are used to distinguish between the Livermore Sanitarium that treated mental illness, and the Arroyo del Valle Sanatorium that treated tuberculosis patients.



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grain.<sup>47</sup> Over the course of Prohibition, the total number of wineries in California would drop from 694 to 177.<sup>48</sup> In all, it would be thirteen years before Prohibition was repealed. During that time, wineries lost valuable trained employees, equipment, distributors, and over one thousand acres of vineyards. It would take several decades for Livermore's viticulture to fully recover.<sup>49</sup>

In the early twentieth century, Livermore continued to develop and modernize in response to the proliferation of the automobile and the growing population. Despite the impacts of Prohibition on the viticulture economy, manufacturing and healthcare jobs helped maintain prosperity in Livermore. In the decades to come, the town would also weather the hardships of the Great Depression and World War II.

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<sup>47</sup> Jim Concannon and Tim Patterson, *Concannon Winery: The First 125 Years* (Healdsburg, CA: Andy Katz Photography, 2006), 26; Homan, 386.

<sup>48</sup> Concannon, 32.

<sup>49</sup> Drummond, *The Vintners Tale*, 20; Homan, 386.



## Great Depression and World War II (1929-1945)

In October 1929, a stock market crash set off a series of events that led to the Great Depression. As it was still a largely rural community, Livermore was not as impacted by the plummet in stock value; however, many bank customers across the country began nervously withdrawing their money, and most banks did not have enough cash available to meet the demand. With bank balances and stock market trading unavailable, many people were left with only the money they had in their pockets for months.<sup>50</sup> Livermore remained optimistic, however, and passed an ordinance in June 1930 that declared the town of Livermore was now a city.<sup>51</sup>

In 1933, President Franklin D. Roosevelt's New Deal established a number of programs, regulations, and reforms to promote the nation's recovery. Among these programs was the Works Progress Administration (WPA), a nationwide program that provided jobs on infrastructure projects for the unemployed. The WPA completed a number of projects throughout Livermore, including the installation of cement curbs and sidewalks, sewer improvements, and sprinkler systems in Carnegie Park and the Livermore High School football field. The Livermore High School building and the Old Town Hall, both of masonry construction, were covered in cement plaster and given new façades to better protect against earthquakes. WPA crews also built tennis courts, a softball diamond, and grandstand for the Samuel Bothwell Recreation Center, constructed the Holmes Street Bridge, widened College Avenue, and made improvements to Stanley Boulevard and Mines Road. Not all WPA work was in construction, however. Unemployed librarians and historians were tasked with indexing Munro-Fraser's expansive *History of Alameda County*, and wrote the two-volume *History of Rural Alameda County, CA*. The total payroll for these crews between 1935 and 1938 was nearly \$275,000—roughly equivalent to \$5 million in 2020—around \$76,000 of which was paid by the City of Livermore.<sup>52</sup>



Figure 10: Old Town Hall before (left) and after (right) WPA remodel, no dates.  
*Courtesy of the Livermore Heritage Guild.*

President Roosevelt also repealed Prohibition in 1933, which allowed wine production to resume in earnest. In the mid-1930s, the Livermore Valley wineries became the first in the country to label and market varietal

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<sup>50</sup> Homan, 130.

<sup>51</sup> *Ibid.*, 282.

<sup>52</sup> "CPI Inflation Calculator," Bureau of Labor Statistics, accessed March 2020, <https://data.bls.gov/cgi-bin/cpicalc.pl?cost1=275%2C000&year1=193801&year2=202001>; Homan, 130-131; Christian and Livermore Heritage Guild, 7.



# City of Livermore

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wines—wines made from a single type of grape—like Sauvignon Blanc, Petite Sirah, Grey Riesling, Pinot Chardonnay, and Semillon.<sup>53</sup>

Although viticulture and the WPA projects helped support the city's economy, the gainful employment generated by the large-scale Hetch Hetchy Project is largely credited with keeping Livermore afloat. The Hetch Hetchy Project began after the passage of the Raker Act in 1914, when the City of San Francisco received permission from Congress to construct a water conveyance system that would bring water to the city from the Hetch Hetchy Valley in Yosemite National Park. Much of the project took place in remote, mountainous areas with no roads or electricity, and all the necessary workers, equipment, and machinery had to be carefully transported to these areas. Livermore workers were tasked with boring a nearly thirty-mile-long tunnel through the Coastal Mountains that would allow a pipeline from the San Francisco Bay to connect with a pipeline coming through the San Joaquin Valley. This phase of the project employed approximately two thousand men.<sup>54</sup> Paychecks from these government-funded employers, including the WPA, Hetch Hetchy, and the Veterans Administration Hospital, helped keep local banks solvent through the Depression.<sup>55</sup>

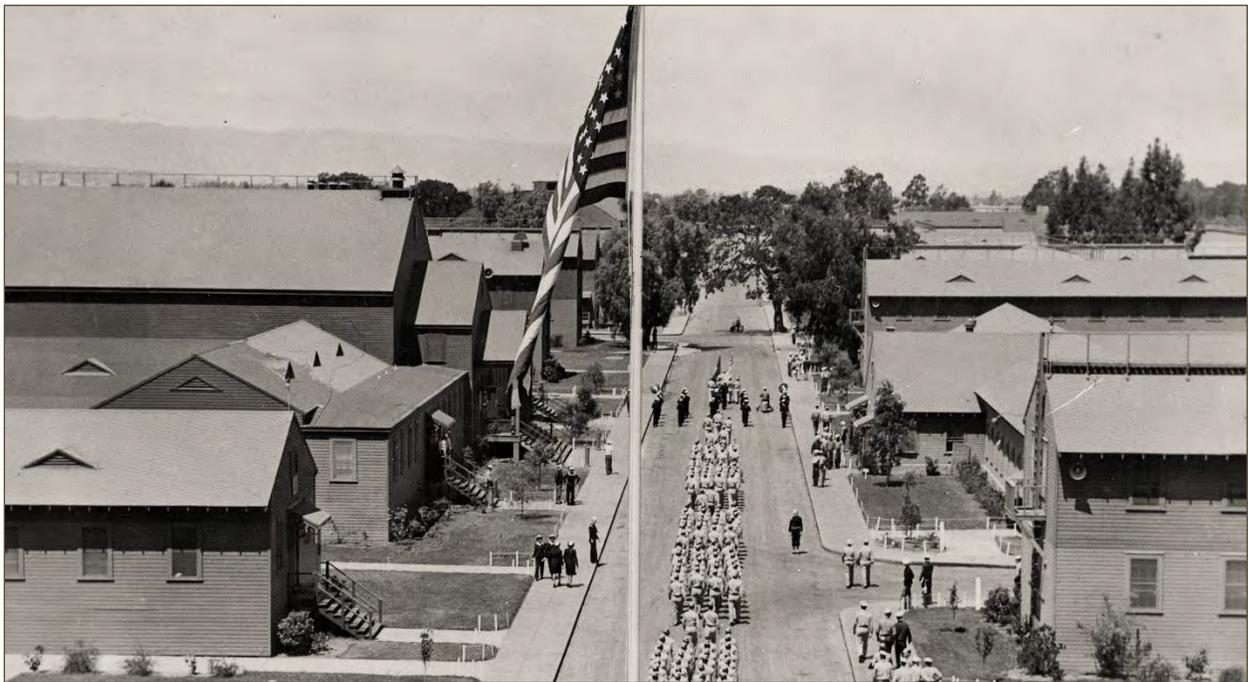


Figure 11: Cadets at the Naval Air Station, 1943.  
*Courtesy of the Livermore Heritage Guild.*

A few short years later, Livermore was in the middle of the war effort. In 1942, the US Navy established the Livermore Naval Air Station (NAS) and took over control of the Livermore Airport. The NAS was established north of present-day East Avenue and east of present-day Vasco Road, where the Lawrence Livermore National Laboratory is located. The NAS facility had an administrative building, fire department, photo lab,

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<sup>53</sup> Drummond, *Vintners Tale*, 22.

<sup>54</sup> Homan, 222.

<sup>55</sup> *Ibid.*, 131.



security department, infirmary, commissary, radio department, and separate barracks for male cadets and the female Navy Reserve called Women Accepted for Volunteer Emergency Service (WAVES). Between 1942 and 1945, more than four thousand air cadets trained at NAS.<sup>56</sup> The facility was deactivated in 1945.<sup>57</sup>

Manufacturing and industrial production increased throughout the country during the war, including Livermore. The Livermore Fire Brick Company produced bricks that were used to line furnaces in industrial plants and boilers of military ships.<sup>58</sup> Demand for magnesite increased, as it was a component of certain incendiary bombs. A settlement developed around the magnesite mines east of Livermore as crews worked to meet the demand; however, the government contracts were cancelled in 1944 as the war neared an end, and the settlement was abandoned shortly thereafter.<sup>59</sup>

Residents participated in the war effort by purchasing war bonds or donating goods to a number of drives, where everything from tin cans to silk stockings were collected for reuse. Livermore even donated a cannon from Carnegie Park to a scrap metal drive. Many Livermore residents volunteered at the United Service Organization (USO) center that was established in an old post office at 206 S. J Street. The USO organized recreational events for soldiers, such as dances, and had plenty of amenities, ranging from a telephone booth to a ping-pong table and vending machine.<sup>60</sup> Labor shortages, exacerbated in part in Alameda County by the forcible removal and incarceration of Japanese farmers, threatened harvests. Before the war, Japanese farmers were responsible for growing up to fifty percent of the truck farming crops; when they were forced to leave their land, it was redistributed among other farmers to ensure that “full production [continued].”<sup>61</sup> At one point in October 1942, stores in Livermore were closed and residents were all asked to “bring a bucket and pick tomatoes.”<sup>62</sup> Livermore students in the eighth grade and higher helped in the fields, as did off-duty sailors from the NAS.<sup>63</sup> Guest farm workers were also hired through the Bracero Program, a series of agreements between the United States and Mexico that allowed millions of Mexican men to work in the United States on a temporary basis, usually in agriculture.<sup>64</sup>

Despite years of steady growth, Livermore remained a small, rural community with a population less than five thousand through the beginning of World War II.<sup>65</sup> The city would not even get its first traffic light until 1951.<sup>66</sup> However, as the United States entered the Cold War, Livermore would undergo its most dramatic change yet.

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<sup>56</sup> *Livermore*, 75-77.

<sup>57</sup> Lawrence Livermore National Laboratory, *Preparing for the 21<sup>st</sup> Century: 40 Years of Excellence* (U.S. Department of Energy, 1992), 7.

<sup>58</sup> Homan 287

<sup>59</sup> *Ibid.*, 325.

<sup>60</sup> Christian and Livermore Heritage Guild, 31; Homan, 527.

<sup>61</sup> “Act to Keep Japanese Land in Production,” *Livermore Herald*, March 20, 1942, 5; Yu Tokunaga, “Japanese Internment as an Agricultural Labor Crisis: Wartime Debates over Food Security versus Military Necessity,” *Southern California Quarterly* 101, vol 1 (Spring 2019): 79-113, <https://doi.org/10.1525/scq.2019.101.1.79>.

<sup>62</sup> Homan, 527.

<sup>63</sup> Homan, 527.

<sup>64</sup> “About,” Bracero History Archive, accessed March 2020, <http://braceroarchive.org/about>; Homan, 527.

<sup>65</sup> Stuart L. Deutsch, “Land Use Growth Controls: A Case Study of San Jose and Livermore, California,” in *Santa Clara Law Review* 15 no. 1 (January 1, 1974): 13, accessed March 2020, <https://digitalcommons.law.scu.edu/cgi/viewcontent.cgi?article=2325&context=lawreview>

<sup>66</sup> Homan, 447.



## The Atomic Age (1946-1965)

In the turbulent years after World War II, the Cold War began as tensions between world powers grew, particularly between the United States and Union of Soviet Socialist Republics (USSR). When the USSR conducted its first nuclear test in 1949, the United States was under pressure to create and maintain a nuclear stockpile that would deter Soviet aggression.<sup>67</sup> Key nuclear scientists pushed for the creation of additional facilities to more quickly advance US nuclear weapons technology. In September 1952, the Livermore branch of the University of California Radiation Laboratory at Berkeley (now Lawrence Livermore National Laboratory or LLNL) began operating on the former NAS site east of downtown.<sup>68</sup> Herbert F. York was selected as the lab's first director. The lab's research program under York included physics, weapons design, weapons experiment diagnostics, and magnetic fusion energy.<sup>69</sup>

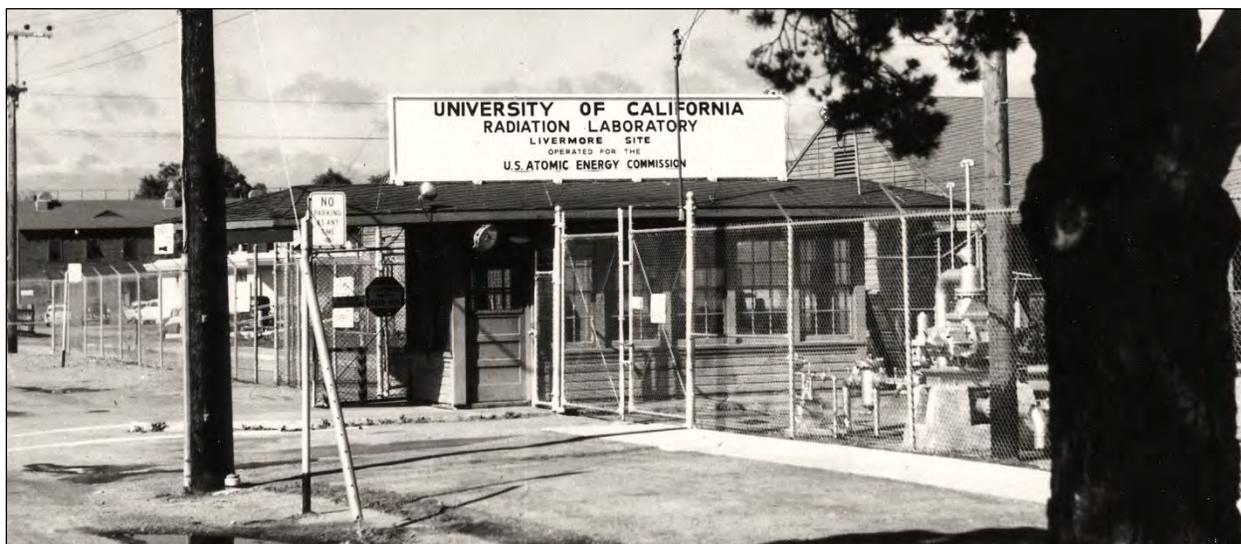


Figure 12: Entrance to the University of California Radiation Laboratory (now Lawrence Livermore National Laboratory), no date.

*Courtesy of the Livermore Heritage Guild.*

In October 1955, the Livermore Sandia National Laboratory opened adjacent to the LLNL. The LLNL had been working with Sandia, the national laboratory of the Department of Energy located in Albuquerque, New Mexico. The new adjoining Sandia facility in Livermore was intended to create a more effective working relationship where "Livermore design[s] the physics part of a nuclear weapon, and Sandia designs everything else."<sup>70</sup> author and historian Anne Marshall Homan explains, "A simple way to understand their partnership is

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<sup>67</sup> Ibid., 276; LLNL, *Preparing for the 21<sup>st</sup> Century*, 21.

<sup>68</sup> United States Department of Energy, *Draft Environmental Impact Statement: Livermore Site, Livermore, California* (Washington DC: United States Department of Energy, 1978), 2-9. After his death, the lab was named Lawrence Radiation Laboratory in memory of Ernest O. Lawrence, a scientist at the University of Berkeley Radiation Lab in 1958. In 1979, the facility was renamed the Lawrence Livermore National Laboratory (LLNL). The facility will be referred to as the LLNL throughout this report for clarity.

<sup>69</sup> *Lawrence Livermore National Laboratory 1952-2002: Serving the Nation for Fifty Years*, eds. Paul Chrzanowski and Pamela McGregor (United States Department of Energy, 2002), 5.

<sup>70</sup> Homan, 422



to think of [LLNL] as the creative mind and Sandia as the practical mind. Sandia is an engineering laboratory that invents the technology to achieve what the physicists at [LLNL] dream up.”<sup>71</sup> Soon, the two labs employed thousands of people, and the population of Livermore would nearly quadruple over the next decade.<sup>72</sup>

Livermore had already been facing a housing shortage before the two laboratories were established. As in many communities across California, the population increased after the war as veterans returned home and people began concentrating in more urban areas.<sup>73</sup> Despite this increase, Livermore’s boundary did not expand outside its original 610 acres until 1949.<sup>74</sup> Early efforts to address the demand for housing included Vila [sic] Gulf Village and Pacific Court. In December 1944, construction began on Vila Gulf Village just east of Livermore High School on the present-day Leahy Square neighborhood, a temporary defense housing project for personnel at the NAS and their families. The project included over one hundred furnished units and a community building. Although the immediate need to house federal employees at NAS quickly waned once the war ended, the housing was used for the increasing number of federal employees at the Veterans Administration Hospital helping to treat returning veterans.<sup>75</sup> In 1945, George F. Tubbs, one-time mayor of Livermore and his wife, Freida Wentz Tubbs, moved abandoned houses from the Tesla mining town to an area near Railroad Avenue and N. L Street to create a low-cost residential development with forty-five units. While it was named Pacific Court, the housing soon became known as “Tubbsville,” a possibly deprecatory nickname referencing Mayor Tubbs.<sup>76</sup>

An early subdivision in Livermore was the Jensen Tract, built by developer Roy Jensen beginning in 1951. It consisted of approximately fifty homes north of East Avenue along Jensen Street, Princeton Way, Harvard Way, and Atomic Street (now Estates Street).<sup>77</sup> During the 1950s, the number of residential building permits in Livermore each year would reach record highs, only to be surpassed the next year. There was more than \$3 million in new construction permits in 1954 alone. By September of 1963, \$2 million worth of permits was filed in a single month.<sup>78</sup> Developer Masud Mehran established the Sunset Development Company in 1951 and began building homes in Livermore.<sup>79</sup> After initial success with a few dozen homes, Mehran bought over five hundred acres of vineyard in 1957 that were annexed by the city. Here, Mehran began constructing a development southwest of downtown and west of Holmes Avenue that would be called Granada Village.

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<sup>71</sup> Karinne Gordon, *Recollections of Sandia National Laboratories: 1956-1999* (Livermore, CA: Karinne Gordon), iii; Homan, 422.

<sup>72</sup> “City of Livermore Decennial Census Data;” LLNL, *Serving the Nation*, 5.

<sup>73</sup> “Before and After 1940: Change in Population Density,” United States Census Bureau, accessed March 2020, <https://www.census.gov/dataviz/visualizations/010/>.

<sup>74</sup> “City of Livermore Decennial Census Data;” Drummond, *Real Estate Development*, 4.

<sup>75</sup> “Public Housing (Leahy Square),” Livermore Housing Authority, accessed March 2020, <https://livermoreha.org/public-housing.html>; Homan, 489;

<sup>76</sup> Tubbsville was demolished in 1988; Homan, 474.

<sup>77</sup> *Ibid.*, 257-258.

<sup>78</sup> Barbara Bunshah, “Newspaper Index (Bunshah) 1930-1965,” accessed March 2020, <http://www.cityoflivermore.net/civicax/filebank/blobload.aspx?t=66471.25&BlobID=18637>

<sup>79</sup> Homan, 317-318.



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When it was completed in 1964, it was a “city within a city,” consisting of thousands of homes, a school, churches, recreation, and retail.<sup>80</sup>

### Mid-Century to 1975

By 1960, the population in Livermore had ballooned to over sixteen thousand, but it was still a comparatively small and isolated city of people residing in single-family homes. However, in the mid-1960s, a section of Interstate 580 (I-580) was completed through the Livermore Valley, making Livermore a viable bedroom community for those working in places like Oakland or San Francisco. The population grew exponentially as apartment buildings and massive tracts of new homes were constructed. This growth occurred so quickly that the city’s infrastructure was not prepared to handle the major influx. Schools were overcrowded, traffic was congested, the water supply and sewage treatment plants struggled to keep up with demand, and air pollution began to exceed federal safety limits.<sup>81</sup>



Figure 13: Aerial view of Livermore, 1976.  
*Courtesy of Livermore Heritage Guild.*

These conditions prompted a group of citizens to form an organization they called Save All Valley Environments (SAVE).<sup>82</sup> With thousands of signatures, SAVE was successful in getting a “growth-limiting proposal” on a ballot in 1972, which passed. The measure prohibited new housing projects that weren’t supported by adequate school, water, and sewage treatment capacity. Members of SAVE were also elected

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<sup>80</sup> “Masud Mehran,” *East Bay Times*, December 1, 2013, accessed March 2020, <https://www.legacy.com/obituaries/eastbaytimes/obituary.aspx?n=masud-mehran&pid=168287641>; Barbara Bunshah, “Newspaper Index (Bunshah) 1930-1965;” Homan, 318.

<sup>81</sup> Deutsch, 13.

<sup>82</sup> Homan, 208.



to City Council, which went on to enact growth-limiting policies in Livermore. These policies restricted growth to just 2 percent, compared to the 15 percent growth per year the city had been experiencing.<sup>83</sup>

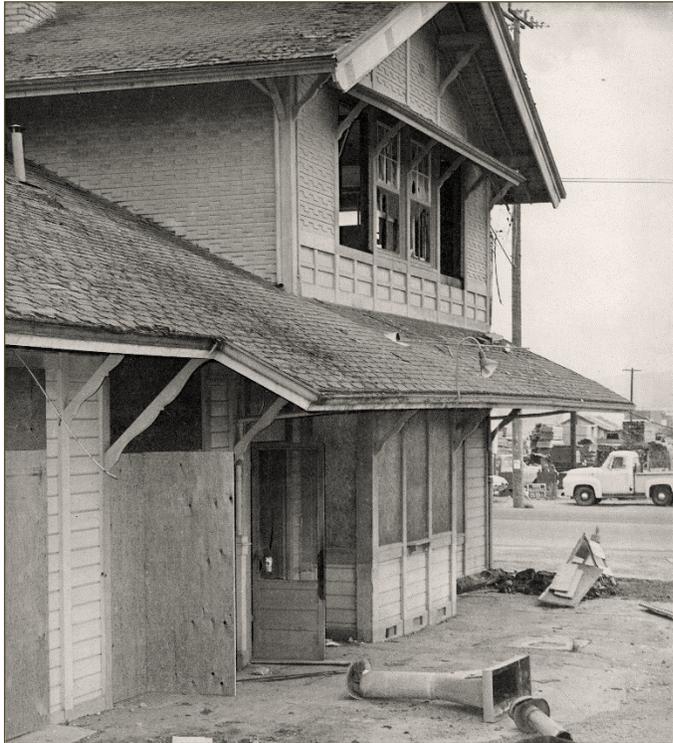


Figure 14: Vacant Southern Pacific Railroad Depot, 1973.  
*Courtesy of Livermore Heritage Guild.*

The increased development over several decades resulted in the demolition of many prominent buildings in Livermore, including stately nineteenth-century homes, strips of early commercial development along First Street and Livermore Avenue, the Western Pacific Railroad Depot, the Livermore Fire Brick Company building, the Livermore Sanitarium, and numerous early hotels such as the Washington Hotel.<sup>84</sup> The Livermore Heritage Guild was founded in 1973 in response to the loss of these buildings. After its inception, the group halted the demolition of the Southern Pacific Railroad Depot, Trevarno, Ravenswood, and the Highway Garage along the historic Lincoln Highway route.<sup>85</sup>

As time went on, freeway-adjacent commercial development drew shoppers away from downtown Livermore and stores began to close. “Mom and pop” establishments and bigger chain stores like JC Penney, Sears, and Montgomery Ward were equally affected by the loss of business. Large residential projects

were continually proposed by developers but rejected by voters and the city council, as new development threatened the city’s rural character. In recent years, protections have been put into place to preserve large swaths of land that represent Livermore’s agricultural history and tradition of viticulture.

The city’s downtown core was revitalized through pedestrian-friendly redevelopment in the early 2000s.<sup>86</sup> Redevelopment projects included the demolition of vacant or underutilized commercial buildings in the First Street vicinity to make way for the construction of the Livermore Valley Center, the Bankhead Theater and Plaza, and Livermore Cinemas, as well as new large multi-family housing. The Lizzie Fountain and Livermore Flagpole at the corner of First Street and Livermore Avenue were expanded and improved with benches and curved white trellises. The sidewalks along First Street were widened, and stepped curbs, new street trees, streetlamps, and white trellis structures were added on both sides of the street.<sup>87</sup> Today, Livermore is a

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<sup>83</sup> Christian and Livermore Heritage Guild, 41; Homan, 208-209; Deutsch, 13.

<sup>84</sup> Christian and Livermore Heritage Guild, 14-15; Homan, 287, 297-298, 310.

<sup>85</sup> Homan, 287-288

<sup>86</sup> *Ibid.*, 208-209.

<sup>87</sup> Livermore Downtown Redevelopment Area, City of Livermore Oversight Board, presentation available online at: <http://laserfiche.cityoflivermore.net/webink7/DocView.aspx?id=222318&cr=1>.



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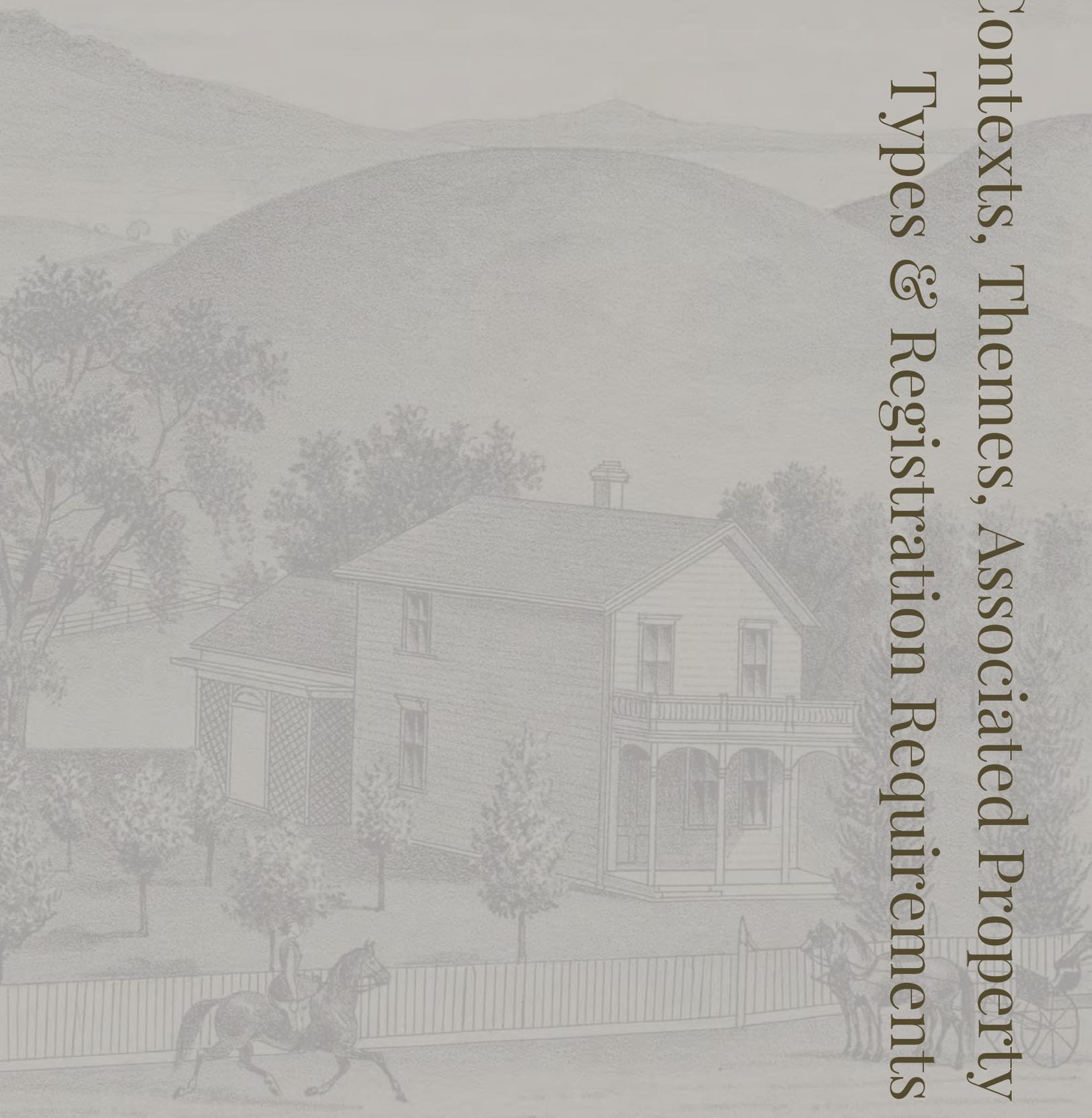
prominent suburb positioned between the Bay Area and the Central Valley. The city of nearly one hundred thousand residents is both an academic hub for major technological advancements and the oldest wine region in the state.<sup>88</sup>

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<sup>88</sup> "About," City of Livermore, accessed March 2020, <http://www.cityoflivermore.net/about/>.



*Contexts, Themes, Associated Property  
Types & Registration Requirements*



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## Contexts, Themes, Associated Property Types, and Registration Requirements

### Context: Agricultural Development

During the Spanish and Mexican eras, the present-day Livermore Valley was primarily used to graze huge herds of sheep and cattle. Raising livestock would remain the predominant agricultural activity in the area through the mid-nineteenth century. In the 1850s, the economy began to shift toward dry farming—growing crops using natural rainfall as the only irrigation.<sup>89</sup> Robert Livermore is believed to have been the first to plant wheat in the area, and it soon became an important crop along with barley and hay. By 1865, dry farming overtook ranching as the main agricultural pursuit in the Livermore Valley. Livermore was incorporated in 1876, the same year the Central Pacific Railroad was completed through Livermore. Farmers were able to use the railroad to transport their agricultural products to larger markets like San Francisco, boosting the new town's economy.<sup>90</sup>

By the early 1880s, commercial viticulture was made possible as grapes thrived in the rocky soil south of Livermore. The area quickly gained a reputation for high-quality wine. Orchards including almond, apricots, and pears also grew well in the area. By the turn of the century, livestock raising, grain and hay, orchards, and vineyards were primary industries in Livermore.<sup>91</sup>

In the early twentieth century, automobile travel and the completion of the Lincoln Highway increased mobility for the area's residents and prompted growth outward from downtown Livermore. Agricultural activity began to slow during this period, but Livermore remained a predominantly rural outpost until after World War II. After the war, the population quadrupled and agricultural land gave way to tract home subdivisions.<sup>92</sup>

### Theme: Wineries and Vineyards

The earliest vineyards in California were planted at Spanish Missions in the late 1700s to produce sacramental wine. The grapes used were hardy and prolific, but the resulting wine was “not especially distinguished.”<sup>93</sup> After the secularization of the Missions in the mid-1800s, land grantees and the settlers that followed raised livestock and grew crops, including grapes. Wine was produced in small quantities using simple methods.<sup>94</sup>

By the late 1870s, larger quantities of wine were being produced in California; however, they were generally poor quality, and there was no market for them. However, the efforts of California winemaking pioneer Charles Wetmore would soon change this. After visiting the 1878 Paris Exposition as a delegate of the State Viticultural Commission, Wetmore wrote a series of articles on his findings and observations. One of his

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<sup>89</sup> Lakovitch et al., 21-23; Homan, 92-93, 140.

<sup>90</sup> Lakovitch et al., 21-23.

<sup>91</sup> Ibid.

<sup>92</sup> Ibid.

<sup>93</sup> Drummond, *The Vintner's Tale*, 6.

<sup>94</sup> Ibid., 7.



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observations was the similarity between the soil in the historical Burgundy region of France and the Livermore Valley.<sup>95</sup>

That same year, Wetmore established his Cresta Blanca vineyard using cuttings from vines imported from the renowned Château Margaux and Château d'Yquem vineyards in France. The resulting wine was very similar to those produced in France, and quickly became very popular. It was found on wine lists at high-end hotels, restaurants, and clubs along the West Coast, and was served on Southern Pacific and Santa Fe dining cars, as well as Pacific Mail, Occidental, and Oriental Company steamships. Wine produced at Cresta Blanca was among the most celebrated from California and won numerous awards, including a gold medal at the Paris Exposition in 1889.<sup>96</sup> This showing in Paris helped establish California wine growers alongside their international counterparts, and encouraged others to try their hand at viticulture.<sup>97</sup>

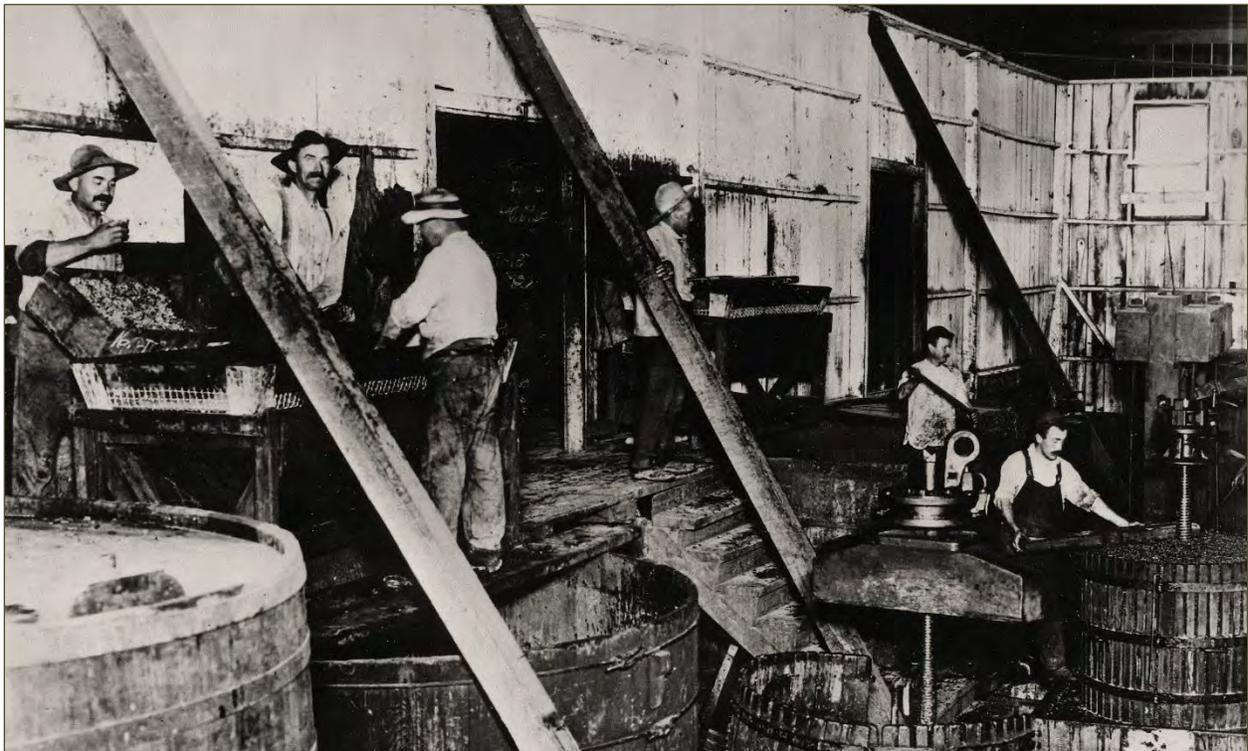


Figure 15: Pressing and sorting grapes at the Cresta Blanca winery, 1911.  
*Courtesy of the Livermore Heritage Guild.*

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<sup>95</sup> David Joseph Gibson, "The Development of the Livermore Valley Wine District," (M.A. Thesis, University of California, Davis, 1965), 48; Drummond, *The Vintner's Tale* 6-7.

<sup>96</sup> Charles McK. Loeser, "Class 73. – Fermented Drinks," in *Reports of the United States Commissioners to the Universal Exposition of 1889 at Paris*, Volume IV, *Electricity, Military, and Life-Saving Material, Alimentary Products, Horticulture* (Washington, DC: Government Printing Office, 1891), 731; "Cresta Blanca," *Livermore Herald Special Midwinter Edition* 19 no. 13 (January 25, 1896), 19, <https://cdnc.ucr.edu/?a=d&d=LH18960125.2.1>; "Cresta Blanca: Historical Landmark," California Office of Historic Preservation, accessed February 18, 2020, <https://ohp.parks.ca.gov/ListedResources/Detail/586>.

<sup>97</sup> "Cresta Blanca," *Livermore Herald*; Drummond, *The Vintner's Tale*, 11.



Some of the earliest wineries in the Livermore Valley, along with Cresta Blanca, included the Olivina winery (1882), the Wente Brothers vineyard (1883), the Concannon Winery (1883) and the Mont Rouge vineyard (1884). By 1893, there were 121 vineyards in the Livermore Valley planted on over four thousand acres.<sup>98</sup>

In the late nineteenth and early twentieth centuries, Livermore Valley winemakers were faced with pests that threatened their vines, including rabbits, grasshoppers, and phylloxera, a type of aphid. Phylloxera could be eradicated by replanting with resistant vines; however, not every grower had the resources to replant entire vineyards, and many ripped out or abandoned their vines.<sup>99</sup> As winemakers grappled with pests, the growing Temperance movement, which sought to outlaw the sale of alcohol, gained momentum. In 1920, Prohibition took effect across the nation, banning the production, transportation, and sale of alcohol.<sup>100</sup> Many wineries were forced to close altogether, but some operations managed to stay afloat by diversifying. The Wente Brothers winery used their land for cattle raising and the cultivation of grain.<sup>101</sup> Others were able to use certain loopholes in the 1920 law to their advantage. Though Prohibition banned the production, transportation, and sale of alcohol, consuming, possessing, and buying alcohol was still legal, and families were allowed to produce up to two hundred gallons a year for personal consumption. This created a new market for fresh grapes. The production of alcohol for “non-beverage” purposes was also still allowed, including medicinal tonics, flavorings for food, and industrial distillates. Concannon Winery was able to obtain a contract to produce sacramental wine for the Catholic Church for the duration, and the Wente Brothers winery produced sacramental wine and medicinal tonics.<sup>102</sup>

By the time Prohibition was repealed in 1933, trained staff, equipment, distribution channels, and hundreds of acres of vineyard had been lost. Only a few wineries were able to resume production, and those that had managed to stay in business or maintain their vineyards during Prohibition would quickly emerge as industry leaders as the market recovered.<sup>103</sup> These key wineries in Livermore included Concannon, Cresta Blanca, Ruby Hill, and Wente Brothers.<sup>104</sup> Over the next several decades, the Livermore winegrowing industry reduced in size, but this smaller number of wineries began producing higher-quality premium wines. The standard Livermore offerings were supplemented with new varietal wines, such as White and Grey Riesling, to meet consumer preference. By the 1960s, Concannon and the Wente Brothers emerged as the two main producers after Cresta Blanca moved its operations to Fresno, and Ruby Hill focused more on cultivating grapes than making wine.<sup>105</sup>

In 1966, Concannon Winery collaborated with University of California, Davis, to create clones of a Cabernet Sauvignon vine imported from Château Margaux in 1893. The resulting Concannon Cabernet Clones 7, 8, and 11 were propagated and distributed, helping to re-establish a California wine industry that was still in recovery

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<sup>98</sup> Drummond, *The Vintner's Tale*, 16.

<sup>99</sup> Gibson, 60.

<sup>100</sup> Drummond, *The Vintners Tale*, 18-19; Gibson, 61.

<sup>101</sup> Concannon, 26; Homan, 386.

<sup>102</sup> Concannon, 32; Drummond, *The Vintners Tale*, 20; Gibson, 63.

<sup>103</sup> Concannon, 32; Drummond, *The Vintners Tale*, 20.

<sup>104</sup> Gibson, 63.

<sup>105</sup> *Ibid.*, 68-70.



following setbacks faced during Prohibition. As much as eighty percent of the Cabernet Sauvignon in California is descended from one of these clones.<sup>106</sup>



Figure 16: Concannon Vineyard, no date.  
*Courtesy of the Livermore Heritage Guild.*

In the years after the War, the city of Livermore continued to spread outward to accommodate a rapidly increasing population. As stretches of low-density housing continued to creep closer to the winegrowing areas. Older and non-viable vineyards were often subdivided or abandoned. During the same period, land values and taxable assessed value continued to rise, increasing taxes for some vineyards by 100 percent, and others by as much as 1000 percent in the late 1960s.<sup>107</sup> In 1981, local winegrowers and vintners formed the Livermore Valley Winegrowers Association to not only promote the region, but protect it from urban development. In 1993, the South Livermore Valley Plan was put in place. It protected vineyard land, encouraged further winery development, and allowed for continued but controlled, city growth. The number

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<sup>106</sup> "Story Timeline," Concannon Vineyard, accessed February 18, 2020, <https://www.concannonvineyard.com/our-story/timeline/>; "Concannon Cabernet Clones 7, 8, 11" Concannon Vineyard, accessed February 18, 2020, <https://www.concannonvineyard.com/our-story/cabernet-clones/>.

<sup>107</sup> Gibson, 77-78.



of wineries steadily rose at the end of the twentieth century, and there are over fifty wineries operating in the Livermore Valley as of 2020.<sup>108</sup>

Several wineries in the Livermore Valley are recognized as California Historical Landmarks (CHLs). Concannon Vineyard at 4590 Tesla Road was listed as CHL no. 641 on April 28, 1958, and the Wente Brothers Winery at 5565 Tesla Road was listed as California Historical Landmark no. 957 on May 18, 1983. Cresta Blanca at 5050 Arroyo Road, outside the City limits, was listed as CHL no. 586 on May 22, 1957.<sup>109</sup>

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<sup>108</sup> "History," Livermore Valley Winegrowers Association, accessed March 10, 2020, <https://www.lvwine.org/history.php>; Drummond, *The Vintners Tale*, 25.

<sup>109</sup> "Cresta Blanca: Historical Landmark;" "Wente Bros. Winery," California Office of Historic Preservation, accessed February 19, 2020, <https://ohp.parks.ca.gov/ListedResources/Detail/957>.



Registration Requirements

<b>Context:</b>	Agricultural Development
<b>Theme:</b>	Wineries and Vineyards
<b>Statement of Significance:</b>	Resources evaluated under this theme may be significant within the context of Agricultural Development for their association with viticulture in Livermore or as excellent examples of their property type.
<b>Period of Significance:</b>	1878-1920
<b>Period of Significance Justification:</b>	The period of significance begins in 1878 with the year Charles Wetmore established Livermore's viticulture and ends in 1920, the year Prohibition began
<b>Criteria for Evaluation</b>	<ul style="list-style-type: none"> <li>• National Register: A/C</li> <li>• California Register: 1/3</li> <li>• Local: i/iii</li> </ul>
<b>Associated Property Types:</b>	<ul style="list-style-type: none"> <li>• Wineries</li> </ul>
<b>Eligibility Standards:</b>	<ul style="list-style-type: none"> <li>• Dates from the period of significance</li> <li>• Historically used for the production and/or sale of wine</li> <li>• Has direct, significant, and/or long-term association with Livermore's viticultural history</li> <li>• May also be significant within another context for association with important persons and/or as an excellent example of an architectural style</li> <li>• May also be significant as an important example of the work of an important architect or builder</li> </ul>
<b>Character-Defining Features:</b>	<ul style="list-style-type: none"> <li>• Buildings for wine processing, production, bottling and/or and storage</li> <li>• Subterranean wine storage, such as a cave or cellar</li> <li>• May be located downtown or near vineyards generally south of downtown Livermore</li> <li>• May be associated with an estate</li> </ul>
<b>Integrity Considerations:</b>	<ul style="list-style-type: none"> <li>• Should retain integrity of Setting, Location, Design, Feeling, and Association</li> <li>• Immediate setting may have changed due to ongoing development and modernization of wineries to accommodate tasting rooms, etc., but relationship between evaluated resources and vineyards should be intact</li> <li>• Use may have changed</li> </ul>



## Theme: Farms, Livestock, and Dairies

The earliest settlers in the area that would become present-day Livermore used the land for grazing large herds of sheep and horses. Joseph Livermore is believed to have been the first to plant wheat in the area in the 1850s, and by 1865, dry farming crops like wheat, barley, and hay surpassed raising livestock as the primary agricultural activity. When the town of Livermore was founded and the Central Pacific Railroad (CPRR) was completed, the local economy was boosted by the ability to ship agricultural goods to markets in major cities. In the 1880s, grapevines and orchards were planted, and an increasing number of horses were raised.<sup>110</sup>



Figure 17: Baling hay near present-day location of Granada High School, 1920.  
*Courtesy of Livermore Heritage Guild.*

In the late nineteenth and early twentieth century, Livermore was known for the well-bred work horses that farmers in the area raised to sell. The horses, including Clydesdales and shires, were used on roads, ranches, and farms in the area. The nearly annual Livermore horse show began in 1884. A parade or show served to advertise available stock to potential buyers. Contests and ribbon ceremonies at the horse show were a precursor to the Livermore Rodeo; the event ended in 1914, ostensibly because the use of automobiles was becoming more common.<sup>111</sup>

Another major segment of Livermore Valley agriculture was poultry, dairy, and eggs. By the turn of the century, farmers in the area were shipping out millions of eggs by rail. In 1915, the Livermore Valley Poultrymen's

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<sup>110</sup> Lakovitch, et al., 21-23.

<sup>111</sup> Homan, 239-241.



# City of Livermore

## Historic Context Statement

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Union was formed as a “cooperative and protective association.”<sup>112</sup> Poultry continued to be an important export through the onset of World War II, with many farms concentrated east of downtown, near the present-day location of LLNL.<sup>113</sup> Several dairies were established in Livermore in the late nineteenth and early twentieth centuries providing milk from their herds of dairy cows to Livermore and nearby communities; some farmers began selling their milk to the Carnation Milk Company rather than directly to the consumer. Most of the dairies closed or relocated after World War II as land prices and redevelopment pressure increased.<sup>114</sup>

Many ranchers and farmers diversified with multiple agricultural pursuits, farming crops like barley, wheat, and hay, and raising livestock including cows, pigs, sheep, and chickens. One such farmer was Martin Mendenhall—brother of town founder William Mendenhall. Mendenhall sold his ranch to Maas Luders, a farmer who owned a considerable amount of land in the Livermore area, who passed the land to his stepson, August Hagemann. The buildings that remain at what is now known as Hagemann Ranch at 455 Olivina Avenue are a rare remaining example of a nineteenth century agricultural property in Livermore. These buildings, ranging from a horse and cow barn to a chicken coop, blacksmith shop, and granary, reflect the area’s early ranching and farming history. Hagemann Ranch was listed on the National Register as a historic district in 2007.<sup>115</sup>

Agriculture would remain an important part of Livermore’s economy through the first half of the twentieth century, including the cultivation of roses and dairy production. However, after World War II rapid population growth and suburbanization triggered steep tax increases and development pressure. Many farmers were forced to reduce, sell, or relocate their operations to more rural areas like Tracy, California.<sup>116</sup> In response, the California Land Conservation Act—also known as the Williamson Act—was passed in 1965. The Williamson Act allowed for contracts between private property owners and the State of California that restricted use of the land for agriculture or open space in exchange for reduced taxes. Millions of acres have been protected statewide through the Williamson Act, which helped to preserve ranches, farms, and vineyards in the Livermore area.<sup>117</sup>

Despite the passage of the Williamson Act and other conservation efforts, most of the land within Livermore City limits has been urbanized, leaving just about one thousand acres dedicated to agriculture. More extensive agricultural use lies outside the city in unincorporated areas. To the south of Livermore, there are vineyards, orchards, and uncultivated farmland. To the north, east, and west, open land is largely used for grazing and dry farming.<sup>118</sup>

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<sup>112</sup> “A Growing Industry,” *Livermore Herald*, April 19, 1902, 7; “Local Men Form Poultry Association,” *Livermore Herald*, January 9, 1915, 1.

<sup>113</sup> Richard Finn, comments to GPA, September 7, 2020; “Poultry Farm Coming Here,” *Livermore Herald*, November 22, 1940, 1.

<sup>114</sup> Homan, 102, 231-233, 416.

<sup>115</sup> Homan, 213-214; Lakovitch, et al., 23.

<sup>116</sup> Lakovitch, et al., 21-23.

<sup>117</sup> Homan, 511.

<sup>118</sup> City of Livermore, “Open Space and Conservation Element” in *City of Livermore General Plan: 2003-2025* (2004, Amended 2013), 8-17, accessed May 2020, <http://www.cityoflivermore.net/civicax/filebank/documents/6099>.



Registration Requirements

<b>Context:</b>	Agricultural Development
<b>Theme:</b>	Farms, Livestock, and Dairies
<b>Statement of Significance:</b>	Resources evaluated under this theme may be significant within the context of Agricultural Development for association with farming and ranching in Livermore or as excellent examples of their property type.
<b>Period of Significance:</b>	1865-1941
<b>Period of Significance Justification:</b>	The period of significance begins with 1865, when farming and ranching were recorded as the primary economic output and ends in 1941 with America's entry into World War II, which triggered dramatic changes in the city's land use.
<b>Criteria for Evaluation:</b>	<ul style="list-style-type: none"> <li>• National Register: A/C</li> <li>• California Register: 1/3</li> <li>• Local: i/iii</li> </ul>
<b>Associated Property Types:</b>	<ul style="list-style-type: none"> <li>• Farms, Ranches, Dairies</li> <li>• Single-Family Residences (associated with farms, ranches, dairies)</li> </ul>
<b>Eligibility Standards:</b>	<ul style="list-style-type: none"> <li>• Dates from the period of significance</li> <li>• Historically used for or associated with agricultural activities including cultivation of crops, raising of livestock, and processing of products such as eggs and dairy</li> <li>• Single-Family Residences with historic association to Livermore's agricultural history may be considered as an individual resource; agricultural outbuildings such as barns, sheds, and stables should be considered in a grouping as a potential historic district</li> <li>• May also be significant within another context for association with important persons and/or as an excellent example of an architectural style</li> </ul>
<b>Character-Defining Features:</b>	<ul style="list-style-type: none"> <li>• Agricultural buildings including (but not limited to) animal barns, grain storage, chicken coops, equipment sheds, and stables</li> <li>• Proximity to existing or historical agricultural land used for grazing, cultivating crops, etc.</li> </ul>
<b>Integrity Considerations:</b>	<ul style="list-style-type: none"> <li>• Should retain integrity of Setting, Location, Design, Feeling, and Association</li> <li>• Surrounding setting may have changed due to ongoing development in Livermore and the loss of agricultural land, but the immediate setting, including the relationships between farm buildings, should remain intact</li> <li>• Use may have changed</li> </ul>



## **Context: Transportation and Infrastructure Development**

Throughout its history, modes of transportation have triggered some of the biggest changes in Livermore's built environment. The arrival of the railroad supported early development and prosperity through passenger travel and shipment capabilities, while the rise in automobile usage and the Lincoln Highway route through Livermore prompted paved roads and new commercial services such as garages and gas stations, supplanting livery and stables. The area's weather conditions made it a prime location for landing flights, and later training pilots for the United States Navy. The Navy training facility was converted into the Lawrence Livermore National Laboratory and became one of the city's largest employers. In the 1960s and 1970s, the completion of the interstate highway system through the Livermore Valley attracted more families to the area, seeking affordable housing within commuting distance of major cities like Oakland and San Francisco.

### **Theme: Rail**



Figure 18: Southern Pacific Railroad Depot, 1906.  
*Courtesy of the Livermore Heritage Guild.*

Prior to the 1869 completion of the CPRR through what would become Livermore, the area was largely agricultural, consisting of ranch land and fields for dry farming crops.<sup>119</sup> When William Mendenhall platted the town, he set aside land for the railroad right-of-way. The original Central Pacific tracks were built along

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<sup>119</sup> Alan M. Frank, *Depot: A History of the Railroad in Livermore* (Alan Frank: 2019), 23.



present-day Railroad Avenue, and the CPRR Depot was constructed adjacent to the tracks between L and M Streets.<sup>120</sup> The railroad provided crucial shipping and transportation infrastructure that spurred development around the depot, including hotels, grain warehouses, and flour mills.<sup>121</sup> In the years that followed, millions of pounds of goods such as hay, brick, coal, lumber, gravel, sand, and wine would be shipped out of the Livermore depot as the surrounding town flourished.<sup>122</sup>

In 1891, the original depot was destroyed by fire, and a new, larger depot was needed. A standardized design was selected. These standard designs were the work of by Arthur Brown, Sr., Superintendent of Bridges and Buildings for the CPRR and Southern Pacific Railroad (SPRR). Brown created a series of depot designs that could be customized for individual stations. The new depot in Livermore was to be constructed using design no. 18, which called for a two-story Stick style building with a freight house, freight shed, waiting room, agent's office, and baggage room. Approximately eleven depots constructed from this design remain, including the new Livermore depot, which was completed in 1892.<sup>123</sup>

In the late 1800s, a series of acquisitions and consolidations between the major railroad companies in the United States resulted in the majority of railroads in the country operating under the SPRR system. The CPRR was leased to the SPRR beginning in 1900, although the companies would not formally merge until the 1950s.<sup>124</sup> The railroad and depot in Livermore were now operating under the SPRR, and the depot was repainted in the SPRR scheme. The original colors of the depot under CPRR had been a grey exterior with dark grey trim and a red roof. The new SPRR color scheme consisted of a "colonial" yellow, dark yellow wainscot, brown trim, white windows and bargeboards, and a green roof.<sup>125</sup> This color scheme would remain in place for the rest of the depot's operational years.

In 1910, a second railroad, the Western Pacific Railroad (WPRR) was completed through Livermore, including a Mission Style railroad depot. The construction of the WPRR was intended to "break the ... monopoly for transcontinental traffic to northern California."<sup>126</sup> The WPRR tracks ran parallel to the SPRR line, and the depot was designed by architect W.H. Mohr and located along Oak Street between K and L Streets.<sup>127</sup> With two railroads through the town, the SPRR line focused on local freight and passenger travel while the limited schedule of the WPRR was more suitable for long distance travel.<sup>128</sup>

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<sup>120</sup> Sanborn Map & Publishing Co., Ltd., *Livermore, Alameda Co*, Sheet 5, 1884; Homan, 281.

<sup>121</sup> Homan, 246, 324.

<sup>122</sup> Frank, 23.

<sup>123</sup> *Ibid.*, 20, 27.

<sup>124</sup> For simplicity's sake, the railroad will be referred to as SPRR from this point.

<sup>125</sup> Frank, 25, 36.

<sup>126</sup> *Ibid.*, 42.

<sup>127</sup> Sanborn Map & Publishing Co., Ltd., *Livermore, Alameda Co*, Sheet 5, 1917, accessed May 2020, via Los Angeles Public Library.

<sup>128</sup> Frank, 42.





Figure 19: Western Pacific Railroad Depot, c. 1910.  
*Courtesy of Livermore Heritage Guild.*

Despite their initial success, the SPRR and WPRR soon faced financial problems. The SPRR's service decreased through World War I and declined sharply at the onset of the Great Depression. Though the Hetch Hetchy Project in the 1930s helped revive local freight and passenger traffic along the line, it was not enough to save the failing railroad. Passenger service through Livermore ended in 1941. Freight shipments saw a small boost during World War II, but traffic began to decline after the war ended. The SPRR could not compete with the improving system of highways and the use of automobiles and trucks.<sup>129</sup>

The WPRR also struggled through the Great Depression and World War II. After declaring bankruptcy, the railroad tried to renew the idea of luxury long-distance travel by train, but like the SPRR, had difficulty competing with the automobile's rise in popularity. The last train stopped at the Livermore WPRR depot in 1960, and the depot was demolished soon after.<sup>130</sup> Similarly, the SPRR removed the freight house and freight platform room from its depot in the 1960s; the depot was officially closed in 1971.<sup>131</sup> In 1974, SPRR removed its original tracks through the center of town and relocated the line one and a half blocks north to merge with the WPRR line. This track relocation project was completed by 1976.

In the meantime, the depot building had remained vacant for several years until it was threatened with demolition. In April 1973, local residents formed the Livermore Heritage Guild (LHG) to save the building. Demolition was stayed and the building was leased for a "railroad-themed restaurant" that opened in 1974.<sup>132</sup> The restaurant closed in 1978, and the depot was repurposed for use as real estate offices between 1980 and 1987.<sup>133</sup>

In the 1990s, the increase in housing costs in the Bay Area prompted residents to seek more affordable options to the east, in cities like Livermore, Pleasanton, and Tracy. This in turn created traffic congestion as more people were commuting longer distances and prompted the creation of a commuter rail service. The

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<sup>129</sup> *Ibid.*, 43.

<sup>130</sup> *Ibid.*

<sup>131</sup> *Ibid.*, 53.

<sup>132</sup> *Ibid.*, 56.

<sup>133</sup> *Ibid.*, 60.



Altamont Corridor Express (ACE) began operating in 1998 between Stockton and San Jose with stops along the former WPRR tracks in Tracy, Livermore, Pleasanton, Fremont, and Santa Clara.<sup>134</sup>

In 2008, ownership of the 1892 SPRR depot building was deeded to the City of Livermore. The depot was relocated in 2017 and rehabilitated in a manner consistent with Secretary of Interior's Standards for use as a transportation hub. The depot, now at 2500 Railroad Avenue, is now the ticketing office and waiting area for the ACE, the Livermore Amador Valley Transit Authority (LAVTA) bus system, as well as long-distance AMTRAK service. The project received a Governor's Historic Preservation Award in 2019.<sup>135</sup>

### Registration Requirements

The completion of railroads through Livermore represents an integral part of the city's history and development. For these reasons, its history is included in detail here; however, only one extant built resource that has a direct and important association with the railroad was identified in the survey: the 1892 SPRR Depot. As such, significance within this context will be considered for the existing depot but further Registration Requirements have not been developed.

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<sup>134</sup> Ibid., 61.

<sup>135</sup> "2019 Governor's Historic Preservation Awards: Livermore Railroad Depot Relocation and Rehabilitation," California Office of Historic Preservation, accessed May 2020, [https://ohp.parks.ca.gov/pages/1054/files/2019\\_GovHPAwd\\_LivermoreRRDepot.pdf](https://ohp.parks.ca.gov/pages/1054/files/2019_GovHPAwd_LivermoreRRDepot.pdf); Frank, 61, 79.



## Theme: Utilities and Infrastructure

In the early years of Livermore's development, utilities, and infrastructure such as water, electricity and telephone service were provided by several small private companies that were later consolidated. The Sunset Telephone Company installed the earliest telephone exchanges in Livermore. The first was installed in 1884 in a drug store, followed by several hotels and the railroad depot. Rival companies emerged as the number of telephones in Livermore increased. In 1915, these companies were merged into Pacific Telephone & Telegraph (PT&T), later known as Pacific Bell and eventually a subsidiary of AT&T. Two years later, a telephone exchange was built in the Masonic Building downtown to serve over three-hundred telephone subscribers. Here, telephone operators would connect calls on a large switchboard. In 1928, PT&T built a Mediterranean Revival repeater station at 2324 Second Street.<sup>136</sup> Livermore would continue to have operator-assisted calls until 1956.<sup>137</sup>

Several small water companies emerged in Livermore in the 1870s, including the Arroyo Mocho Water Company, the Livermore Spring Water Company, and the Deep Well Company. In the late 1890s, these companies were consolidated into the Livermore Water and Power Company, which began expanding and improving the existing water infrastructure in the town. In 1927, the town's water was taken over by the California Water Service. As of 2020, California Water still supplies water to Livermore via a series of a dozen wells throughout the city, supplemented by water purchased from the Zone 7 Water Agency.<sup>138</sup>

In 1957, residents voted to form Zone 7 of the Alameda County Flood Control and Water Conservation District to address inadequate water supply and flood protection as the population of the Livermore-Amador Valley increased.<sup>139</sup> A few years later, while the community of Springtown in northern Livermore was under development, California Water opted to not provide water to the proposed community, due to its distance from existing water lines. This prompted Marnel Development Company—the company developing Spring Town—to help form Livermore Municipal Water, part of the City of Livermore Water Resources Division. As of 2020, southern and central Livermore are serviced by California Water while the remainder of the city is serviced by Livermore Municipal Water; both entities get water from Zone 7.<sup>140</sup> The LLNL is supplied with water from the Hetch Hetchy water network.<sup>141</sup>

The first electric lights in Livermore were installed in 1888. By 1901, Livermore Water and Power established a generator to provide the community with electrical power as more homes were furnished with incandescent lighting.<sup>142</sup> The fire station on East Avenue is the location of the Centennial Lightbulb, a still-functioning incandescent lightbulb made in 1901. It was originally installed in the fire house on L Street and has been

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<sup>136</sup> Repeater stations receive and amplify telecommunication signals so they do not diminish while being transmitted; Homan 465-466.

<sup>137</sup> *Ibid.*, 466.

<sup>138</sup> "District Information: Livermore," California Water Service, accessed November 2020, <https://www.calwater.com/about/district-information/liv/>.

<sup>139</sup> "History," Zone 7 Water Agency, accessed November 2020, <https://www.zone7water.com/about-us/history>.

<sup>140</sup> "Water Service: Livermore Municipal Water," Livermore Municipal Water, accessed November 2020, [http://www.cityoflivermore.net/citygov/pw/public\\_works\\_divisions/wrd/service/default.htm](http://www.cityoflivermore.net/citygov/pw/public_works_divisions/wrd/service/default.htm).

<sup>141</sup> Homan, 503.

<sup>142</sup> *Ibid.*, 157-158.



moved twice.<sup>143</sup> In 1913, Livermore Water and Power was purchased by Pacific Gas and Electric (PG&E), which managed the town's water and power until 1927, when it turned over water management to California Water Service. As of 2020, PG&E still provides gas and electricity throughout the state.

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<sup>143</sup> "Centennial Bulb Facts," Livermore California's Centennial Light, accessed September 2020, <https://www.centennialbulb.org/facts.htm>;



Registration Requirements

<b>Context:</b>	Transportation and Infrastructure Development
<b>Theme:</b>	Utilities and Infrastructure
<b>Statement of Significance:</b>	Resources evaluated under this theme may be significant within the context of Transportation and Infrastructure Development for their association with the history of essential utilities in Livermore or as excellent examples of their property type.
<b>Period of Significance:</b>	1900-1955
<b>Period of Significance Justification:</b>	The period of significance of 1900 to 1955 begins at the turn of the century as efforts to provide essential utilities formalized and ends in 1955 when population growth prompted the creation of new infrastructure and consolidation of services.
<b>Criteria for Evaluation:</b>	<ul style="list-style-type: none"> <li>• National Register: N/A</li> <li>• California Register: N/A</li> <li>• Local: i/iii</li> </ul>
<b>Associated Property Types:</b>	<ul style="list-style-type: none"> <li>• Commercial Buildings, Utility Buildings</li> <li>• Mixed-Use Buildings</li> <li>• Infrastructural Buildings, including substations, water and power plants, switching stations etc.</li> </ul>
<b>Eligibility Standards:</b>	<ul style="list-style-type: none"> <li>• Unlikely to rise to the level of significance necessary for the National or California Registers due to the regionally specific nature of Livermore’s infrastructure needs</li> <li>• Has direct, significant, and/or long-term association with essential utilities in Livermore</li> <li>• Built resources associated with these utilities may be considered within this context; linear features of these utilities such as telephone, power, or water lines, are ephemeral, utilitarian, frequently upgraded, and are insufficient to convey significance</li> <li>• May also be significant within another context for association with important persons and/or as an excellent example of an architectural style</li> <li>• May also be significant as an important example of the work of an important architect or builder</li> </ul>
<b>Character-Defining Features:</b>	<ul style="list-style-type: none"> <li>• Historically used to provide essential utilities such as electricity, water, and telephone service to residents of Livermore</li> </ul>
<b>Integrity Considerations:</b>	<ul style="list-style-type: none"> <li>• Should retain integrity of Location, Design, Feeling, and Association</li> <li>• Surrounding setting may have changed due to ongoing development in Livermore</li> <li>• Use may have changed</li> </ul>



## **Context: Residential Development**

In the nineteenth century, the Livermore Valley was divided into huge swaths of rancho land. The rancho owners typically lived in a house of adobe or wood construction located somewhere on their expansive holdings. As the governmental structure of California changed, this land was often split into smaller sections and sold to people like William Mendenhall, who would plat the land into individual lots for sale. When the Central Pacific Railroad was completed through Livermore in 1869, it attracted more residents to the area. Settlers' homes began concentrating along the gridded streets south of First and Livermore, ranging from smaller cottages and bungalows to the large high-style mansions of prominent citizens. After the earliest residential development, the town grew at a measured pace. There were no sudden increases in population such as those experienced in other cities, like 1920s oil booms, that would have made denser construction necessary.

The next significant period in residential development occurred after World War II when the research and development laboratories were established. This growth represented the greatest need for housing in Livermore in its history and developers like Roy Jensen and Masud Mehran constructed thousands of tract homes to address this shortage. Into the 1960s and 1970s as Livermore transitioned into a suburb that attracted workers in the Bay Area, single-family housing continued to outpace the construction of multi-family housing.

In Livermore, the city's physical pattern of development readily reflects its history. Early construction is concentrated in the downtown area where the railroad depots were historically located. This concentration of earlier buildings is surrounded by postwar neighborhoods, which are in turn surrounded by contemporary development.

## **Theme: Early Residential Development**

The earliest permanent houses in the Livermore area were often adobe construction, built by the rancho owners who cultivated crops and raised livestock on huge swaths of undeveloped land. New settlers arrived in the area after the completion of the railroad in 1869. Mendenhall's original town plat from 1869 was soon joined by a number of subdivisions that would dictate the pattern of growth through the early twentieth century. In September 1875, two more plats were filed. A.J. McLeod platted commercial and residential lots in a triangular area that would become known as the McLeod Tract, and Alexander Esden filed fifty-four residential blocks and a two-square-block plaza area to form the Northern Addition. These three plats created the geographical center of town, from which new growth would expand. New additions were added frequently, and by the late 1880s speculators had nearly filled the entirety of the original town boundaries with lots for sale. Purchase of these lots reached a peak in 1885, with nearly \$7,000 in lots sold in one day.<sup>144</sup>

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<sup>144</sup> Drummond, *Real Estate Development*, 1.



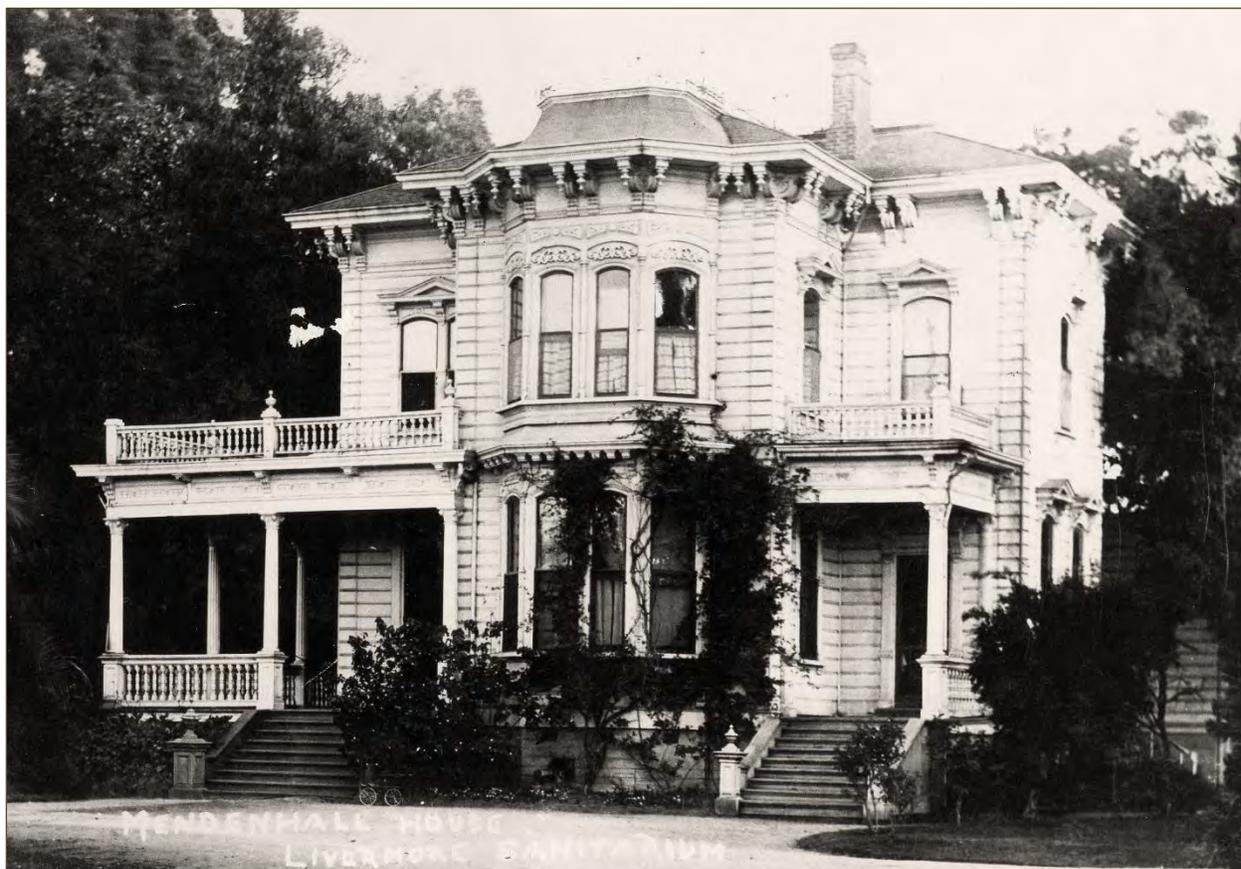


Figure 20: William Mendenhall's Italianate style mansion, no date. The house was later used as part of the Livermore Sanitarium.

*Courtesy of the Livermore Heritage Guild.*

During this early period, most residential construction took place along the gridded streets south and southeast of First Street, while denser commercial and industrial properties were concentrated along First Street and Livermore Avenue (at that time called Lizzie Street). The area north of First Street developed more slowly. Most homes were modestly sized and limited to one story in height.<sup>145</sup>

After its incorporation, the town of Livermore continued to grow and began to flourish as an important commercial hub for the Livermore Valley region. This early economic success resulted in a number of large and impressive homes in fashionable styles dating from the late nineteenth and early twentieth centuries, including Italianate and Queen Anne.<sup>146</sup> These larger, more stately homes were constructed for prominent citizens, including William Mendenhall, Dr. Cameron Gordon, and businessman Christopher A. Buckley. Remaining examples are rare, with many having been demolished in the 1950s and 1960s to make way for new commercial and residential development. Others were converted into a new use or moved to a new location.<sup>147</sup> One converted example is the large residence at 879 S. L Street. Once owned by the Anspacher

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<sup>145</sup> Sanborn Map & Publishing Co., Ltd., *Livermore, Alameda Co*, Sheets 1-6.

<sup>146</sup> Drummond, *Guide to Architectural Styles*, 4-5.

<sup>147</sup> *Ibid.*, 4.



Brothers, it is now used as apartments.<sup>148</sup> The D.J. Murphy House was constructed at an unknown date in the Northern Addition and moved to 291 McLeod Street. The house was listed in the National Register in 1977 for its association with prominent resident, civic official, and businessman Daniel J. Murphy. The house was carefully restored by the Heritage Guild.<sup>149</sup>



Figure 21: The Bedroom House on the Ravenswood Estate, no date.  
*Courtesy of the Livermore Heritage Guild.*

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<sup>148</sup> "GIS Viewer," City of Livermore, accessed October 2020, <https://www.cityoflivermore.net/citygov/cdd/gis.htm>;  
"Local Brevities," *Livermore Herald*, October 20, 1906, 2.

<sup>149</sup> G.B. Drummond, "D.J. Murphy House," National Register of Historic Places Nomination/Inventory Form, Livermore Heritage Guild, Livermore, California, April 6, 1978.



Registration Requirements

<b>Context:</b>	Residential Development
<b>Theme:</b>	Early Residential Development
<b>Statement of Significance:</b>	Resources evaluated under this theme may be significant within the context of Residential Development for their association with the early growth of Livermore.
<b>Period of Significance:</b>	1869-1905
<b>Period of Significance Justification:</b>	The period of significance from 1869 to 1905 covers the earliest stages of residential development in Livermore.
<b>Criteria for Evaluation:</b>	<ul style="list-style-type: none"> <li>• National Register: A</li> <li>• California Register: 1</li> <li>• Local: i</li> </ul>
<b>Associated Property Types:</b>	<ul style="list-style-type: none"> <li>• Single-Family Residence</li> </ul>
<b>Eligibility Standards:</b>	<ul style="list-style-type: none"> <li>• Dates from the period of significance</li> <li>• Represents the earliest period of Livermore’s residential development</li> <li>• Located in the Original Town, McLeod, or Northern Addition plats</li> <li>• May be a rare, surviving example in the neighborhood</li> <li>• May have early ancillary buildings such as carriage houses or water towers</li> <li>• May also be significant within another context for association with important persons and/or as an excellent example of an architectural style</li> <li>• May also be significant as important example of the work of an important architect or builder</li> </ul>
<b>Character-Defining Features:</b>	<ul style="list-style-type: none"> <li>• Typically of wood construction</li> <li>• Simple massing with gabled and/or hipped roof forms</li> <li>• Generally rectangular or L-shaped in plan</li> <li>• Multi-light wood windows in rectangular openings</li> <li>• Likely to possess physical characteristics found in the Late Nineteenth and Early Twentieth Century Architecture context and themes</li> <li>• Retains physical characteristics from the period of significance</li> </ul>
<b>Integrity Considerations:</b>	<ul style="list-style-type: none"> <li>• Should retain integrity of Location, Design, Feeling, and Association</li> <li>• Surrounding setting may have changed due to ongoing development in Livermore</li> <li>• Some historic fabric may be replaced or removed; a greater degree of alterations is acceptable for early (pre-1900) examples</li> <li>• Use may have changed, such as conversion to commercial or multi-family residential</li> <li>• Association with early residential development is lost if moved outside the Original Town, McLeod, or Northern Addition plats</li> </ul>



## Theme: Suburbanization

After World War II, California experienced an unprecedented population and economic boom. Residents from rural areas migrated to the suburbs and men returned from the war, married, and started families, which created a housing crisis. This shortage was exacerbated by an existing housing shortage caused by at least a decade of stalled residential construction that began in the Great Depression and continued into the war, as crucial materials were diverted to the war effort. With governmental mortgage assistance made possible by the Federal Housing Administration, builders addressed the housing shortage by constructing simple tract homes in mass quantities.<sup>150</sup>

A series of events further boosted the population of Livermore after World War II, including the establishment of the research laboratories and an increase in staff at the Veterans Administration Hospital south of the city. Early postwar expansion occurred north and east of the downtown area, including a triangular-shaped neighborhood bounded by Portola Avenue, Pine Street, and Rincon Avenue, and a tract on East Avenue near Livermore High School developed by Roy Jensen.<sup>151</sup>

Roy Jensen was born in Livermore in 1915 to parents who emigrated from Denmark to settle in Livermore. Roy's father, Neils Jensen, worked as a contractor. After attending Livermore High School and the Polytechnic College of Engineering in Oakland, Roy joined his father's business. However, his father passed away in 1940, and the onset of World War II prevented any further building. During the war, Jensen worked as a superintendent overseeing wartime construction in San Francisco. He also served in the United States Army Corps of Engineers (USACE) for a year before returning to Livermore where he opened a hardware store. After selling the business, Roy began filing subdivisions for tract homes. An early tract, Tract 1030, was filed in 1950. It was located on South S Street between College Avenue and Aaron Streets.<sup>152</sup> In 1951, Jensen filed the first annexed subdivision in Livermore.<sup>153</sup> The subdivision was located north of East Avenue on Harvard Way and Princeton Way between Jensen Street and Atomic Street (now Estate Street).<sup>154</sup> Altogether, Jensen oversaw the construction of approximately 1,400 homes in the Tri-Valley area during the course of his career.<sup>155</sup>

Neighborhoods continued to expand east of downtown toward the laboratories, and southwest, including Masud Mehran's Granada Village west of Holmes Avenue. In 1943, Masud Mehran and his wife, Maryam, immigrated to the United States from Iran. Masud attended Cornell University, earning a degree in economics by 1946. Masud and Maryam moved to Livermore where Masud established the Sunset Development Company in 1951 and began building homes. In 1957, the Sunset Development Company purchased over

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<sup>150</sup> California Department of Transportation Division of Environmental Analysis, Cultural Studies Office, *Tract Housing in California, 1945-1973: A Context for National Register Evaluation* (Sacramento: California Department of Transportation, 2011), 15-17.

<sup>151</sup> "Historic Aerials," Nationwide Environmental Title Research, LLC. Accessed October 2020, <https://www.historicaerials.com/viewer>.

<sup>152</sup> Bryan & Murphy, *Tract 1030*, Sheet 1 and 2, 1950, Alameda County Public Works Survey Documents, accessed May 2020, <http://www.acgov.org/MS/SurveyorDocSearch>.

<sup>153</sup> Homan, 258.

<sup>154</sup> Bryan & Murphy, *Tract 1033*, Sheet 1 and 2, 1951, Alameda County Public Works Survey Documents, accessed May 2020, <http://www.acgov.org/MS/SurveyorDocSearch>.

<sup>155</sup> Homan, 258.



# City of Livermore

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five hundred acres of vineyard south of Livermore and began his largescale Granada Village development. Constructed over nearly a decade, the development was finished in 1964 and included nearly two thousand homes, a grade school, shopping center, and swimming club.<sup>156</sup> Mehran also built homes other companies such as Jupiter Construction, Inc.

In the north side of Livermore, the Marnel Development company began planning the Springtown development.<sup>157</sup> The development was to include over three thousand single-family homes and four hundred apartments, as well as a shopping center, recreational facilities, and an eighteen-hole golf course, geared towards people fifty years of age or older.<sup>158</sup> Work on the project began in 1962 and its grand opening was in 1963.

Although the community was initially envisioned for seniors, this was never strictly enforced, and the demographic of the community began to shift just a few years after the grand opening. Over the course of the next decade, the homes from the original development were sold to new owners.<sup>159</sup> In 1964, the development was acquired by Sproul Homes, who began construction on a "family tract." A Sproul Homes brochure advertised seven different Ranch house floor plans with two to three bedrooms.<sup>160</sup> The houses in the completed development were arranged along curvilinear streets circling the golf course.



Figure 22: "The Aspen," a two-bedroom home offered in Springtown by Sproul Homes, Inc. Sproul Homes Inc., *Springtown Active Adult Community* (Livermore, CA: c. 1964).

Multi-family properties in Livermore were still relatively uncommon as late as the 1960s, at which point most of the city's population still lived in single-family houses. The city did not experience the population booms in the first half of the twentieth century that occurred in other California communities that would have necessitated the construction of higher-density housing, such as apartment buildings and bungalow courts. An early example of multi-family housing in Livermore was the Vila Gulf Village. In 1945, the Vila Gulf Village was constructed on eleven acres outside the city limits, near the present-day intersection of Jensen Street and East Avenue, to serve as temporary defense housing for personnel working at the NAS and their families.

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<sup>156</sup> Homan, 317-318.

<sup>157</sup> Ibid., 443-444.

<sup>158</sup> Marnel Development Co., *Springtown Runaround 1* No. 3 (June 1963).

<sup>159</sup> Homan, 443-444.

<sup>160</sup> Sproul Homes, Inc., *Springtown Active Adult Community* (Livermore, CA: c. 1964).



Historic aerial photography indicates that there were at least twenty multi-family buildings arranged in regular rows around parallel walkways. After the war, the need to house military families decreased. Almost simultaneously, the number of federal employees at the Veterans Administration Hospital increased to care for the sharp uptick in veteran patients. Management of the property was transferred to the Federal Housing Authority for a period until the land was eventually annexed by the City of Livermore. In 1974, Vila Gulf Village was demolished and replaced by Leahy Square, a public housing project administered by the Livermore Housing Authority.<sup>161</sup>



Figure 23: Navy housing (Vila Gulf Village), 1946.  
*Courtesy of Livermore Heritage Guild.*

It was not until Livermore became a bedroom community for the Bay Area after the completion of freeway projects in the 1960s and 1970s that the construction of multi-family housing became more common.<sup>162</sup> However, single-family construction increased at an even higher rate, and the ratio of multi-family housing to single-family housing stock actually decreased, as shown in the table below:

Table 1: Livermore Housing Data<sup>163</sup>

Date	Pre-1950		1950-1959		1960-1969		1970-1979	
	SF	MF	SF	MF	SF	MF	SF	MF
Subtotals	1,236	321	2,491	597	5,267	839	5,304	832
Total	1,557		3,088		6,106		6,136	
%	79.4%	<b>20.6%</b>	80.7%	<b>19.3%</b>	86.3%	<b>13.7%</b>	86.4%	<b>13.6%</b>

<sup>161</sup> "Public Housing (Leahy Square)," Homan, 488-489.

<sup>162</sup> Deutsch, 13.

<sup>163</sup> Land Planning Consultants, *Livermore School Facilities Needs and Long Range Plan* (Livermore: Livermore Valley Joint Unified School District, February 1988), 14



## Registration Requirements

Multi-family housing does not represent a significant property type in Livermore. The table below addresses the evaluation of postwar housing tracts.

<b>Context:</b>	Residential Development
<b>Theme:</b>	Suburbanization
<b>Statement of Significance:</b>	Resources evaluated under this theme may be significant within the context of Residential Development for their important association with post-war growth in Livermore or as exceptionally significant examples of their property type.
<b>Period of Significance:</b>	1945-1975
<b>Period of Significance Justification:</b>	The period of significance from 1945 to 1975 begins with the conclusion of World War II and extends to the survey end date.
<b>Criteria for Evaluation:</b>	<ul style="list-style-type: none"> <li>• National Register: A/C</li> <li>• California Register: 1/3</li> <li>• Local: i/iii</li> </ul>
<b>Associated Property Types:</b>	<ul style="list-style-type: none"> <li>• Tract of Single-Family Residences</li> <li>• Community of single-family residences with planned amenities such as schools, shopping centers, and recreational facilities</li> </ul>
<b>Eligibility Standards:</b>	<ul style="list-style-type: none"> <li>• Due to their ubiquity, individual tract homes are unlikely to be adequate to convey associations with historical postwar trends; tract homes should be considered in a grouping as a potential historic district</li> <li>• Examples of important associations with postwar growth include early, prototypical, or unique example of a tract or community, or one that includes innovative design or exhibits high-quality architecture<sup>164</sup></li> <li>• Dates from the period of significance</li> <li>• May be significant as important example of the work of an important architect, architectural firm, or merchant builder</li> <li>• Individual tract homes may be significant within another context for association with important persons</li> </ul>
<b>Character-Defining Features:</b>	<ul style="list-style-type: none"> <li>• Tract, community, or neighborhood with clearly definable boundaries</li> <li>• Coherent and/or repeating house designs</li> <li>• Obvious street plan, may be in curvilinear or gridded configuration</li> <li>• Unifying features such as sidewalks, medians, streetlighting, curb cuts</li> </ul>
<b>Integrity Considerations:</b>	<ul style="list-style-type: none"> <li>• Due to their ubiquity, individual postwar homes considered as part of a tract should have a high level of</li> </ul>

<sup>164</sup> California Department of Transportation Division of Environmental Analysis, 124-125.



integrity to contribute to the significance of a district as a whole

- Should retain integrity of Location, Design, Materials, Workmanship, Feeling, and Association
- Surrounding setting outside the tract may have changed due to ongoing development in Livermore; the immediate setting and common features within the tract, such as driveway configuration, street trees, lighting, sidewalks, and curb cuts should reflect their original appearance
- Due to their more recent construction in residential neighborhoods, a resource evaluated under this theme is unlikely to have been relocated or converted to a new use, e.g., office or commercial



### **Context: Commercial Development**

During the nineteenth century, Livermore emerged as an important hub of commerce for the region. Businesses concentrated along First Street and Livermore Avenue, which emerged as the town's major thoroughfares. Early establishments catered to the needs of Livermore's first residents, providing necessary services such as blacksmith shops, liverys, carriage repair, steam laundries, hardware stores, and saloons.<sup>165</sup> The types of businesses in Livermore evolved over time, particularly in the late 1910s and 1920s in response to the automobile and completion of the Lincoln Highway, and again after World War II as the city grew exponentially. While many of these businesses were destroyed by fires or replaced by new development, there are a number of examples remaining that represent Livermore's commercial history.

### **Theme: Early Office and Retail**

The earliest commercial development in Livermore was concentrated along First Street and Livermore Avenue, northeast of the historic location of the railroad depot. Commercial construction during this era generally consisted of one- to two-story wood-frame buildings with minimal decoration and painted signage. A number of two-story hotels were concentrated near the depot, including the Livermore, Germania, Farmers' Exchange, Washington, and Valley Hotels, but they have all since been demolished.<sup>166</sup>



Figure 24: First Street, looking east, c. 1900.  
*Courtesy of the Livermore Heritage Guild.*

These early wooden buildings gave way to more permanent structures, including one-story brick buildings with flat roofs and parapets, and larger-scale commercial buildings designed in popular styles. These larger buildings were typically built, owned, and operated by companies like the Bank of Italy, or by successful local

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<sup>165</sup> "Photographs and Drawings," Livermore Heritage Guild, accessed March 2020, [https://www.lhg.org/Archive\\_Photos/Menu\\_Photos\\_Archive.html](https://www.lhg.org/Archive_Photos/Menu_Photos_Archive.html); Livermore Heritage Guild, *Early Livermore*, chap. 8; Christian and Livermore Heritage Guild, chap. 1.

<sup>166</sup> Homan, 244-246.



businessmen such as Andrew J. McLeod and Louis Schenone.<sup>167</sup> McLeod constructed a prominent building at the corner of Livermore Avenue and First Street. The McLeod Building housed a number of businesses, including a saloon, dentist, and the *Livermore Herald*, and provided meeting space for fraternal organizations. The three-story building was demolished in the 1920s to make way for the Bank of Italy building.<sup>168</sup>



Figure 25: First Street, looking east, Schenone Building and Masonic Building at right, c. 1920.  
*Courtesy of Livermore Heritage Guild.*

The Masonic Building, Schenone Building, and Bank of Italy building anchor Livermore's downtown. In 1909, the Masonic Building was constructed in a prominent location on Livermore Avenue between First and Second Streets. The ground floor provided valuable tenant space for commercial businesses while the second and third floors were reserved for Masonic use.<sup>169</sup> The Schenone Building opened in 1914 and was built for Louis Schenone and his wife Catherine Livermore. Schenone came to Livermore in the late 1880s and opened a grocer. With the revenue from his successful business, Schenone hired architect Italo Zannolini to design the two-story building on First Street. Over the years, the Schenone Building has housed a number of businesses including theaters and restaurants.<sup>170</sup> The Bank of Italy building was completed in 1922 at the northeast corner of First Street and Livermore Avenue. It replaced an earlier Livermore location of the Bank of Italy, which merged with several local banks and eventually became the Bank of America. Bank of America occupied this building until 1957 when it was converted to the new City Hall.<sup>171</sup>

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<sup>167</sup> *Ibid.*, 352-353, 424

<sup>168</sup> *Ibid.*, 42, 312, 353.

<sup>169</sup> Homan, 311; Christian and Livermore Heritage Guild, 10.

<sup>170</sup> Homan, 424; Christian and Livermore Heritage Guild, 10.

<sup>171</sup> Homan, 42



Registration Requirements

<b>Context:</b>	Commercial Development
<b>Theme:</b>	Early Office and Retail
<b>Statement of Significance:</b>	Resources evaluated under this theme may be significant within the context of Commercial Development for their association with the early commercial growth of Livermore or as excellent examples of their property type.
<b>Period of Significance:</b>	1869-1922
<b>Period of Significance Justification:</b>	The period of significance from 1869 to 1922 covers the important early stages of commercial development in Livermore, culminating in the construction of the Bank of Italy.
<b>Criteria for Evaluation:</b>	<ul style="list-style-type: none"> <li>• National Register: A/C</li> <li>• California Register: 1/3</li> <li>• Local: i/iii</li> </ul>
<b>Associated Property Types:</b>	<ul style="list-style-type: none"> <li>• Commercial Buildings</li> <li>• Mixed-Use Buildings</li> </ul>
<b>Eligibility Standards:</b>	<ul style="list-style-type: none"> <li>• Dates from the period of significance</li> <li>• Represents a significant aspect of Livermore’s early commercial development</li> <li>• May also be significant within another context for association with important persons and/or as an excellent example of an architectural style</li> <li>• May also be significant as an important example of the work of an important architect or builder</li> </ul>
<b>Character-Defining Features:</b>	<ul style="list-style-type: none"> <li>• Located along First Street and Livermore Avenue in downtown</li> <li>• Typically of masonry construction</li> <li>• Abuts the sidewalk</li> <li>• No vehicular accommodation</li> <li>• Storefront with bulkhead, large windows, entry (often recessed), transom, and signage</li> <li>• May accommodate mixed uses (e.g., retail on the ground floor, office or other use on upper floors)</li> </ul>
<b>Integrity Considerations:</b>	<ul style="list-style-type: none"> <li>• Should retain integrity of Location, Design, Feeling, and Association</li> <li>• Surrounding setting may have changed due to ongoing development in Livermore</li> <li>• Some historic fabric may be replaced or removed by tenants over the years, but any storefronts should retain their original composition—bulkheads, storefront windows, transom.</li> <li>• Use may have changed</li> </ul>



## Theme: Automobile-Oriented Commercial

The first automobile in Livermore was purchased in 1903 by Dr. William S. Taylor, who used the vehicle to make his house calls to patients more efficient. By 1905, there were ten cars in Livermore, and by 1930 there would be more than two thousand.<sup>172</sup>

The Lincoln Highway was established in 1913, which played a major role in the increase in automobile usage throughout the country. The route spanned between Times Square in New York City and the Palace of the Legion of Honor in San Francisco. Unlike the federal interstate highway system that would later be put in place under Eisenhower, the Lincoln Highway was a private venture spearheaded by a man named Carl Fisher, who owned a company that manufactured automobile headlights. Fisher formed the Lincoln Highway Association (LHA) in 1913 with a group of fellow automotive industry leaders. The LHA proceeded to identify the best route by touring across the United States. Municipalities lobbied to be included along the way, rushing road projects and providing political support. When the route was completed, it was not the only transcontinental roadway, but it was the best known and most popular.<sup>173</sup>

When it was complete, traveling the route was still a major undertaking. Sections of the route were paved in a piecemeal fashion by local jurisdictions, or not paved at all, and there were very few service stations or amenities along the way.<sup>174</sup> To make the journey, the LHA recommended a supply list several pages long. Livermore was included in the LHA's guide as the third from last stop before San Francisco.<sup>175</sup> Two miles of the Lincoln Highway along First Street and Portola Avenue were paved and lighted when the route was completed through Livermore in 1915.<sup>176</sup>

In response to the tourists along the Lincoln Highway and the increase in local automobile owners, dealerships, and showrooms opened in Livermore. The Livermore Garage Company was established around 1911, offering car rental services.<sup>177</sup> An enterprising man named Frank H. Duarte opened the Highway Garage (commonly known as the Duarte Garage) at Portola Avenue and L Street in 1915. The garage operated seven days a week, offering gas, oil, and car repairs to travelers.<sup>178</sup> Roy Anderson opened a garage, salesroom, and tire shop on First Street around 1916.<sup>179</sup> Still more than forty miles from San Francisco, lodging in Livermore was offered at several hotels, as well as the Livermore Sanitarium.<sup>180</sup> In 1922, an auto campground was established on Livermore Avenue (then Lizzie Avenue) near Memorial Park. The campground attracted tourists from all over the United States and was improved with cottages and a telephone.<sup>181</sup>

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<sup>172</sup> Homan, 329.

<sup>173</sup> *Lincoln Highway Special Resource Study Environmental Assessment* (National Park Service, United States Department of the Interior: May 2004), 3-4.

<sup>174</sup> Homan, 226.

<sup>175</sup> Lincoln Highway Association, 15-18, 144.

<sup>176</sup> Homan, 447.

<sup>177</sup> Barbara Bunshah, "Newspaper Index (Bunshah) - 1899-1929," accessed March 10, 2020, <http://www.cityoflivermore.net/civicax/filebank/blobdload.aspx?t=66471.25&BlobID=18634>; *Early Livermore*, 39;

<sup>178</sup> Homan, 227.

<sup>179</sup> *Ibid.*, 329.

<sup>180</sup> Lincoln Highway Association, 144.

<sup>181</sup> Barbara Bunshah, "Newspaper Index (Bunshah) - 1899-1929."





Figure 26: The Highway Garage along the Lincoln Highway Route, c. 1918.  
*Courtesy of Livermore Heritage Guild.*

Automobile travel became a popular pastime, especially in southern California and along the coast, due to the year-round mild climate and high percentage of automobile ownership. As more and more vehicles took to the road, providing services to travelers became inevitable; restaurants, diners, roadside stands, and auto camps began lining the roadways at an enormous rate.<sup>182</sup>

In addition to providing services to the traveler, the need to service the automobiles also increased, creating demand for places to refuel. What was originally a waste product of the kerosene industry had suddenly become a valuable commodity, and for the first time, a method of delivering the product to consumers had to be explored. A new building type, the gasoline station, was the first to be constructed in response to this demand, with the service station following close behind. These stations had to perform tasks that were never

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<sup>182</sup> Jim Heimann, *California Crazy: Roadside Vernacular Architecture* (San Francisco: Chronicle Books, 1980), 2-4.



before required of a building: dispensing gasoline and servicing mechanized vehicles. Service station design evolved to accommodate that need.<sup>183</sup>

The very first filling stations were rudimentary in design—little more than shacks or sheds. They were located on the outskirts of cities and towns, near the refineries that produced the gasoline, but later they moved in and around the central business districts in urban areas. These downtown filling stations were located curbside in front of markets or other independently-owned retail shops. By 1915, virtually any business owner who wished to sell gasoline could have a pump and storage tank installed outside their shop. This was a very advantageous business for the oil companies, as profits from the sale of gas could be realized in a very short time by simply installing the pumps. Shop owners would then handle the sales and collect their own generous revenues.<sup>184</sup>

With the increase in automobile traffic and the increased need for refueling, these curbside stations began to create serious traffic congestion that was dangerous for pedestrians and motorists alike. Municipal officials, irate over safety hazards associated with curbside refueling, began a campaign to outlaw dispensing gasoline along city streets. The focus on gas station safety led to the establishment of city ordinances that would go on to direct gas station design. By 1920, fire safety ordinances forced curbside stations to close in larger cities. They continued to thrive only in rural areas and in conjunction with general stores and other roadside businesses.<sup>185</sup>

The most drastic changes to service station location and design took place during the 1920s and 1930s. Oil companies began to invest in neighborhood service stations that were located on prime residential streets with wide, paved thoroughfares, and prominent corner lots that were highly visible and accessible from two streets.<sup>186</sup> The drive-in concept was introduced as the buildings were set back away from the curb, leaving enough room for a motorist to pull completely in, re-fuel and maneuver back on to the street.<sup>187</sup> The shape of the building also evolved. An L-shape configuration developed and proved advantageous as it allowed motorists to see the full range of services offered from the driver's seat at a glance. The L-shape lent itself particularly well to the new "super service station" that included other auto-related services such as repair, tires, and auto parts in addition to refueling.<sup>188</sup>

Between 1925 and 1926, the federal government began identifying a national system of interstate highways, introducing a numbering system that was intended to simplify cross-country travel. The Lincoln Highway became Highway 30 for a large portion of the route, and through Livermore it became Highway 50.<sup>189</sup>

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<sup>183</sup> Daniel I. Vieyra, *"Fill'er Up" An Architectural History of America's Gas Stations* (New York: Collier Books, 1979), 3; John A. Jakle and Keith A. Sculle, *The Gas Station in America* (Baltimore: The Johns Hopkins University Press, 1994), 131; Richard Longstreth, *The Drive-in, the Supermarket, and the Transformation of Commercial Space in Los Angeles, 1914-1941* (Cambridge: The MIT Press, 1999), xvi, 7.

<sup>184</sup> Jakle, 138; Michael Karl Witzel, *Gas Station Memories* (New York: Barnes and Noble Books, 1998), 15.

<sup>185</sup> Chester H. Liebs, *Main Street to Miracle Mile: American Roadside Architecture* (Boston: Little, Brown and Company, 1993), 96; Jakle, 135.

<sup>186</sup> *Ibid.*, 138.

<sup>187</sup> Longstreth, 7.

<sup>188</sup> *Ibid.*, 18.

<sup>189</sup> *Lincoln Highway Special Resource Study Environmental Assessment*, 5; Homan, 17.



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However, the Lincoln Highway retained its popularity and identity under its first name until the introduction of the modern federal interstate system in 1956.<sup>190</sup>

As automobile usage became commonplace in the 1940s and 1950s, more and more types of businesses were designed with motorists in mind. In 1941, a drive-in market that was part of the Purity Stores, a chain of grocery stores, opened at the southeast corner of First and L Streets.<sup>191</sup> A drive-in market was a precursor to the contemporary supermarket. It offered a variety of products and foods that would previously have been sold at individual specialty stores (butcher, grocer, etc.) and included automobile access in the form of on-site parking.<sup>192</sup> The Washington Hotel was demolished to make way for the new business. In 1959, the Purity Stores built a larger location elsewhere in town. The original building was divided into several separate storefronts, one of which has been occupied by the Donut Wheel for decades.<sup>193</sup> In 1952, a drive-in cleaners and tailor opened at 175 N. L Street and in 1956, Holdener's Drive-in Dairy opened.<sup>194</sup>

With the rise of fast food after World War II, a number of car-oriented establishments opened in Livermore. The first, a Foster's Freeze, opened in the summer 1954 at the corner of First and P Streets and served dessert and soft drinks. A Jiffyburger opened the next year on the corner of First and O Streets. The restaurant had no interior dining room, so customers would eat in their cars or on the benches provided in an outdoor seating area. In 1958, an A&W Root Beer drive-in opened on Old First Street. Customers were served directly from their cars under a canopy.<sup>195</sup>

Many auto-related commercial buildings in Livermore have been demolished, including the Jiffyburger and A&W Root Beer drive-in. Others have been altered or repurposed over time, including the Foster's Freeze. Those that remain are generally located along the Lincoln Highway Route or one of the town's main thoroughfares, including Portola Avenue and First Street.

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<sup>190</sup> *Lincoln Highway Special Resource Study Environmental Assessment*, 5.

<sup>191</sup> Homan, 135.

<sup>192</sup> Ryan Reft, "Retail California: Cars, Drive-In Markets, and Consumers," *KCET*, March 7, 2013, accessed September 2020, <https://www.kcet.org/history-society/retail-california-cars-drive-in-markets-and-consumers>.

<sup>193</sup> Homan, 135-136.

<sup>194</sup> Barbara Bunshah, "Newspaper Index (Bunshah) 1930-1965."

<sup>195</sup> Homan, 163.



Registration Requirements

<b>Context:</b>	Commercial Development
<b>Theme:</b>	Automobile-Oriented Commercial
<b>Statement of Significance:</b>	Resources evaluated under this theme may be significant within the context of Commercial Development for their association with automobile-oriented businesses in Livermore or as excellent examples of their property type.
<b>Period of Significance:</b>	1915-1965
<b>Period of Significance Justification:</b>	The period of significance begins with the completion of the Lincoln Highway through Livermore and ends in the mid-1960s, with the completion of major interstate routes near the city.
<b>Criteria for Evaluation:</b>	<ul style="list-style-type: none"> <li>• National Register: A/C</li> <li>• California Register: 1/3</li> <li>• Local: i/iii</li> </ul>
<b>Associated Property Types:</b>	<ul style="list-style-type: none"> <li>• Commercial Buildings</li> <li>• Garages</li> <li>• Service Stations</li> <li>• Drive-in/drive-thru restaurants and retail stores</li> </ul>
<b>Eligibility Standards:</b>	<ul style="list-style-type: none"> <li>• Typically located along First Street or Portola Avenue</li> <li>• Dates from the period of significance</li> <li>• Represents significant commercial development associated with the automobile</li> <li>• May also be significant within another context for association with important persons and/or as an excellent example of an architectural style</li> <li>• May also be significant as an important example of the work of an important architect or builder</li> </ul>
<b>Character-Defining Features:</b>	<ul style="list-style-type: none"> <li>• Features that accommodate motorists, including on-site parking, canopies, and drive-thrus</li> <li>• Large forecourt or paved area for maneuvering vehicles</li> <li>• May have L-shaped plan</li> <li>• Large openings for features like display windows and garage doors</li> <li>• Eye-catching signage oriented towards motorists</li> </ul>
<b>Integrity Considerations:</b>	<ul style="list-style-type: none"> <li>• Should retain integrity of Location, Design, Feeling, and Association</li> <li>• Setting may have changed due to ongoing development in Livermore</li> <li>• Some historic fabric may be replaced or removed but the original function and design should remain readily apparent</li> <li>• Use may have changed</li> </ul>



## Theme: Postwar Commercial

In postwar Livermore, the population was growing, and the city expanded outward from its historic center. Farmland gave way to housing as agriculture was replaced as the area's primary industry. The commercial and retail landscape of Livermore gradually changed as businesses changed hands or closed, diversified their offerings, moved out of downtown into suburban shopping centers, or were remodeled to serve a new generation of customers. The increase in automobile use and the influx of laboratory employees created demand for convenience as well as new and different products and services. The payroll at Sandia National Laboratory alone reached \$4 million by 1960, a majority of which was spent locally, boosting the economy.<sup>196</sup>



Figure 27: The Livermore Hatchery and Chequerstor, c. 1956.  
*Courtesy of Livermore Heritage Guild.*

One example that illustrates changing commercial activity in Livermore was the Livermore Hatchery at 116 N. L Street. The Hatchery was initially a facility that incubated eggs and expanded into a pet feed and supply store known as the “Chequerstor.” However, by 1956, the store owners began selling furniture and “interior effects” geared toward the suburban home rather than pet supplies.<sup>197</sup> Davison’s Pharmacy—which had replaced Lawless Drugs—was located downtown at the corner of First and K Streets. In the 1960s, Davison’s Pharmacy relocated to a new, suburban shopping center.<sup>198</sup>

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<sup>196</sup> Rebecca A. Ullrich, *Cold War Context Statement: Sandia National Laboratories California Site* (Sandia National Laboratories: Albuquerque, January 2003), 14, accessed May 2020, <http://large.stanford.edu/courses/2018/ph241/blair1/docs/sand-2003-0112.pdf>.

<sup>197</sup> Christian and Livermore Heritage Guild, 23.

<sup>198</sup> *Ibid.*, 24.





Figure 28: Grocer Hank Stratmann outside Purity Market, 1950.  
*Courtesy of Livermore Heritage Guild.*

An early supermarket in Livermore was part of the Purity Stores grocery chain. A location opened at the corner of First and J Streets in 1931. In 1941, another location was opened in a purpose-built Quonset hut building at the corner of First and L Streets.<sup>199</sup> This location became so popular after World War II that traffic jams began occurring at the store's entrance, and modifications to the store's adjacent parking lot had to be made to improve the situation. In early 1959, plans were underway for a larger location on First Street between P and Q Streets. The new location was completed later that year and was quickly followed by a "most modern" new Safeway.<sup>200</sup> The former Purity Store at First and L Streets was remodeled in 1961 and divided into smaller storefronts, one of which has been occupied by the Donut Wheel coffee and donut shop beginning as early as 1976.<sup>201</sup>

In 1958, a group of electrical engineers employed at the LLNL took matters into their own hands when there was no bowling alley in Livermore. The group raised funds by incorporating, then selling stock to fellow lab employees for \$10 a share. In this manner, they raised enough money to have a sixteen-lane bowling alley constructed at 1620 Railroad Avenue. Originally the Livermore Bowl, the building has been renamed the Granada Bowl, and is still used as a bowling alley as of 2020.

In 1956, what is now known as the Vine Theater was constructed at 1772 First Street, near the intersection of First and O Streets. The Vine Theater began as a "moving picture exhibition" established by Isadore Durand in 1908. It was located in a brewery building owned by Dennis Bernal. After that building was destroyed by fire, Durand opened the Bell Theater in the McVicar Building, then moved to the Schenone Building in 1913. The theater changed names and hands several times over the decades before moving to its present location at First and O Streets.<sup>202</sup>

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<sup>199</sup> Bonnie L. Bamberg, "Donut Wheel," California Department of Parks and Recreation Form Set, Urban Programmers, Livermore, California, April 1988.

<sup>200</sup> Barbara Bunshah, "Newspaper Index (Bunshah) 1930-1965."

<sup>201</sup> Barbara Bunshah, "Newspaper Index (Bunshah) – 1970-1979," accessed May, 2020, <http://www.cityoflivermore.net/civicax/filebank/blobdload.aspx?t=74281.74&BlobID=18672>; Illustration. Artist's sketch of Purity Market remodel. *The Livermore Herald*. December 11, 1959, 8.

<sup>202</sup> Homan, 489-492.



Registration Requirements

<b>Context:</b>	Commercial Development
<b>Theme:</b>	Postwar Commercial
<b>Statement of Significance:</b>	Resources evaluated under this theme may be significant within the context of Commercial Development for their association with postwar growth in Livermore or as excellent examples of their property type.
<b>Period of Significance:</b>	1945-1975
<b>Period of Significance Justification:</b>	The period of significance from 1945 to 1975 begins with the conclusion of World War II and extends to the survey end date.
<b>Criteria for Evaluation:</b>	<ul style="list-style-type: none"> <li>• National Register: A/C</li> <li>• California Register: 1/3</li> <li>• Local: i/iii</li> </ul>
<b>Associated Property Types:</b>	<ul style="list-style-type: none"> <li>• Commercial Buildings</li> </ul>
<b>Eligibility Standards:</b>	<ul style="list-style-type: none"> <li>• Dates from the period of significance</li> <li>• Represents significant aspect of postwar commercial development</li> <li>• May also be significant within another context for association with important persons and/or as an excellent example of an architectural style</li> <li>• May also be significant as important example of the work of an important architect or builder</li> </ul>
<b>Character-Defining Features:</b>	<ul style="list-style-type: none"> <li>• Features that accommodate motorists, including on-site parking, canopies, and drive-thrus</li> <li>• Large openings for features like display windows and garage doors</li> <li>• Eye-catching signage oriented towards motorists</li> </ul>
<b>Integrity Considerations:</b>	<ul style="list-style-type: none"> <li>• Should retain integrity of Location, Design, Materials, Feeling, and Association</li> <li>• Setting may have changed due to ongoing development in Livermore</li> <li>• Buildings evaluated under this theme should retain a majority of its original features</li> <li>• Use may have changed</li> </ul>



## **Context: Public and Private Institutional Development**

For nearly 100 years, Livermore remained a relatively small and rural community. In its early history, the area's natural resources, including coal, oil, fertile soil and a moderate climate prompted the establishment of mining operations and healthcare facilities. This development supported the local economy as it shifted away from agriculture and invited growth in the town. However, as the town grew, so did the need for municipal services, schools, and recreation. Expansion was measured in the years before World War II, but when the war ended, the demand for more schools, places of worship, and recreational facilities rose sharply. The increase of military personnel in the community when US Navy facilities were established during World War II served as just a precursor to the tremendous growth that would occur in Livermore when the two research laboratories opened, bringing thousands of new families to the area.

## **Theme: Government Services**

### **Sub-Theme: Town/City Hall and Fire**

For nearly half a century, Livermore's municipal presence was concentrated in one building. In 1875, a wood building was constructed on Second Street between L and K Streets to house a town hall and firehouse. The town's first jail was added to this building around the same time. Around the time of incorporation, Livermore established two volunteer fire departments: the Livermore Hook & Ladder Company No. 1 and the Niagara Fire Engine Company, in 1874 and 1876, respectively. In 1884, Ladder Company No. 1 disbanded.<sup>203</sup>

A series of wildfires in the early twentieth century destroyed thousands of acres of grazing land. The cumulative effects of fire damage to the dry grass used to feed livestock lasted several years and threatened the livelihoods of ranchers and stockmen. This prompted a group of ranchers in Livermore, including John McGlinchey, John Kelly, Patrick Connolly, Peter Moy, and J.J. Callaghan to form the Stockmen's Protective Association in 1903. McGlinchey was elected president and organized fire crews. Members would provide mutual aid fighting and preventing fires and worked to control hunting and other nuisances on their land.<sup>204</sup>

In 1904, McGlinchey developed the Alameda County Fire Patrol after being appointed county fire warden. He oversaw the establishment of the Crane Ridge Lookout, managed volunteer fire patrols, and introduced progressive firefighting techniques that were studied and emulated until his retirement in 1937; in 1950, Alameda County Fire Station #8 at College Avenue and P Street was dedicated to McGlinchey.<sup>205</sup>

By the turn of the century, the wood building was considered "small, dilapidated, and insignificant-looking," and the town was actively looking to replace it.<sup>206</sup> In 1905, the town purchased a two-story brick building at First and McLeod to serve as a new town hall and police station. The original wood building was moved to Third and K Streets and used as a private residence.<sup>207</sup> It has since been demolished. The building at First and

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<sup>203</sup> Homan, 173.

<sup>204</sup> "Stockmen's Protective Associations," *Pacific Rural Press* 78, no. 24 (December 11, 1909), 389, accessed September 2020, <https://cdnc.ucr.edu/cgi-bin/cdnc?a=d&d=PRP19091211.2.18.1&e=-----en--20--1--txt-txIN-----1>; Homan, 14-15.

<sup>205</sup> Homan, 14-15.

<sup>206</sup> *Ibid.*, 372, 382, 425.

<sup>207</sup> Livermore Heritage Guild, *Early Livermore*, 58.



# City of Livermore

## Historic Context Statement

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McLeod had been constructed in 1882 and initially housed the Bank of Livermore, followed by a boarding house until 1903. After purchasing the building, Livermore added a firehouse and wood jail building. The Livermore Justice Court occupied the second floor.<sup>208</sup> In 1923, the wood jail building was replaced with a sturdier concrete one. In 1936, WPA crews reinforced the exterior with concrete, creating a new Art Deco style façade and protecting against earthquakes.<sup>209</sup>



Figure 29: Bank of Italy Building as Livermore City Hall, c. 1963.  
*Courtesy of Livermore Heritage Guild.*

In 1957, Livermore purchased the Bank of Italy Building to be the new city hall while the fire department and police station remained at the First and McLeod location. The fire department had been operating on an entirely volunteer basis until the early 1950s when a part-time paid fire chief, Al Bonne, was hired. In 1958 the first full-time fire chief, Jack Baird, was hired along with three full-time paid firefighters. There was only one firehouse in Livermore until 1964, when a new facility was constructed at Pine and Rincon Streets. More fire stations were constructed in the following years, including one on East Street in 1976, that provided additional support to the residential neighborhoods in the southeastern portion of Livermore.<sup>210</sup> In 1976, the

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<sup>208</sup> Homan, 172.

<sup>209</sup> *Ibid.*, 372.

<sup>210</sup> "Fire Station to be Built on East Avenue," *Herald and News*, July 10, 1974, 14.



fire department moved out of the First and McLeod building.<sup>211</sup> In 1992, the Pleasanton and Livermore fire departments merged as a Joint Powers Authority (JPA), forming the Livermore-Pleasanton Fire Department.<sup>212</sup> The city continued to construct purpose-built municipal service buildings in the 1970s.<sup>213</sup> In 1978, Livermore City Hall was relocated to its new building on Livermore Avenue.<sup>214</sup> City services are concentrated in a civic center on Livermore Avenue, including City Hall, a library, police station, and city clerk.

### Sub-Theme: Library

Livermore's first library was established by the Livermore Library and Dramatic Association in 1875. The collection of books, about two hundred and fifty in total, were kept in a jewelry store downtown and patrons could borrow them for a fee of \$20 for life or \$3 for a year. The collection was later moved to the International Order of Odd Fellows (IOOF) Hall. In 1878, the Livermore Public Library Association was formed. The group raised funds for the construction of a new one-story library building at 2136 First Street. Though initially the library and reading room were open for five hours a day, interest in the free service waned and the library closed in 1887.<sup>215</sup>



Figure 30: Carnegie Library, no date.  
*Courtesy of Livermore Heritage Guild.*

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<sup>211</sup> Homan, 175.

<sup>212</sup> "Our History: Then and Now," Livermore-Pleasanton Fire Department, accessed March 2020, <http://www.cityoflivermore.net/citygov/fire/history/default.htm>.

<sup>213</sup> Homan, 373.

<sup>214</sup> *Ibid.*, 42.

<sup>215</sup> *Ibid.*, 86.



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A women's group, the Ladies League of Progress, attempted to reopen the library in 1896 but struggled to acquire sufficient funding. In 1901, legislation passed in California that made it possible for a town of Livermore's size to operate a municipal library through property tax. The library on First Street reopened that year but was soon too small for the growing collection of books. Local citizens learned that steel magnate Andrew Carnegie was giving grants for library construction, and efforts to obtain a grant for Livermore began in 1902. In 1909, the town of Livermore received a matching grant of \$10,000 if they would provide \$1,000 a year for ten years and construction began on a new library. Designed by architect William H. Weeks, the Neoclassical Carnegie Library was completed in 1911. In all, Andrew Carnegie helped fund nearly two thousand libraries across the country.<sup>216</sup>

In late 1965, construction began on a new facility to replace the Carnegie Library. Designed by architect Burns Cadwalader, the new library was completed in 1966 near the present-day Civic Center. Since 1974, the Carnegie Library has housed the Livermore Art Association Gallery and the history center of the Livermore Heritage Guild.<sup>217</sup> The main branch of the library was replaced again in 2004. As of 2020, there are three branch libraries in Livermore.<sup>218</sup>

### Sub-Theme: Schools

The first school in the Livermore area was constructed in 1866 near Robert Livermore's home. Thirteen children were enrolled. After the town was founded and the Central Pacific Railroad was completed, the number of students grew. The schoolhouse was moved to a new location—where the Livermore High School football field is presently located—and a second building was constructed. The student body quickly outgrew the new buildings, and the larger two-story Livermore Public School was designed by Julius Weilbye and constructed around 1876.<sup>219</sup>



Figure 31: Original Livermore Grammar School, c. 1870s.  
*Courtesy of Livermore Heritage Guild.*

The Livermore Collegiate Institute was constructed in 1870 along College Avenue between present-day N and O Streets on land donated by William Mendenhall.<sup>220</sup> The three-story building was surrounded by landscaped grounds. The school, founded by Dr. Willard B. Kingsbury and his wife Helen, was a private school equivalent to a high school. About fifty students were enrolled by 1883, at which time it

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<sup>216</sup> Homan, 87-88; Susan Stamberg, "How Andrew Carnegie Turned His Fortune into A Library Legacy," August 1, 2013, accessed September 2020, <https://www.npr.org/2013/08/01/207272849/how-andrew-carnegie-turned-his-fortune-into-a-library-legacy>.

<sup>217</sup> Christian and Livermore Heritage Society, 39.

<sup>218</sup> "About the Library," Livermore Public Library, accessed March 2020, <http://www.cityoflivermore.net/citygov/lib/about/hours/default.htm>.

<sup>219</sup> Livermore Heritage Society, *Early Livermore*, 49; Homan, 168-171.

<sup>220</sup> Livermore Heritage Society, *Early Livermore*, 47.



was considered “among the best of such schools in [California].”<sup>221</sup> The tuition at Livermore Collegiate was typically more than the average family could afford, however, and few children at the time received higher than an eighth-grade education.<sup>222</sup>



Figure 32: Original Livermore High School building, no date.  
*Courtesy of the Livermore Heritage Guild.*

In 1892, Livermore voters approved a tax increase to build a high school. The Livermore High School was completed in time for the 1893 school year and had twenty-four students in attendance.<sup>223</sup> After the high school was opened, the Livermore Public School became the Livermore Grammar School, as it was no longer the only school in the town.<sup>224</sup> In 1892, the Livermore Collegiate Institute was closed, likely due in part to students enrolling in the new public high school. In 1894, the institute building was purchased by Dr. John W. Robertson to house the Livermore Sanitarium.<sup>225</sup> Several other one-room schools outside the Livermore town limits were established across the valley to serve rural populations, including the Inman, Green, May, Mocho, and Summit schools.<sup>226</sup>

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<sup>221</sup> Homan, 284.

<sup>222</sup> *Ibid.*, 199.

<sup>223</sup> *Ibid.*, 289.

<sup>224</sup> *Ibid.*, 168.

<sup>225</sup> *Ibid.*, 285.

<sup>226</sup> Livermore Heritage Society, *Early Livermore*, chap. 4.



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By 1922, the Livermore Grammar School building had become outdated and dilapidated. To fund the construction of a new school, Livermore residents voted to approve a bond issue; the new Livermore Grammar School was dedicated in 1923.<sup>227</sup>

In 1924, a wood gymnasium was added to the high school campus; however, like the grammar school, the 1893 Livermore High School building was found to have serious safety issues by the late 1920s. Once again, the town's residents voted to enact bonds for the construction of a new school building and a new site on Maple Street was selected. The new brick school building was completed in May 1930 and the original school building was subsequently demolished in June of that same year. In 1937, WPA crews reinforced the high school's exterior walls with poured-in-place concrete to protect against earthquakes.<sup>228</sup>



Figure 33: The new Livermore High School building, c. 1930, prior to WPA remodel.  
*Courtesy of Livermore Heritage Guild.*

Through World War II, the Livermore Grammar School and High School were the only two public schools within the city limits. The demand for new schools increased when the city's population boomed in the early 1950s. To accommodate the growing student body, the Junction Avenue School at 298 Junction Avenue was completed in 1951. At that time, the Livermore Grammar School was renamed Fifth Street School. In 1956, the East Avenue School at 3951 East Avenue was completed.<sup>229</sup>

In 1965, the Livermore Valley Joint Unified School District (LVJUSD) was formed.<sup>230</sup> Numerous schools were built in Livermore during the 1960s to alleviate overcrowding and eliminate the need for double sessions. As of 2020, the LVJUSD has nineteen schools and nearly fourteen thousand students.<sup>231</sup>

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<sup>227</sup> Homan, 171.

<sup>228</sup> *Ibid.*, 289-290.

<sup>229</sup> *Ibid.* 171.

<sup>230</sup> *Ibid.*, 300.

<sup>231</sup> "About LVJUSD," Livermore Valley Joint United School District, accessed March 11, 2020, <https://www.livermoreschools.org/domain/20>.



Registration Requirements

<b>Context:</b>	Public and Private Institutional Development
<b>Theme:</b>	Government Services
<b>Sub-Theme:</b>	Town/City Hall and Fire; Library; Schools
<b>Statement of Significance:</b>	Resources evaluated under this theme may be significant within the context of Public and Private Institutional Development for their association with the history of government services in Livermore
<b>Period of Significance:</b>	1876-1975
<b>Period of Significance Justification:</b>	The period of significance will depend on the dates and length of a property's historic association after Livermore's incorporation up to 1975, the survey end date.
<b>Criteria for Evaluation:</b>	<ul style="list-style-type: none"> <li>• National Register: N/A</li> <li>• California Register: N/A</li> <li>• Local: i</li> </ul>
<b>Associated Property Types:</b>	<ul style="list-style-type: none"> <li>• Commercial Buildings</li> <li>• Mixed-Use Buildings</li> <li>• Institutional/Government Buildings</li> <li>• Fire and Police Stations</li> <li>• Schools and Libraries</li> </ul>
<b>Eligibility Standards:</b>	<ul style="list-style-type: none"> <li>• Unlikely to rise to the level of significance necessary for the National or California Registers due to the regionally specific nature of Livermore's municipal presence</li> <li>• Has direct, significant, and/or long-term association with Livermore's municipal presence</li> <li>• May also be significant within another context for association with important persons and/or as an excellent example of an architectural style</li> <li>• May also be significant as important example of the work of an important architect or builder</li> </ul>
<b>Character-Defining Features:</b>	<ul style="list-style-type: none"> <li>• Historically used to house a municipal service, including town/city halls, schools, and libraries</li> </ul>
<b>Integrity Considerations:</b>	<ul style="list-style-type: none"> <li>• Should retain integrity of Location, Design, Feeling, and Association</li> <li>• Surrounding setting may have changed due to ongoing development in Livermore</li> <li>• Use may have changed for resources that were not purpose-built</li> </ul>



### Sub-Theme: Municipal Recreation

In 1947, residents voted to form the Livermore Area Recreation and Parks District (LARPD). The park district was governed by an elected board of directors, primarily funded through property taxes. The LARPD jurisdiction serves more than just the city of Livermore and is bounded by Contra Costa County to the north, San Joaquin County to the east, Stanislaus and Santa Clara counties to the south, and the cities of Dublin and Pleasanton to the west.<sup>232</sup>

One of the earliest actions taken by the LARPD after its creation was to acquire fifteen acres of land surrounding the Arroyo Del Valle. Camping areas, an archery range, and playground equipment were added and maintained by the LARPD and Livermore Rotary.<sup>233</sup> However, in 1967, the Del Valle Dam was built at this location and the park land was flooded. The surrounding area became part of Del Valle Regional Park which is now overseen by the East Bay Regional Park District.<sup>234</sup> To replace the local park that had been flooded by the dam, the LARPD purchased more than thirty acres from the Veterans Administration to create Veterans Park. This park was closed in 1975 and reopened as part of what is now Sycamore Grove Park.<sup>235</sup>

Many of the parks in Livermore bear the name of prominent citizens, including Samuel Bothwell Sr., May Nissen, and Al Caffodio. In 1949, community leader and former council member Samuel Bothwell oversaw a team of volunteers in the construction of a recreation center, two softball diamonds, and a tennis court on the former site of the Livermore High School. The LARPD purchased the property in 1959 and named it the Samuel Bothwell Recreation Center in 1965.<sup>236</sup> In the mid-1950s, the LARPD purchased a former poultry farm off Rincon Avenue and established Northside Park. In 1962, the LARPD rededicated the park at 685 Rincon Avenue, which now included a public pool, and named it May Nissen Park after a local teacher who worked at Livermore High School for over three decades.<sup>237</sup> In 1968, LARPD dedicated a park at 1361 Shawnee Road in honor of Al Caffodio, a business owner and civic leader who was celebrated for his dedication to organizing youth sports activities in Livermore, including a soccer league and track meets.<sup>238</sup>

The LARPD repurposed a variety of unused properties into public parks or facilities, as with the poultry farm that became May Nissen Park. In 1959, the department purchased an inactive gravel pit off Pacific Avenue. The site had been used during World War II to produce gravel for construction infill. In 2001, this area was turned into a skate park at 3800 Pacific Avenue called Sunken Gardens.<sup>239</sup> In 1971, the former Buckley estate, Ravenswood, was sold to developer and president of the Sunset Development Company, Masud Mehran. Mehran developed a portion of the land as a subdivision and donated the estate buildings to the LARPD. The

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<sup>232</sup> Homan, 281.

<sup>233</sup> Ibid., 24.

<sup>234</sup> "Del Valle Regional Park," East Bay Regional Park District, accessed May 2020.  
[https://www.ebparcs.org/parks/del\\_valle/](https://www.ebparcs.org/parks/del_valle/).

<sup>235</sup> Amy Wolitzer, "The Park that Almost Wasn't" in *Valley Wilds: A Publication of the LARPD Open Space Unit 28 Issue 5* (May 2019): 3, accessed May 2020,  
[https://www.larpd.org/media/OpenSpace/VW\\_May\\_2019.pdf](https://www.larpd.org/media/OpenSpace/VW_May_2019.pdf).

<sup>236</sup> Homan 403, 404.

<sup>237</sup> Ibid., 364-365.

<sup>238</sup> Ibid., 73-74.

<sup>239</sup> Ibid., 141.



LARPD acquired a grant to restore the property and began work in 1976, finishing in 1979.<sup>240</sup> The Ravenswood estate was listed on the National Register in 1979 for its architecture and association with Christopher Buckley and the agricultural development of Livermore. The buildings in the district are now used as rentable event space.<sup>241</sup> Around 1974, the department's headquarters were established in a former Coast Manufacturing and Supply Company building off Trevarno Road. The offices remained in this location until the headquarters were moved to the Robert Livermore Community Center in 2005. The Youth Services division has since occupied the building on Trevarno Road.<sup>242</sup> In 1975, the LARPD acquired six acres of former farmland owned by the Holm Family, establishing Holmwell Park. In 1999, this park was renamed Ida Holm Park after the matriarch of the family.<sup>243</sup> Another park, Sycamore Grove, was created around 1976 on former agricultural land when a portion of the Olivina Winery was donated to the department.<sup>244</sup> In 1977, LARPD took over management of the Veterans Memorial Building, which now serves as a community event space.<sup>245</sup>



Figure 34: Veterans Memorial Building on a postcard, 1932.  
*Courtesy of the Livermore Heritage Guild.*

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<sup>240</sup> James E. Henley, "Ravenswood," National Register of Historic Places Nomination/Inventory Form, Livermore Area Recreation and Park District, Livermore, California, June 26, 1979, 22.

<sup>241</sup> "Ravenswood," Livermore Area Recreation and Parks District, accessed May 2020, <https://www.larpd.org/ravenswood>.

<sup>242</sup> Homan, 110.

<sup>243</sup> *Ibid.*, 236.

<sup>244</sup> Barbara Bunshah, "Newspaper Index (Bunshah) – 1970-1979; Homan 375.

<sup>245</sup> Homan, 488.



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By 2002, the LARPD had established thirty-four parks and facilities, and as of 2020 there are over sixty, including an equestrian center, public pools, and sports fields. In addition to managing these recreational properties, the LARPD runs sports, fitness, and recreational classes, summer camps, and programs for youths and seniors.<sup>246</sup>

### Registration Requirements

<b>Context:</b>	Public and Private Institutional Development
<b>Theme:</b>	Government Services
<b>Sub-Theme:</b>	Municipal Recreation
<b>Statement of Significance:</b>	Resources evaluated under this theme may be significant within the context of Public and Private Institutional Development for their association with the development of public recreation in Livermore.
<b>Period of Significance:</b>	1947-1975
<b>Period of Significance Justification:</b>	The period of significance of 1947-1975 begins the year the LARPD was established and extends to the survey end date.
<b>Criteria for Evaluation:</b>	<ul style="list-style-type: none"> <li>• National Register: N/A</li> <li>• California Register: N/A</li> <li>• Local: i</li> </ul>
<b>Associated Property Types:</b>	<ul style="list-style-type: none"> <li>• Public Recreational Facilities, such as parks, athletic fields, pools, archery ranges, and community centers</li> </ul>
<b>Eligibility Standards:</b>	<ul style="list-style-type: none"> <li>• Unlikely to rise to the level of significance necessary for the National or California Registers due to the regionally specific nature of Livermore's municipal presence</li> <li>• Represents local efforts to provide public recreation facilities as they came to be considered necessities after World War II</li> <li>• May also be significant within another context for association with important persons and/or as an excellent example of park planning</li> <li>• May also be significant as an important example of the work of an important landscape architect</li> </ul>
<b>Character-Defining Features:</b>	<ul style="list-style-type: none"> <li>• May include outdoor recreational areas/equipment such as playgrounds, sports fields, picnic areas, and pavilions</li> <li>• May include indoor facilities such as community centers</li> </ul>
<b>Integrity Considerations:</b>	<ul style="list-style-type: none"> <li>• Should retain integrity of Location, Setting, Design, Feeling, and Association</li> <li>• Individual features may have been slightly altered or updated over time, but relationships between park features should be intact</li> <li>• Original plant material may have changed or been replaced</li> </ul>

<sup>246</sup> "Recreation," Livermore Area Recreation and Parks District, accessed May 2020, <https://www.larpd.org/programs>; "Parks and Facilities Map," Livermore Area Recreation and Parks District, accessed May 2020, <https://www.larpd.org/maps>; Homan, 281.



### Sub-Theme: Post Office

During the late 1800s, Livermore's post office was operated by several different postmasters at their respective stores or drugstores as a compliment to their primary business. In 1894, a post office was opened at 206 S. J Street. This location would be Livermore's only post office for many years. Rural mail service began in 1911, with mail delivered by horse and buggy. A new post office was constructed at 2217 2<sup>nd</sup> Street in 1925. By 1939, a federal building was approved for Livermore. The United States Post Office building at 220 S. Livermore Avenue was dedicated in March 1940 and continues to serve the city in 2020.<sup>247</sup>

In addition to their local importance as a monumental architectural presence and typically the first permanent home of the service, post office buildings in smaller towns and cities like Livermore represent statewide public building trends as well as distinct eras of federal funding. In Livermore, the post office was constructed during the Great Depression era marked by heavy federal involvement in public building construction under the umbrella of the New Deal programs. The period in which the Livermore Post Office was designed and built represented the tenure of a man named Louis A. Simon at the head of the Office of the Supervising Architect in the Treasury Department. Simon's time as Supervising Architect resulted in a "greater stylistic variety" in public buildings than his predecessors, with an emphasis on local architectural traditions—such as Spanish Colonial Revival, Mission Revival, or Mediterranean Revival throughout California.<sup>248</sup>

### Registration Requirements:

The United States Post Office at 220 S. Livermore Avenue is a monumental and architecturally distinctive part of Livermore's downtown; however, its unique characteristics are singular within the City of Livermore. As such, it will be evaluated within an existing historic context prepared by URS Group, Inc. for the United States Postal Service, the *USPS Nationwide Historic Context Study: Postal Facilities Constructed or Occupied Between 1940 and 1971*. Further Registration Requirements for this sub-theme are not necessary and have not been developed.

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<sup>247</sup> Homan, 479.

<sup>248</sup> Doug Robertson and R. Dale Beland, "U.S. Post Offices in California: 1900-1941, Thematic Resources," National Register of Historic Places Nomination/Inventory Form, Beland/Associates, Inc., July 23, 1984.



## Theme: Newspapers

Several newspapers circulated in nineteenth-century Livermore. Many of these early papers were short-lived or have few surviving issues, such as the *Livermore Review*, the *Livermore Valley Review*, and the *Livermore Journal*. One publication, the *Livermore Echo* ran for nearly four decades between 1882 and 1919. Wilbur Still owned the newspaper until 1904 when he turned over ownership to his son, Elmer Still. The *Echo* was published monthly for three years, then transitioned to weekly issues until stopping publication in 1919.

In 1874, a weekly newspaper called *The Livermore Enterprise* began printing. By 1877, the newspaper was bankrupt and was purchased by William P. Bartlett. Bartlett renamed the paper *The Livermore Herald*, giving it the motto, "Independent in all things, neutral in nothing."<sup>249</sup> At this time, the paper's offices were located near the Old Town Hall and Firehouse. They would later move to the McLeod Building, which stood from 1882 to 1921.<sup>250</sup> As head of the newspaper, Bartlett promoted the Livermore Valley by publishing extensive information about its agricultural and economic potential, as well as publishing lists of construction permits to encourage people to move to the area. He managed the paper until 1899, when he sold it to a man named Arthur Henry.<sup>251</sup>



Figure 35: The *Livermore Herald* Office in the ground floor of the McLeod Building, at center, 1918.  
Courtesy of Livermore Heritage Guild.

Arthur Henry ran the paper until his death in 1920, when his wife, Edna, and son, Maitland, took over publishing and editing, respectively. Arthur's daughter, Lois, worked as the linotype operator. Eventually, Maitland became publisher and editor.<sup>252</sup> Maitland retired in 1956 and *The Livermore Herald* merged with *The*

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<sup>249</sup> Homan, 44.

<sup>250</sup> *Ibid.*, 352-353.

<sup>251</sup> *Ibid.*, 44.

<sup>252</sup> *Ibid.*, 221.



*Livermore News*, another local paper that began printing in 1947, to form *The Herald and News*. *The Herald and News* was published two to three times a week.<sup>253</sup>

In 1965, newspaper publisher Floyd A. Sparks purchased *The Herald and News*, renaming it *The Tri-Valley Herald*. Sparks also ran two other papers called the *Hayward Daily Review* and the *Fremont Argus*. He would sell all three in 1985 to a large national publishing company, The Media News Group.<sup>254</sup>

In September 1963, the first issue of *The Independent* was published by Joan Kinney Seppala. Beginning in an office in the second floor of the Schenone Building, Seppala and her husband purchased the Bank of Italy building to house the newspaper's offices.<sup>255</sup> *The Independent* still occupies the building as of 2020.

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<sup>253</sup> Ibid., 362.

<sup>254</sup> Ibid., 362.

<sup>255</sup> Ibid., 44, 362-363.



City of Livermore  
Historic Context Statement

Registration Requirements:

<b>Context:</b>	Public and Private Institutional Development
<b>Theme:</b>	Newspapers
<b>Statement of Significance:</b>	Resources evaluated under this theme may be significant within the context of Public and Private Institutional Development for their association with the history of newspapers in Livermore.
<b>Period of Significance:</b>	1874-1965
<b>Period of Significance Justification:</b>	The period of significance from 1874 to 1965 begins with the establishment of the earliest town paper and ends with the consolidation of local papers under new ownership.
<b>Criteria for Evaluation:</b>	<ul style="list-style-type: none"> <li>• National Register: N/A</li> <li>• California Register: N/A</li> <li>• Local: i</li> </ul>
<b>Associated Property Types:</b>	<ul style="list-style-type: none"> <li>• Commercial Buildings</li> <li>• Mixed-Use Buildings</li> </ul>
<b>Eligibility Standards:</b>	<ul style="list-style-type: none"> <li>• Unlikely to rise to the level of significance necessary for the National or California Registers due to the regionally specific nature of newspapers published in Livermore</li> <li>• Dates from the period of significance</li> <li>• Has direct, significant, and/or long-term association with the development and publication of newspapers and media in Livermore</li> <li>• May also be significant within another context for association with important persons and/or as an excellent example of an architectural style</li> <li>• May also be significant as important example of the work of an important architect or builder</li> </ul>
<b>Character-Defining Features:</b>	<ul style="list-style-type: none"> <li>• Facility/building historically used for the publication of a local newspaper</li> </ul>
<b>Integrity Considerations:</b>	<ul style="list-style-type: none"> <li>• Should retain integrity of Location, Design, Feeling, and Association</li> <li>• Surrounding setting may have changed due to ongoing development in Livermore</li> <li>• Use may have changed</li> </ul>



## Theme: Medical and Healthcare Facilities



Figure 36: The Hydrotherapy Building at the Livermore Sanitarium, 1904.  
*Courtesy of the Livermore Heritage Guild.*

The same characteristics that made agriculture and viticulture so successful in the Livermore Valley, including its dry, temperate climate, were also optimal for early treatments of mental illness and infectious disease. In 1894, Dr. John Robertson established the Livermore Sanitarium, a private psychiatric hospital, in the former Livermore Collegiate Institute building near the present-day intersection of College Avenue and S. L Street. Robertson expanded the facility over time, including a large, Greek Revival building constructed in 1904. The building housed rooms for hydrotherapy—an early water-based treatment for various disorders—a library, offices, reception rooms, patient rooms, as well as a library and billiards room.<sup>256</sup> The campus was continually expanded, and by 1920, it consisted of seventeen buildings, including a gymnasium, steam plant, laundry complex, and greenhouse. Robertson ensured that the extensive grounds of the sanitarium were well-landscaped, as he believed that peaceful surroundings were integral to the healing process.<sup>257</sup> In 1930, a temporary hospital facility for Hetch Hetchy Project workers was established on the grounds of the sanitarium near L Street. The hospital was a one-story building with an operating room, x-ray room, waiting room, and several offices and wards. When the Hetch Hetchy Project was completed in 1934, the building became part of the sanitarium.<sup>258</sup>

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<sup>256</sup> Homan 295; Livermore Heritage Society, *Early Livermore*, 88-89.

<sup>257</sup> Homan, 295-296; Livermore Heritage Society, *Early Livermore*, 88.

<sup>258</sup> Homan, 223.



## City of Livermore

### Historic Context Statement

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Dr. Robertson retired in 1912. His son, Dr. John W. Robertson, Jr., continued his father's work at the sanitarium for several decades until he, too, retired in 1954. With the advent of new, improved treatments and medications, the number of patients at Livermore Sanitarium dwindled until the hospital permanently closed in 1964. The property was sold, and a new housing development was built in its place.<sup>259</sup> Most of the buildings that made up the sanitarium were demolished. One building that remains, now a private residence known as The Gables, was constructed in 1895 to house "seriously disturbed women patients."<sup>260</sup> It was used as an office building for a time until it was purchased by a family in 1979 who moved the central portion of the building to its current location at 989 S. L Street.<sup>261</sup> The site of the Gables was previously occupied by the Hetch Hetchy Hospital.



Figure 37: Arroyo del Valle Sanatorium Infirmery Building, no date.  
*Courtesy of Livermore Heritage Guild.*

Two hospitals dedicated to the treatment of tuberculosis were established in Livermore, taking advantage of the clear, dry air available in the Livermore Valley. In 1918, the Arroyo del Valle Sanatorium opened. Located south of town in the foothills, the hospital provided activities and occupational therapy for patients, including sewing and printing. The Del Valle Farm, a separate facility for sick children complete with a school, was established in 1923-1924.<sup>262</sup> In 1922, the federal government acquired two hundred acres of the former Cresta Blanca vineyard three miles south of town to construct a hospital for disabled and tubercular veterans.<sup>263</sup> When the Veterans Administration Hospital was dedicated in 1925, plans were already underway for its expansion.<sup>264</sup> By 1965, nearly \$5 million in improvements and expansions had been completed.<sup>265</sup>

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<sup>259</sup> Homan, 296-297

<sup>260</sup> *Ibid.*, 297

<sup>261</sup> *Ibid.*, 297-298.

<sup>262</sup> Homan, 25-27; Livermore Heritage Society, *Early Livermore*, 89-90.

<sup>263</sup> Livermore Heritage Society, *Early Livermore*, 92-93.

<sup>264</sup> Homan, 485; *Early Livermore* 92.

<sup>265</sup> *Closing of Veterans' Administration Hospitals, Domiciliaries, and Regional Office Volume 1: Hearings Before the Subcommittee on Hospitals of the Committee on Veterans' Affairs* (Washington DC, US Government Printing Office: 1965), 308, Google Books eBook, <https://books.google.com/books?id=nSsWAAAAIAAJ>.



In the 1940s, developments in lung surgery and antibiotics began to supersede the open-air treatments for tuberculosis. After treating over ten thousand patients, the Arroyo Del Valle Sanatorium closed in 1960. The buildings were cleared in 1999 to make way for the construction of Camp Arroyo, a summer camp managed by the East Bay Regional Park District.<sup>266</sup> The Veterans Administration Hospital is still operational and is now part of the Veterans Affairs Palo Alto Health Care System network of inpatient facilities.<sup>267</sup>



Figure 38: St. Paul's Hospital, no date.  
*Courtesy of Livermore Heritage Guild.*

Oakland or San Francisco for care.<sup>272</sup> In 1958 and 1960, the community held fundraising drives for a new hospital. Industrialist Henry J. Kaiser, who operated a sand and gravel quarry near Livermore, donated land for the new hospital. With the help of matching government funding, Valley Memorial Hospital at 1111 E. Stanley Boulevard was completed and dedicated in 1961. The hospital was expanded in 1969, increasing its capacity to over one hundred beds. The facility was modernized again in 1982. In recent years, hospitals in Livermore, Pleasanton, and Dublin have partnered under Stanford Health Care to serve the region.<sup>273</sup>

In town, “hospitals” were operated out of residences during the early twentieth century, because “anyone could set aside several rooms for patient care in a private home and call it a hospital.”<sup>268</sup> Houses that served as both residence and office often had two doors: a larger, more ornate entrance for private family use and a simpler, secondary entrance for patients. Examples can be seen at 1909 College Avenue which served as Dr. William Taylor’s home and office, and 392 S. Livermore Avenue, which served as Dr. Henry McGill’s home and office. Another example, an impressive Queen Anne house built for Dr. Cameron G. Gordon was originally located at Fourth and K Streets and has since been relocated to the Concannon Winery.<sup>269</sup> In 1927, Dr. Paul Dolan established St. Paul’s Hospital to improve medical care in Livermore. The small private surgical hospital had twenty-four beds by the 1940s following two expansions.<sup>270</sup> For several decades, nearly every baby in Livermore was born at St. Paul’s.<sup>271</sup> However, like many things in Livermore, the city’s population outgrew the existing infrastructure after World War II. St. Paul’s Hospital was frequently crowded, and patients often traveled to

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<sup>266</sup> Homan, 27.

<sup>267</sup> “VA Palo Alto Health Care System,” United States Department of Veterans Affairs, accessed May 2020, <https://www.paloalto.va.gov/about/index.asp>.

<sup>268</sup> Homan, 420-421.

<sup>269</sup> Richard Finn, comments to GPA Consulting, September 7, 2020; Homan, 194.

<sup>270</sup> Homan, 421.

<sup>271</sup> Livermore Heritage Society, *Early Livermore*, 94.

<sup>272</sup> “History,” Stanford Health Care ValleyCare, accessed May 2020, <https://www.valleycare.com/about-history.aspx>; Homan, 421.

<sup>273</sup> History,” Stanford Health Care ValleyCare.



Registration Requirements

<b>Context:</b>	Public and Private Institutional Development
<b>Theme:</b>	Medical and Healthcare Facilities
<b>Statement of Significance:</b>	Resources evaluated under this theme may be significant within the context of Public and Private Institutional Development for their association with the history of medical facilities and healthcare in Livermore.
<b>Period of Significance:</b>	1894-1945
<b>Period of Significance Justification:</b>	The period of significance from 1894 to 1945 begins with the establishment of the Livermore Sanitarium and ends in 1945, when postwar growth dramatically changed the city's healthcare needs.
<b>Criteria for Evaluation:</b>	<ul style="list-style-type: none"> <li>• National Register: A</li> <li>• California Register: 1</li> <li>• Local: i</li> </ul>
<b>Associated Property Types:</b>	<ul style="list-style-type: none"> <li>• Single-Family Residences</li> <li>• Hospitals</li> </ul>
<b>Eligibility Standards:</b>	<ul style="list-style-type: none"> <li>• Dates from the period of significance</li> <li>• Represents a significant aspect of healthcare in Livermore</li> <li>• May also be significant within another context for association with important persons and/or as an excellent example of an architectural style</li> <li>• May also be significant as important example of the work of an important architect or builder</li> </ul>
<b>Character-Defining Features:</b>	<ul style="list-style-type: none"> <li>• Facility/building historically used for the treatment of patients or as a practitioner's office</li> <li>• May also be a residence; residences often have secondary entrances used to admit patients separate from the private areas of the home</li> </ul>
<b>Integrity Considerations:</b>	<ul style="list-style-type: none"> <li>• Should retain integrity of Location, Design, Feeling, and Association</li> <li>• Surrounding setting may have changed due to ongoing development in Livermore</li> <li>• Use may have changed</li> <li>• A lesser degree of integrity may be acceptable for resources associated with the Livermore Sanitarium, as so few remain</li> </ul>



## Theme: Military

The Livermore airport was established in 1929 by the federal government to serve as an alternate landing field between San Francisco and Los Angeles. The Livermore area was desirable for air traffic use as it had less fog than San Francisco or Oakland. The airport was where Al Caffodio and Maitland Henry Park are now located.<sup>274</sup>

During World War II, the United States Navy selected the sparsely populated Livermore Valley area as the place to build the infrastructure that would “house, train, deploy, and recuperate personnel who would construct, maintain and man aircraft, ships, bases, depots, camps, and facilities in the Pacific theater of war.”<sup>275</sup> This operation consisted of four major facilities: Camp Parks, Camp Shoemaker, Shoemaker Naval Hospital, and the Livermore Naval Air Station (NAS).<sup>276</sup> While many of these facilities were not located within Livermore, the influx of military personnel was certainly felt throughout the small community.<sup>277</sup> During World War II, the Navy took over operation of Livermore’s small airport and restricted its use by private planes. When the war ended, the restrictions were lifted.<sup>278</sup>

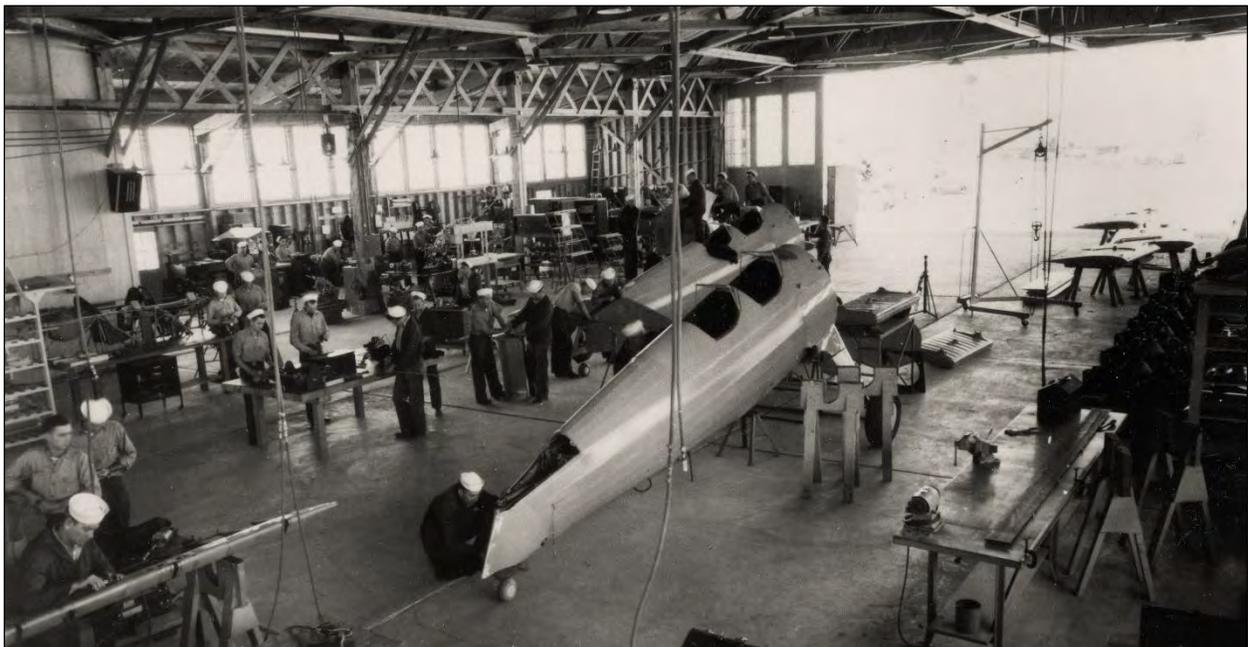


Figure 39: Livermore Naval Air Station, aircraft construction, c. 1943.

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<sup>274</sup> Homan, 11.

<sup>275</sup> Steven S. Minniear and Georgan Vonheeder-Leopold, *Dublin and the Tri-Valley: The World War II Years* (Charleston, SC: Arcadia Publishing, 2014), 7.

<sup>276</sup> Minniear and Vonheeder-Leopold, 7.

<sup>277</sup> Homan, 78.

<sup>278</sup> “The History of the Livermore Municipal Airport,” City of Livermore, accessed May 2020, <http://www.cityoflivermore.net/civicax/filebank/documents/5727/>; Homan 11-12.



# City of Livermore

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Construction on Camp Parks began in what is the present-day Dublin area in October 1942 and was operational by January 1943. The main purpose of Camp Parks was the “housing, formation, and training of Construction Battalion [Seabee] units and drafts.”<sup>279</sup> By 1945, the facility grew to hundreds of barracks, Quonset huts, and wooden and steel buildings—over three million square feet of constructed space—for training, recuperation, and recreation. Seventy-one distinct battalions went through Camp Parks between 1943 and 1945.<sup>280</sup>

Camp Shoemaker was commissioned in May 1943 and located adjacent to Camp Parks. In the early years of the war, the purpose of Camp Shoemaker was to “give men a place to sleep and a bite to eat” before being transferred to another base or onto a ship. Beginning with less than five hundred officers and men, the facility grew to its maximum capacity of accommodating around 30,000 personnel, including barracks, three mess halls, four theaters, bowling lanes, four swimming pools and a drill hall and five indoor recreation buildings housing dozens of sports fields.<sup>281</sup>

The Shoemaker Naval Hospital, commissioned in October 1943, was established to provide medical care to Seabees deploying from and returning to Camp Parks. In the three years it was operational, the hospital treated over forty thousand patients, with as many as three thousand at a time.<sup>282</sup>

The Navy purchased over six hundred acres of ranch land from William Wagoner in late December 1941 to construct the Livermore NAS and provide support to the main flying training facility in Oakland. It was completed in fall 1942, and by November, the Navy moved primary flight training to the Livermore facility instead of Oakland. Between 1943 and 1944, more than four thousand cadets received ground instruction and flight training at the NAS. Many WAVES—Women Accepted for Volunteer Emergency Service—were also stationed at the NAS, occupying administrative roles at the installation that were not previously open to women. In late 1944, the Navy concluded that it did not need as many pilots as they had planned to train, and the NAS’s function shifted to storing and repairing the Navy’s aircraft fleet.<sup>283</sup>

The Navy closed Camp Parks, Camp Shoemaker, Shoemaker Naval Hospital and the Livermore NAS in 1946.<sup>284</sup> After the war, many buildings in Camp Parks and Camp Shoemaker were disassembled and used as construction materials to address the housing shortage.<sup>285</sup>

Beginning in 1951, the United States Air Forces (USAF) converted Camp Parks into Parks Air Force Base for use as a basic training facility during the Korean War. In 1959, Parks Air Force Base was transferred to the United States Army (Army). Since 1973, the Army has used the camp as a training center for the Army Reserve, officially designating it as the Parks Reserve Forces Training Area.<sup>286</sup> Camp Shoemaker was repurposed as the Alameda County Santa Rita Jail that housed inmates for nearly fifty years between 1946 and 1989.<sup>287</sup> The

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<sup>279</sup> Minniear and Vonheeder-Leopold, 21.

<sup>280</sup> Ibid.

<sup>281</sup> Ibid., 59.

<sup>282</sup> Ibid., 79.

<sup>283</sup> Minniear and Vonheeder-Leopold, Chapter 5.

<sup>284</sup> Ibid., 21, 59.

<sup>285</sup> Ibid., 109.

<sup>286</sup> “Camp Parks: In-depth Overview,” Military Installations, United States Department of Defense OneSource, accessed May 2020, <https://installations.militaryonesource.mil/in-depth-overview/camp-parks>.

<sup>287</sup> Minniear and Vonheeder-Leopold, 109.





Figure 40: WAVES at the Naval Air Station, 1943.  
*Minniear and Vonheeder-Leopold.*

naval hospital served as Parks Air Force Base hospital during the Korean War. After this, the facility deteriorated until it was eventually demolished.<sup>288</sup> As the Cold War began, the NAS was repurposed for use as a research facility that preceded the Lawrence Livermore National Laboratory (LLNL), see **Science and Technology** theme below.<sup>289</sup>

In 1954, the City of Livermore took over ownership of the airport—at that time known as the Livermore Sky Ranch—from the federal government. It was used for aircraft sales and rentals, flying lessons, aerial photography as well as sight-seeing rides. In 1963, the airport property was sold for redevelopment. The City of Livermore used the resulting funds to construct the Livermore Municipal Airport west of the Livermore Sky Ranch. The large, new facility opened in 1965. It is still operational and serves private, business, and corporate customers.<sup>290</sup>

## Registration Requirements

The development of nearby military facilities is an integral part of the city's history that prompted population growth and preceded the research laboratories. For these reasons, its history is included in detail here; however, the NAS was the only property in Livermore with an important association with military activities. The NAS was repurposed for use as the LLNL and no longer represents its World War II appearance or use. As such, Registration Requirements have not been developed for this theme.

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<sup>288</sup> *Ibid.*, 79, 109.

<sup>289</sup> *Ibid.*, Chap. 5.

<sup>290</sup> "The History of the Livermore Municipal Airport."; Homan 11-12.



## Theme: Science and Technology

### Sub-Theme: Research Laboratories

#### Lawrence Livermore National Laboratory (LLNL)

At the end of World War II, the Navy deactivated the Livermore NAS. Several uses were considered for the site, until 1950, when a subsidiary of the Standard Oil Corporation began occupying the site to construct a particle accelerator—the Materials Testing Accelerator (MTA). That same year, a group of physicists from the University of California Radiation Laboratory used the former NAS infirmary for additional space to conduct testing for measurements needed in the United States' first series of thermonuclear tests.<sup>291</sup>

In the meantime, the Cold War tension between the United States and Union of Soviet Socialist Republics (USSR) had been escalating. Scientists at the Los Alamos National Laboratory in New Mexico and the United States Atomic Energy Commission (AEC) identified the need for a second laboratory in order for the country's nuclear research to progress faster.<sup>292</sup> The Livermore site was selected due in part to the MTA and Berkeley team already having used the site, and the Livermore branch of the University of California Radiation Laboratory (now LLNL) opened in September 1952.<sup>293</sup> Ernest O. Lawrence, director of the lab at Berkeley, was pivotal to establishing the Livermore site. He selected Herbert F. York as the lab's first director. The small team lived and worked out of wood buildings remaining from the NAS and focused much of their energy on recruiting more scientists.<sup>294</sup> Within five years, the staff at LLNL grew to more than three thousand scientists. When the lab was founded, the population of Livermore had been less than five thousand. The population boom prompted rapid residential and commercial development, transforming Livermore from a small, agricultural community to a bustling city.<sup>295</sup>

The Livermore lab's research program comprised four major components: magnetic fusion energy, physics, the development of diagnostics for weapons testing, and the design of thermonuclear weapons.<sup>296</sup> While the lab's earliest experiments were considered failures, the team would reach major breakthroughs by the end of the 1950s with the development of the W47 Polaris warhead that could be deployed from a submarine. The lab's reputation as a major nuclear weapons design facility was established with their success on the Polaris design.<sup>297</sup> A few short years later, Ernest O. Lawrence passed away, and the facility was renamed the Lawrence Radiation Laboratory in 1958 in his honor.<sup>298</sup>

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<sup>291</sup> LLNL, *Preparing for the 21<sup>st</sup> Century*, 7-8.

<sup>292</sup> *Ibid.*, 6.

<sup>293</sup> *Ibid.*, 10.

<sup>294</sup> *Ibid.*, 10.

<sup>295</sup> LLNL, *Preparing for the 21<sup>st</sup> Century*, 6; Homan 279.

<sup>296</sup> LLNL, *Serving the Nation for Fifty Years*, 5.

<sup>297</sup> "1956: Polaris, A Strategic Breakthrough," Lawrence Livermore National Laboratory, accessed May 2020, <https://www.llnl.gov/sites/www/files/1956.pdf>.

<sup>298</sup> "Lawrence's Final Service to the Nation," Lawrence Livermore National Laboratory, accessed May 2020, <https://www.llnl.gov/archives/1950s#event-lawrences-final-service-to-the-nation>.





Figure 41: Aerial view looking southeast, with LLNL on the left and Sandia to the right, 1963.  
*Courtesy of Livermore Heritage Guild.*

In 1961, the USSR broke an international moratorium on nuclear weapons testing. In response, LLNL ramped up its testing and computational capabilities to assist with the country's most ambitious series of tests to date. In 1965, the LLNL began assisting United States intelligence agencies in a formal capacity to assess the Soviet nuclear program. During the 1970s, the LLNL continued to be at the forefront of nuclear weapons development, modernization, and safety, but turned their attention to new research needs—particularly nuclear energy—in the face of the mounting energy crisis. In 1971, the lab became an independent facility, no longer part of the University of California. In 1979, the laboratory became a National Laboratory under the United States Department of Energy, and Congressional approval was given to rename the lab Lawrence Livermore National Laboratory.<sup>299</sup>

As of 2020, the LLNL is one of the largest employers in Alameda County, with more than seven thousand scientists and engineers on staff. The state-of-the-art facility is dedicated to defense, intelligence, and scientific matters of national importance, including climate change and energy shortages.<sup>300</sup>

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<sup>299</sup> "Lawrence Livermore Becomes a National Laboratory, Lawrence Livermore National Laboratory, accessed May 2020, <https://www.llnl.gov/archives/1970s#event-lawrence-livermore-becomes-a-national-laboratory>.

<sup>300</sup> "Lab at a Glance," Lawrence Livermore National Laboratory, accessed May 2020, [https://www.llnl.gov/sites/www/files/2020-01/LAB\\_AT\\_A\\_GLANCE\\_vFY2019\\_final\\_0.pdf](https://www.llnl.gov/sites/www/files/2020-01/LAB_AT_A_GLANCE_vFY2019_final_0.pdf); "About," Lawrence Livermore National Laboratory, accessed May 2020, <https://www.llnl.gov/about>.



# City of Livermore

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### Sandia National Laboratory

What is now the Sandia National Laboratory near Albuquerque, New Mexico was established in the 1940s as part of nuclear research and development activity associated with the Manhattan Project. Initially called Z Division, the facility became Sandia Laboratory in 1948, and was managed by the Sandia Corporation.<sup>301</sup>

In the early 1950s, Sandia scientists from the New Mexico location began providing engineering support for full-scale nuclear tests that were being conducted by research teams at LLNL. In 1956, the AEC directed Sandia to establish a second laboratory in Livermore to serve as a separate engineering operation supporting LLNL. The “Sandians” initially occupied former barracks of the Livermore NAS but plans were soon underway to invest millions of dollars in permanent facilities for at least one thousand employees. The first building, Bldg. 911, was completed in 1957.<sup>302</sup> With facilities in place, the teams at Sandia began developing new technology for “strategic aircraft, intercontinental missiles, and submarine-based missiles.”<sup>303</sup> Sandia collaborated with the LLNL on the W47 Polaris submarine program, and like LLNL, the lab was commended for their work on its innovative design.<sup>304</sup>

The new employees quickly integrated into the community, joining clubs, churches, and organizations, and taking an active role in addressing the housing shortage and infrastructure deficiencies resulting from the sudden population increase in Livermore. Construction of new subdivisions to meet the demand for housing were stalled by insufficient infrastructure, so when a 1956 voter bond issue to fund upgrades to the city’s sewage disposal did not pass, Sandia employees started a second bond drive that was successful. Sandians also participated in the citywide fundraising effort to construct the Valley Memorial Hospital, collecting thousands of dollars through payroll deductions.<sup>305</sup>

Like LLNL, the Sandia locations in New Mexico and Livermore were designated as national laboratories in December 1979 with the passage of the Department of Energy National Security and Military Applications of Nuclear Energy Authorization Act of 1980. After this, the labs were known as the Sandia National Laboratories.<sup>306</sup> In recent years, Sandia’s federally funded research has expanded to include matters of national security, including biodefense and cyber security, in addition to helping manage the country’s nuclear arsenal.<sup>307</sup> The facility has grown to include seventy-one buildings that house over one thousand employees and contractors.<sup>308</sup>

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<sup>301</sup> “History,” Sandia National Laboratories, accessed May 2020, <https://www.sandia.gov/about/history/index.html>.

<sup>302</sup> Leland Johnson, *A History of Exceptional Service in the National Interest* (Albuquerque: Sandia National Laboratories, 1997), 71, accessed May 2020, [https://www.sandia.gov/about/history/\\_assets/documents/JohnsonExceptionalServiceInTheNationalInterest971029.pdf](https://www.sandia.gov/about/history/_assets/documents/JohnsonExceptionalServiceInTheNationalInterest971029.pdf).

<sup>303</sup> Johnson, 72.

<sup>304</sup> *Ibid.*, 72.

<sup>305</sup> Gordon, 5-6

<sup>306</sup> “History,” Sandia National Laboratories.

<sup>307</sup> Homan, 422.

<sup>308</sup> “Livermore, California,” Sandia National Laboratories, accessed May 2020, [https://www.sandia.gov/locations/livermore\\_california.html](https://www.sandia.gov/locations/livermore_california.html); “Sandia National Laboratories by the Numbers,” Sandia National Laboratories, accessed May 2020, [https://www.sandia.gov/news/publications/fact\\_sheets/\\_assets/documents/SNL\\_Numbers\\_Overview\\_2019-15315W.pdf](https://www.sandia.gov/news/publications/fact_sheets/_assets/documents/SNL_Numbers_Overview_2019-15315W.pdf).



## Registration Requirements

The establishment of the two research laboratories in Livermore indelibly changed the once-rural town of Livermore, shaping its built environment into a city in the second half of the twentieth century. The work that is conducted at these sites is of national importance and for these reasons, their history has been included here; however, due to the nature of this work, visitation to the sites is highly restricted and regulated, precluding survey teams from attempting to gain access. A Sandia historian, Rebecca A. Ullrich, prepared a publicly available Cold War arms race historic context statement with which to assess the Sandia California site for the purposes of Sections 110 and 106 of the National Historic Preservation Act in 2003. In her report, Ullrich explains the transitory nature of the buildings that make up the laboratory: they are frequently upgraded and renovated, and research activities often change and relocate throughout the facility.<sup>309</sup> The same is presumably true for the Lawrence Livermore National Laboratory. Therefore, these properties were not included in the City's citywide survey but the context has been included for future reference and to demonstrate how the laboratories influenced the development of the city as a whole.

## Sub-Theme: Fallout Shelters

In response to the Soviet acquisition of atomic weapons technology in 1949, the Truman administration began devising methods to inform and protect the public against the dangers of nuclear war. An early approach was publishing instruction on constructing underground shelters that could help protect against a nuclear blast. However, as the effects of nuclear weaponry became better understood, the purpose of these shelters shifted from short-term protection during an attack to a place to wait several weeks as radioactive dust dissipated.<sup>310</sup>

A concerted nationwide effort to construct fallout shelters never took place, but private construction of home fallout shelters began in the 1950s, peaking in the early 1960s as the Berlin Crisis came to a head. Some builders and developers even offered an optional fallout shelter with new home construction. Shelters were generally one of two types, a concrete shelter built on-site, or a prefabricated metal unit lowered into the ground. They were typically located in a backyard and were buried several feet deep with a hatch for access. Several thousand shelters are believed to have been constructed in California.<sup>311</sup>

Under John F. Kennedy's presidency, there was less focus on encouraging the construction of individual shelters and more of an emphasis on stockpiling emergency supplies and improving or constructing larger public shelters for civil defense.<sup>312</sup> As the Vietnam War escalated, the threat of nuclear war was no longer at the forefront of American minds, and fallout shelter construction sharply decreased. Even before the conclusion of the Cold War, fallout shelters came to be seen "as something of an embarrassment."<sup>313</sup>

The residents of Livermore were especially aware of the threat of nuclear weaponry in the early 1950s; those in charge of local civil defense feared a targeted Soviet attack on the area because of the recently opened Livermore branch of the UCRL that would later become the Lawrence Livermore National Laboratory. City officials created an extensive plan for several community fallout shelters to be constructed under local schools, publishing a *Community Shelter Report* in 1962. However, the plan was prohibitively expensive and was never

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<sup>309</sup> Ullrich, 43.

<sup>310</sup> California Department of Transportation Division of Environmental Analysis, 37-38.

<sup>311</sup> *Ibid.*, 39-40.

<sup>312</sup> *Ibid.*, 40.

<sup>313</sup> *Ibid.*, 40.



carried out. Following nationwide trends, several private shelters were constructed throughout Livermore, including one for several families located behind a veterinary office at Third and L Streets. Several dozen families, including employees of the Livermore lab, formed a group called the Survival Associates. Dues and upkeep fees paid by members of Survival Associates funded the construction of a private fallout shelter on North Livermore Avenue, complete with generators, a water supply, and radiation detecting equipment.<sup>314</sup>

### Registration Requirements

Fallout shelters are a unique resource, as they are one of few “tangible artifacts” from the Cold War era, which is now the subject of more and more scholarly exploration as the 1970s and 1980s reach the fifty-year minimum that is typically required for a scholar to thoroughly understand a property’s historic significance.<sup>315</sup> By design, they are underground or otherwise obscured, and many that may remain have largely been forgotten. If encountered, the significance of a fallout shelter should be considered on a case-by-case basis.

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<sup>314</sup> Homan, 105-106.

<sup>315</sup> Kathryn Plimpton, “The Forgotten Cold War: The National Fallout Shelter Survey and the Establishment of Public Shelters” (M.S. thesis, University of Colorado, 2015), 61-62, accessed October 2020, [http://digital.auraria.edu/content/AA/00/00/19/22/00001/AA00001922\\_00001.pdf](http://digital.auraria.edu/content/AA/00/00/19/22/00001/AA00001922_00001.pdf).



## Theme: Culture and Recreation

### Sub-Theme: Social Clubs and Organizations

As the town of Livermore continued to develop, a number of organizations and social clubs were established to serve the community, offering everything from insurance to business assistance and entertainment. The following organizations have a physical presence in Livermore, such as a meeting hall or lodge. These lodges and halls were often prominent buildings near downtown that provided important gathering and retail space.

Membership in many of these organizations were historically restricted, typically only permitting white men to join. Women and people of color often formed or joined auxiliaries to these organizations, such as the Daughters of Rebekah or Prince Hall Masons. The Daughters of Rebekah, the auxiliary to the International Order of the Odd Fellows, was active in Livermore. In the 1970s, membership rules for many organizations slowly began changing and became less restrictive, sometimes in response to legal rulings, such as *McGlotten v. Connally*.<sup>316</sup>

#### International Order of the Odd Fellows

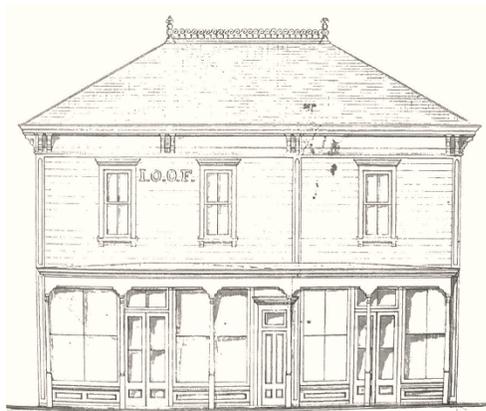


Figure 42: International Order of Odd Fellows Hall, illustration by Julius Weilbye. *Christian and Livermore Heritage Guild*, 75.

The International Order of the Odd Fellows (IOOF) Livermore Lodge No. 219 was organized in 1873.<sup>317</sup> The origins of the IOOF are in England, where it likely served as a support network for laborers to aid each other through hardships and help unemployed men secure work.<sup>318</sup> The overarching mission of the IOOF was and still is to help those in need and act as a positive influence on the community.<sup>319</sup> The first lodge in the United States was formed in New York City in 1806.<sup>320</sup> While they were not the first fraternal organization in Livermore, the IOOF was the first to construct a lodge or meeting hall.<sup>321</sup> After the lodge was formed, they retained local architect Julius Weilbye to design a two-story building for their use.<sup>322</sup> The IOOF Hall at 2160 First Street in Downtown Livermore, which has since been altered, was originally designed with Italianate influences and featured elaborated window surrounds, eave brackets, and a

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<sup>316</sup> Fred P. Graham, "Fraternal Clubs that Bar Negroes are Held Taxable," *New York Times*, January 12, 1972, accessed November 2020, <https://nyti.ms/1kPx50l>.

<sup>317</sup> "Livermore Lodge #219," Grand Lodge of California Independent Order of Odd Fellows, accessed May 2020, <http://caioof.org/directory/listing/livermore-lodge-219>.

<sup>318</sup> "History," Independent Order of Odd Fellows: The Sovereign Grand Lodge, accessed May 2020, <https://odd-fellows.org/history/>.

<sup>319</sup> "Mission," Independent Order of Odd Fellows: The Sovereign Grand Lodge, accessed May 2020, <https://odd-fellows.org/about/our-mission/>.

<sup>320</sup> "History of American Odd Fellowship, Independent Order of Odd Fellows: The Sovereign Grand Lodge, accessed May 2020, <https://odd-fellows.org/history/wildeys-odd-fellowship/>.

<sup>321</sup> Livermore Heritage Society, *Early Livermore*, 75.

<sup>322</sup> Accounts of the construction date vary; different sources indicate that the IOOF building was built in 1872, 1873, or 1874.



# City of Livermore

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mansard roof with decorative cresting.<sup>323</sup> The female auxiliary of the IOOF in Livermore, the Rebekah Lodge No. 154, was formed in 1890.<sup>324</sup> Over the years, a variety of businesses have occupied the first floor and the building has been extensively remodeled, but Lodge No. 219 is still active and has occupied the same location for over a century.

### Masons

In 1871, Mosaic Lodge No. 218 was established by Masons in Livermore. For several years, the lodge met in a schoolhouse in nearby Pleasanton, as there was not yet a building in Livermore that could accommodate their meetings. Like the IOOF, Masonry is a fraternal organization—the largest in the world—with roots in England. The society came to the American colonies and spread westward, with the first lodges in California established during the Gold Rush.<sup>325</sup> In the mid-1870s Masons moved to Livermore to use the IOOF Hall for their meetings. In 1886, arrangements were made for the Masons to use the third floor of the McLeod Building. In 1909, Mosaic Lodge No. 218 also retained Julius Weilbye to design a building for their use. The distinctive three-story building was designed with commercial spaces on the first floor, a meeting hall, library, and offices on the second floor, and a kitchen and banquet hall on the third floor.<sup>326</sup> The lodge is located at 119 South Livermore Avenue in Downtown.

### Foresters of America

The Foresters of America Livermore Court No. 77 was formed in 1892. The organization provided health care and covered burial costs for members and their dependents. Their early meetings were held in the same third-floor space in the McLeod Building. In 1914, the Foresters had a two-story Mission Revival building constructed to serve as their meeting hall.<sup>327</sup> Henry Meyers was the architect.<sup>328</sup> The distinctive building had commercial spaces in the first floor and a dedicated space on the second floor for Forester's meetings and community use.<sup>329</sup> The organization remained in the building at 171 South J Street downtown until 2005, when it was sold due to declining membership.<sup>330</sup>

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<sup>323</sup> Livermore Heritage Society, *Early Livermore*, 75.

<sup>324</sup> Homan, 251.

<sup>325</sup> H. Paul Jeffers, *Freemasons: A History and Exploration of the World's Oldest Secret Society* (New York: Citadel Press, 2005), xi; "History," Masons of California, accessed May 2020, <https://www.freemason.org/discoverMasonry/history.htm>.

<sup>326</sup> Homan, 311.

<sup>327</sup> Livermore Heritage Society, *Early Livermore*, 76.

<sup>328</sup> Drummond, *Guide to Architectural Styles*, 5.

<sup>329</sup> Livermore Heritage Society, *Early Livermore*, 76.

<sup>330</sup> Tri-Valley History Council, "Tri-Valley Directory of Historical Resources and Places of Interest," 99, September 2011, accessed May 2020, <http://www.cityoflivermore.net/civicax/filebank/documents/6884>.





Figure 43: The Foresters Hall, 1920.  
*Courtesy of Livermore Heritage Guild.*

#### Fraternal Order of Eagles

The Fraternal Order of Eagles (FOE) Livermore Aerie No. 609 was formed in 1904. Like many other organizations, the FOE provided insurance and medical coverage for its members and their families, as well as burial benefits. These offerings were invaluable prior to the widespread availability of life and health insurance.<sup>331</sup> In 1947, the Livermore Aerie purchased land on Livermore Avenue, and in 1950, their meeting hall at 527 N. Livermore Avenue was dedicated.<sup>332</sup> The group is still active at this address.

#### Benevolent and Protective Order of the Elks

The Livermore lodge of the Benevolent and Protective Order of the Elks (BPOE) was active as early as the 1910s. The fraternal organization originated in New York City and was officially established in 1868, with the mission "to promote and practice the four cardinal virtues of Charity, Justice, Brotherly Love and Fidelity; to promote the welfare and enhance the happiness of its members; to quicken the spirit of American Patriotism and cultivate good fellowship."<sup>333</sup> Lodge No. 2117 was constructed in 1970 on Larkspur Drive in Springtown.<sup>334</sup> The Elks are still active at this location.

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<sup>331</sup> "History," Fraternal Order of Eagles, accessed May 2020, <https://www.foe.com/About-The-Eagles/History>.

<sup>332</sup> Homan, 304.

<sup>333</sup> "Mission Statement," The Benevolent and Protective Order of the Elks, accessed November 2020, <https://www.elks.org/who/missionStatement.cfm>.

<sup>334</sup> Homan, 305.



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### American Legion and Veterans Memorial Building

The local chapter of the American Legion, Post No. 47, was established in June 1919, and joined the national organization in September 1919.<sup>335</sup> The national American Legion was created by veterans of World War I and went on to be an influential lobby group. Among many important changes promoting crucial benefits and protections for veterans, the efforts of the American Legion led to the creation of the US Veterans Bureau—the predecessor to the Veterans Administration—which later became the cabinet-level Department of Veterans Affairs.<sup>336</sup> Post No. 47 purchased a clubhouse in Livermore in 1922. In the late 1920s, funds from Alameda County tax revenue were being made available to construct a building in honor of the lives lost in World War I. A private property owner purchased the clubhouse from Post No. 47, who in turn used this money to acquire and donate land at L Street and Fifth Street for the effort. The Livermore Veterans Memorial Building was dedicated in 1931 and is located at 522 South L Street. Post No. 47 used the Veterans Memorial Building as their headquarters until they merged with the Pleasanton Post. In 1977, the LARPD acquired the building and has since been responsible for maintenance, upkeep, and event space rentals. The interior suffered extensive fire damage in 1981, but it has since been restored and is a popular venue for special occasions.<sup>337</sup>

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<sup>335</sup> Homan, 488.

<sup>336</sup> "History," The American Legion, accessed May 2020, <https://www.legion.org/history>.

<sup>337</sup> Homan, 487-488.



Registration Requirements

<b>Context:</b>	Public and Private Institutional Development
<b>Theme:</b>	Culture and Recreation
<b>Sub-Theme:</b>	Social Clubs and Organizations
<b>Statement of Significance:</b>	Resources evaluated under this theme may be significant within the context of Culture and Recreation for their association with social clubs and organizations in Livermore.
<b>Period of Significance:</b>	1871-1975
<b>Period of Significance Justification:</b>	The period of significance will depend on the dates and length of a property's historic association up to 1975, the survey end date.
<b>Criteria:</b>	National Register: A California Register: 1 Local: i
<b>Associated Property Types:</b>	<ul style="list-style-type: none"> <li>• Commercial Buildings</li> <li>• Mixed-Use Buildings</li> <li>• Clubhouses</li> <li>• Meeting Halls</li> </ul>
<b>Eligibility Standards:</b>	<ul style="list-style-type: none"> <li>• Has a direct, significant, and/or long-term association with the development of social clubs that played an important role in the Livermore's history</li> <li>• A passing or speculative association does not suffice. Furthermore, a property is not significant if the only justification for significance is that the property was used or owned by members of a specific social group or organization</li> <li>• May also be significant within another context for association with important persons and/or as an excellent example of an architectural style</li> <li>• May also be significant as important example of the work of an important architect or builder</li> </ul>
<b>Character-Defining Features:</b>	<ul style="list-style-type: none"> <li>• Character-defining features will depend on the type of property and reason for association.</li> </ul>
<b>Integrity Considerations:</b>	<ul style="list-style-type: none"> <li>• Should retain integrity of location, design, materials, feeling, and association from the period of significance.</li> <li>• Setting may have changed.</li> </ul>



### Sub-Theme: Religion

In the early history of Livermore, several religious groups formed respective congregations and constructed chapels and churches, many of which remain today. Groups of the Catholic, Presbyterian, Methodist, and Episcopal faiths were among the first to be established in Livermore. These communities are described below. Smaller groups of other faiths opted to practice their religion in larger cities, such as Oakland and San Francisco, or utilized private homes or community buildings for meetings and services. The spike in population growth after the research laboratories opened was the catalyst for several new congregations and places of worship, including a Mormon church built in 1954 on Eighth Street between S. G Street and S. Livermore Avenue, and the Beth Emek Congregation, established in 1956.<sup>338</sup>

#### Catholic

Catholic residents in Livermore, many of whom were immigrants from Ireland, Italy, and Portugal, began settling in the area in the mid-1800s. These early settlers came together to construct St. Michael's church near the intersection of First and Maple Streets in 1872. However, after it was blessed, it was rarely used as a church. There was no pastor yet in Livermore, so mass could only be held when a priest would visit. The first pastor finally arrived in 1878, and the parish grew in earnest after the start of regular services.<sup>339</sup> Soon, the congregation had outgrown their original building, so the first church was moved to the rear of its lot to make room for a larger church. The new edifice, designed in an imposing Gothic Revival style, was dedicated in 1891. The original church was repurposed as a parish hall.<sup>340</sup>

In 1916, the Gothic church was destroyed by a fire, and worshippers once again crowded into the 1872 church. In 1918, St. Michael's third church was completed at 458 Maple Street. The church was designed in the Spanish Colonial Revival style with Churriguesque detailing by architect C.E. McCrea.<sup>341</sup> The elaborate façade features a projecting main entrance ornamented by pilasters and flanked by two monumental towers. The parish continued to grow steadily through World War II, but sharply increased after the war. By the 1960s, the 1918 church could no longer accommodate their numbers. This prompted the formation of a new parish in Livermore, St. Charles Borromeo. Approximately four hundred families were divided into this second parish in 1964, which held its early masses at Granada High School and the Vine Theater.<sup>342</sup> In 1968, St. Charles Borromeo church at 1415 Lomitas Avenue, was constructed.<sup>343</sup>

The St. Michael School, a parochial school associated with St. Michael's church, was established in 1913 at Fourth and Maple in a two-story Mission Revival building. The building housed four classrooms, living quarters for the nuns running the school, and boarding rooms for female students.<sup>344</sup> The campus was expanded in 1949 with a new parish hall and two classrooms to accommodate increasing enrollment. Six more classrooms were added in 1958 and the original Mission Revival building was repurposed for school offices, a library, and

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<sup>338</sup> "Church Dedication Sunday Morning," *The Livermore Herald*, June 11, 1954; Homan, 56.

<sup>339</sup> St. Michael's Parish Historical Committee, *People, Bricks & Timbers*, 11.

<sup>340</sup> *Ibid.*, 14.

<sup>341</sup> *Ibid.*, 26.

<sup>342</sup> "Our History," St. Charles Borromeo, accessed May 2020, <https://stcharleslivermore.org/our-history>; *People, Bricks & Timbers*, 51.

<sup>343</sup> "Our History," St. Charles Borromeo.

<sup>344</sup> *People, Bricks & Timbers*, 69.



living quarters for the nuns. In 1966, the school campus was enlarged yet again when two more classrooms were added, and a spacious new convent was built across the street. The former living quarters were remodeled for use as the Parish Education Center.<sup>345</sup> Between 2003 and 2004, the original 1913 facility was demolished and replaced with a new Education Center.<sup>346</sup>

### Presbyterian

Originating from a small group of worshippers who attended sermons given by itinerant pastors, the First Presbyterian Church was established in Livermore in 1871. The first permanent place of worship was completed in 1874 and still stands at the corner of Fourth and K Streets. Over time, the church campus was expanded with a fellowship hall and classrooms. However, by the 1960s, the church could no longer accommodate its growing congregation, even after it began offering multiple Sunday services. Over the next several years, the church acquired nearby homes and cleared the land for construction of its large new sanctuary and educational buildings which were dedicated in 1965. The campus underwent a major renovation between 2002 and 2003.<sup>347</sup>

### Methodist

In 1867, seven residents organized Livermore's first Methodist church. This small congregation met in various locations around town for several years. In 1870, William Mendenhall donated land at Third and I Streets for the construction of a church and parsonage, although construction did not begin for another decade. The Asbury United Methodist Church at Third and I Streets was dedicated in January 1884. A parsonage was added in 1885, and a second building for Sunday school rooms and a social hall was added in the 1920s. Like many other groups, the congregation outgrew its facilities after the establishment of the Livermore and Sandia laboratories. The church attempted to relieve the crowding by holding two Sunday services, but in 1961, the church sold its site and acquired a larger property on East Avenue. The new chapel at 4743 East Avenue was dedicated in 1963 and construction began on the adjoining educational building in 1967. Additional buildings were added to the church campus through the twentieth century, including an administration building in 1978 and a building for offices and Sunday school rooms in 1979. In 1989, more classroom buildings were added, and others were remodeled. In 1992, a new sanctuary was dedicated. Most recently, a new fellowship hall was completed in 2011.<sup>348</sup>

### Episcopal

The Grace Episcopal Mission was founded in 1900. The congregation purchased land at the corner of Fifth and J Streets in 1901, and a small church at 486 S. J Street was dedicated in 1902. The congregation's numbers dwindled through the early twentieth century, and by World War I, there were no clergy available. Through the 1920s, the members of the church only met periodically. The church was sold to another

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<sup>345</sup> *People, Bricks & Timbers*, 74-75.

<sup>346</sup> "History of the School," St. Michael School, accessed May 2020, <https://smliv.org/history>.

<sup>347</sup> "Our History," First Presbyterian Church Livermore, accessed May 2020, <https://fpcl.us/about-fpcl/our-history/76-our-history>.

<sup>348</sup> "History: The Early Years," Asbury United Methodist Church, accessed May 2020, <https://www.asburylive.org/about-us/history/>; Homan 28-29.



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congregation, the Alliance Church, in 1936. When it burned down in 1955, the Alliance Church rebuilt it in a similar style with a stucco exterior.<sup>349</sup>

A new Episcopal mission was established in Livermore in 1953 and held its first services in the Foresters Hall. The mission chose the name St. Bartholomew's, and its church building at 678 Enos Way was dedicated in 1954. In 1967, the St. Bartholomew's sanctuary building was dedicated.

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<sup>349</sup> Homan, 417



Registration Requirements<sup>350</sup>

<b>Context:</b>	Public and Private Institutional Development
<b>Theme:</b>	Culture and Recreation
<b>Sub-Theme:</b>	Religion
<b>Statement of Significance:</b>	Resources evaluated under this theme may be significant within the context of Culture and Recreation for their association with the religious, ethnic, or cultural history of Livermore.
<b>Period of Significance:</b>	1871-1975
<b>Period of Significance Justification:</b>	The period of significance will depend on the dates and length of a property's historic association beginning in 1871, when research indicates the earliest congregation was established up to 1975, the survey end date.
<b>Criteria for Evaluation:</b>	National Register: A California Register: 1 Local: i
<b>Associated Property Types:</b>	<ul style="list-style-type: none"> <li>• Religious Buildings, such as chapels, sanctuaries, rectories, classrooms, fellowship halls, and associated living quarters</li> </ul>
<b>Eligibility Standards:</b>	<ul style="list-style-type: none"> <li>• Religious buildings are often evaluated within an architectural context</li> <li>• For National Register, must meet Criteria Consideration A for Religious Properties</li> <li>• Has a direct and significant association with the development of churches or communities that played an important role in the Livermore's history</li> <li>• May also be significant within another context for association with important persons and/or as an excellent example of an architectural style</li> <li>• May also be significant as important example of the work of an important architect or builder</li> <li>• A passing or speculative association does not suffice. Furthermore, a property is not significant if the only justification for significance is that the property was used or owned by members of a specific cultural, ethnic, or religious group or that it is the only one of its kind in the community</li> </ul>
<b>Character-Defining Features:</b>	<ul style="list-style-type: none"> <li>• Character-defining features will depend on the type of property and reason for association.</li> </ul>
<b>Integrity Considerations:</b>	<ul style="list-style-type: none"> <li>• Should retain integrity of location, design, materials, workmanship, feeling, and association from the period of significance.</li> <li>• Setting may have changed.</li> </ul>

<sup>350</sup> Best practices set forth by the National Park Service stress that religious properties must be evaluated on a secular basis for their architectural, artistic, or historic value to avoid "any appearance of judgement by government about the validity of any religion or belief."



### Sub-Theme: Livermore Rodeo

The Livermore Rodeo is one of the city's most enduring traditions. In rancho-era Livermore Valley, rodeos—cattle roundups—were a biannual event in which vaqueros would herd thousands of heads of cattle scattered across the region together to separate and brand the livestock, indicating which rancho owned them. Over time, this necessary task evolved into a form of entertainment.<sup>351</sup>

The first modern rodeo in Livermore took place during World War I when rancher and community leader John McGlinchey proposed the event to earn money for a Red Cross War Fund Drive.<sup>352</sup> McGlinchey formed a planning committee including Joseph Concannon, James Gallagher, John Flynn, A.W. Ebright and Charles Graham. A site near the present-day location of Portola Avenue and I-580 was chosen, as its natural topography provided a stadium-like setting. The rodeo was a success, earning double the goal of \$1,200 for the Red Cross. As part of publicity for the event, a newsreel about the rodeo was filmed by Universal Studios and shown in theaters throughout the country.<sup>353</sup>



Figure 44: Livermore Rodeo grandstands, 1935.  
*Courtesy of Livermore Heritage Guild.*

The next year, the Livermore Stockmen's Rodeo Association was formed, and efforts were underway to make the rodeo a permanent, annual event. By July 1919, the association had secured fifteen acres of land near the intersection of Livermore and College avenues and a grandstand, bleachers, and fencing were constructed,

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<sup>351</sup> Homan, 405.

<sup>352</sup> Kathryn Laughlin and Leona McGlinchey, "Livermore Rodeo History," in *World's Fastest Rodeo, 1918-1993: Celebrating 75 Years of Livermore Rodeo History* (Livermore: Rodeo Cowboys Association, Inc., 1993), 26.

<sup>353</sup> Laughlin and McGlinchey, 26.



creating an arena that could seat over two-thousand spectators.<sup>354</sup> Each year, “Rodeo Week” in Livermore was marked with citywide festivities, including decorations, parades, dances, and a carnival. In 1935, the “World’s Fastest” slogan was first used, referring to how quickly the next competitor entered the arena as the previous competitor made their exit.<sup>355</sup>

Through the 1940s, the rodeo arena was expanded and improved, including more holding pens, chutes, and a covering to shade the seats in the grandstand. The association expanded their holdings to over forty acres, and acquired “the Barn,” a former National Guard warehouse, to use as a horse shelter.<sup>356</sup> However, in 1959, the event was cancelled for safety reasons when the bleachers were condemned. Alternative locations were considered, including the fairgrounds, but the event had outgrown all available venues.<sup>357</sup> In the 1960s, the Stockmen’s Rodeo Association came to an agreement with the City of Livermore to exchange their forty acres of land for the rights to use a new facility proposed for construction in Robertson Park.<sup>358</sup> The new stadium was completed in 1967, and the site of the former arena at Livermore and College avenues was used to establish the city’s civic center.<sup>359</sup> The Livermore Rodeo continues to be held every summer in its new facility. In the early 1990s, the stadium was incorporated into the Livermore Area Recreation and Parks District Equestrian Center, securing a use for the facilities outside “rodeo week.”<sup>360</sup> The Livermore Stockmen’s Rodeo Association continues to put on the annual rodeo and give back to the community, including funding and supporting local chapters of Future Farmers of America and 4H, the Alameda County Fair, the Livermore Jr. Rodeo and the Livermore High School Agriculture Program.<sup>361</sup>

## Registration Requirements

The Livermore Rodeo is a distinctive and integral part of the city’s history and character. For these reasons, its history is included in detail here; however, only one extant built resource that has a direct and important association with the Livermore Rodeo was identified in the survey: the 1967 stadium. As such, significance within this context will be considered for the stadium but further Registration Requirements have not been developed.

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<sup>354</sup> United States Geological Survey and California Department of Water Resources, *Livermore Quadrangle*, map, (Washington, DC: United States Department of the Interior, 1961) accessed May 6, 2020, <https://ngmdb.usgs.gov/ngmdb/>; Homan, 406.

<sup>355</sup> Homan, 406.

<sup>356</sup> Laughlin and McGlinchey, 28; Homan, 44.

<sup>357</sup> “1959 – Rodeo Cancelled,” in *World’s Fastest Rodeo*.

<sup>358</sup> “The Trade,” in *World’s Fastest Rodeo*.

<sup>359</sup> Homan 407; *Livermore Quadrangle*.

<sup>360</sup> “Equestrian Center,” Livermore Area Recreation and Parks Department, accessed May 2020, <https://www.larpd.org/departments/EquestrianCoveredArena>.

<sup>361</sup> “Rodeo Foundation,” *The Independent*, June 14, 2018, accessed October 2020, [https://www.independentnews.com/editorials/rodeo-foundation/article\\_3e49a5f8-6f49-11e8-af06-1fa20b240c1e.html](https://www.independentnews.com/editorials/rodeo-foundation/article_3e49a5f8-6f49-11e8-af06-1fa20b240c1e.html).



## Context: Ethnic-Cultural Development

The following narratives discuss the history of ethnic and cultural groups in areas that comprise present-day Livermore. Where applicable, this narrative is tied to development patterns or trends that shaped the built environment of Livermore. However, in some instances, built resources associated with these groups may no longer exist. Additionally, it is worth noting that the population of Livermore has only recently begun to diversify again. Although in its early history there are records of Indigenous, Mexican, and Chinese residents, the white population grew into the majority through increased settlement as well as laws and immigration policies such as the Chinese Exclusion Act of 1882.<sup>362</sup> Around the beginning of World War II, a small number of Japanese residents were registered in Livermore under the federal Alien Registration Act. These residents were forcibly removed from their farms and incarcerated in internment camps by April 1941.<sup>363</sup>

Available decennial census data indicates that the majority of Livermore's population—around ninety percent or higher—was white between 1950 and 2000.<sup>364</sup> Heavily white suburbs are the result of decades of nationwide exclusionary tactics, including—but not limited to—racial covenants, redlining, real estate steering, and a host of local and federal housing policies. During the twentieth century, “as one set of discriminatory barriers was eliminated by civil rights legislation and court decisions, new barriers were erected.”<sup>365</sup> Mounting evidence demonstrates that more recent density restrictions, anti-growth measures, and single-family zoning, regardless of their intent, have perpetuated the patterns of segregation by impeding the development of housing for low to moderate incomes, which disproportionately affects non-white families.<sup>366</sup> Although these practices impacted all non-white groups, the brunt of this legislative and societal discrimination has been borne by the Black community.<sup>367</sup>

As of 2010, white residents made up a smaller percentage of Livermore's total population while non-white populations have increased; the Hispanic or Latino and Asian populations were the next largest in the city.<sup>368</sup> As with many other aspects of the city's history, employees of the research laboratories have banded together to fill a need. In the 1980s and 1990s, employees founded resource groups at LLNL, including the African American Body of Laboratory Employees, Amigos Unidos Hispanics in Partnership, and Asian Pacific American

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<sup>362</sup> “Early American Immigration Policies,” U.S. Department of Homeland Security, July 30, 2020, accessed October 2020, <https://www.uscis.gov/about-us/our-history/overview-of-ins-history/early-american-immigration-policies>.

<sup>363</sup> Homan, 525.

<sup>364</sup> This data was not presented for 1880-1940.

<sup>365</sup> Jonathan Rothwell and Douglas S. Massey, “The Effect of Density Zoning on Racial Segregation in U.S. Urban Areas,” in *Urban Affairs Review* 44 no. 6 (December 2008): 779–806, accessed October 2020, <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4083588/>.

<sup>366</sup> Stephen Menendian, Samir Gahbhir, and Arthur Gailles. “Racial Segregation in the San Francisco Bay Area, Part 5: Remedies, Solutions, and Targets,” August 11, 2020, accessed October 2020, <https://belonging.berkeley.edu/racial-segregation-san-francisco-bay-area-part-5>; Deutsch, 38.

<sup>367</sup> Stephen Menendian and Samir Gambhir, “Racial Segregation in the San Francisco Bay Area, Part 2: Racial Demographics,” February 6, 2019, accessed October 2020. <https://belonging.berkeley.edu/racial-segregation-san-francisco-bay-area-part-2>; Richard Rothstein, “Preface,” in *The Color of Law: A Forgotten History of How our Government Segregated America* (New York, NY: Liveright Publishing, 2017), Google Books eBook, accessed September 2020, [https://www.google.com/books/edition/The\\_Color\\_of\\_Law\\_A\\_Forgotten\\_History\\_of/SdtDDQAAQBAJ](https://www.google.com/books/edition/The_Color_of_Law_A_Forgotten_History_of/SdtDDQAAQBAJ).

<sup>368</sup> This terminology used does not reflect the diversity within these groups and is only intended to represent the descriptors used in the collection and dissemination of census data.



Council.<sup>369</sup> The Lawrence Livermore Laboratory Women's Association was founded in 1971; additional resource groups include Livermore Pride and the LLNL Abilities Champions. These groups seek to provide support and resources between employees as well as to conduct outreach to the Livermore community.<sup>370</sup> Their counterparts at Sandia include the African American Outreach Committee, Asian Pacific Leadership Council, Hispanic Leadership Committee, Sandia Pride Alliance Group, Sandia Women's Connection, and Abilities Champions of Sandia.<sup>371</sup>

### **Theme: Ohlone**

The earliest inhabitants of the East Bay were the Ohlone, Bay Miwok and Delta Yokuts. Prior to the invasion of Euro-Americans, there were approximately twenty-three individual tribal groups in what are now the Alameda and Contra Costa counties. One of these groups, the Pelen, settled in the valley area that became present-day Livermore.<sup>372</sup> In the 1830s, these groups were uprooted by the arrival of Spanish explorers who brought with them disease, enslavement, and religious indoctrination.<sup>373</sup> When the missions were secularized in 1833, the Indigenous Peoples could not return to their way of life due to the drastic changes to the landscape caused by invasive ranching practices and the introduction of non-native plants. Many were forced to become laborers on ranchos to survive; men worked as vaqueros and women worked as housekeepers, cooks, and provided childcare. Few, if any, were ever paid wages, and would be enslaved, bought and sold.<sup>374</sup> Hundreds of Ohlone convened at the Alisal Rancheria, south of present-day Pleasanton, to reclaim their independence. However, their land claims were not recognized, and they were forcibly removed. The Ohlone, Bay Miwok, and Delta Yokuts tribes are still seeking federal recognition in the twenty-first century as they work to preserve the ancestral knowledge, language, and traditions of their distinct communities.<sup>375</sup>

### **Theme: Chinese**

During the construction of the transcontinental railroad system, CPRR recruited thousands of laborers from China to complete the work. When the rail line was completed through Livermore in 1869, many Chinese laborers elected to settle in the area.<sup>376</sup> Census records indicate that Chinese residents of Livermore in the late 1800s and early 1900s were almost exclusively young, single men. Most worked as cooks, laborers, or laundry washers.<sup>377</sup> A cluster of five Chinese wash houses are seen on the 1884 Sanborn Map of Livermore

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<sup>369</sup> Under the umbrella of the Asian Pacific American Council are the Afghani American, Bangladeshi American, Chinese American, Filipino American, Guamanian American, Hawaiian American, Indo-American, Japanese American, Korean American, and Vietnamese American Groups. "Employee Resource Groups," Lawrence Livermore National Laboratory, accessed October 2020, <https://diversity.llnl.gov/groups>.

<sup>370</sup> "Employee Resource Groups."

<sup>371</sup> Sandia National Laboratories, "Employee Resource/Networking Groups," accessed October 2020, <https://hr.sandia.gov/community/employee-resource-networking-groups/>.

<sup>372</sup> "Native Peoples of the East Bay: Past to Present" East Bay Regional Park District, accessed May 2020, <https://www.ebparks.org/civicax/filebank/blobdload.aspx?blobid=30644>.

<sup>373</sup> "First Inhabitants: The Ohlone of the Peninsula," Stanford University Cantor Arts Center, accessed May 2020, <https://museum.stanford.edu/exhibitions/melancholy-museum-love-death-and-mourning-stanford/first-inhabitants-essay>.

<sup>374</sup> East Bay Regional Park District, *Native Peoples of the East Bay*.

<sup>375</sup> Ibid.

<sup>376</sup> Homan, 96.

<sup>377</sup> G.B. Drummond, *The Chinese Experience in Livermore* (Livermore, CA: 2002), 17-20.



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at the corner of First and J Streets, and there is evidence to suggest that a small Chinatown emerged along First Street between P and Q Streets.<sup>378</sup> These early Chinese settlers were met with racism and animosity in the form of police raids, “anti-Chinese meetings,” restrictive local ordinances, and steep fines.<sup>379</sup> Following the passage of the Chinese Exclusion Act in 1882 that barred Chinese immigration and citizenship, the number of Chinese laborers in the Livermore area declined. In 1913, when Coast Manufacturing and Supply established their Livermore location, eleven Chinese fuse workers came to Livermore and lived south of the manufacturing plant. By 1926, their numbers had dwindled to four, all of whom left Livermore once they had grown too old for the dangerous work.<sup>380</sup> After 1927, when the last remaining Chinese laundry was destroyed by a fire, the Chinese presence in Livermore dissipated for several decades.<sup>381</sup>

In 1938, Stanley Gee came to the United States from China at eighteen years old. After serving in the Army during World War II, Gee moved to Hayward once he found a developer willing to sell a home to an Asian person. In his first few years in California, he enrolled in English lessons at a school in Oakland and married a woman named Amy, who came to the United States from Hong Kong. Stanley worked as a mechanical engineer at the LLNL. Amy had a successful career as a licensed beautician; however, when she began teaching Chinese cooking lessons in collaboration with the LARPD, their popularity prompted the couple to open an imports store called Bazaar Canton in 1970. In addition to managing the store, Amy helped Vietnamese refugees settle in the Livermore area. Bazaar Canton became a local institution and a second location was opened in Dublin. Stanley worked at LLNL until 1978, and the couple operated both stores until their retirement in 1988. Although the store has closed, the Gees and Bazaar Canton are still remembered for “[bringing] Asian culture to the eastern suburbs.”<sup>382</sup>

### Theme: European Emigration

Although European colonialism began in California as early as the 1760s and others came seeking their fortune during the 1849 Gold Rush, one of the largest booms in immigration from Europe occurred beginning in the late 1800s. Between the late-nineteenth century and early twentieth century, there was a mass migration from Europe. Millions of predominantly young and single people emigrated from Europe to the United States seeking work and escaping hardships such as job shortages, crop failures, and religious persecution. Arriving in the country through ports on the East Coast, the completion of the transcontinental railroad created routes for immigrants to settle in the Midwest or West Coast.<sup>383</sup>

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<sup>378</sup> Sanborn Map & Publishing Co., Ltd., *Livermore, Alameda Co*, Sheet 2, 1884, accessed May 2020 via Los Angeles Public Library; Drummond, *The Chinese Experience*, 12.

<sup>379</sup> Drummond, *The Chinese Experience*, 2-4; Homan, 98.

<sup>380</sup> Homan, 96.

<sup>381</sup> Drummond, *The Chinese Experience*, 14.

<sup>382</sup> Natalie Orenstein, “Stanley Gee, East Bay engineering designer, dies,” *San Francisco Chronicle*, June 2, 2011, accessed May 2020, <https://www.sfgate.com/crime/article/Stanley-Gee-East-Bay-engineering-designer-dies-2369772.php>; “Stanley Gee,” *The Independent*, May 26, 2011, accessed May 2020, [https://www.independentnews.com/obituaries/article\\_c9d45508-87c7-11e0-8543-001cc4c002e0.html](https://www.independentnews.com/obituaries/article_c9d45508-87c7-11e0-8543-001cc4c002e0.html); “Amy Gee,” *The Independent*, January 10, 2019, accessed June 2020, [independentnews.com/obituaries/amy-gee/article\\_32034a3c-1490-11e9-b75c-633600d40fa7.html](https://www.independentnews.com/obituaries/amy-gee/article_32034a3c-1490-11e9-b75c-633600d40fa7.html).

<sup>383</sup> “U.S. History Primary Source Timeline,” Library of Congress, accessed October 2020, <https://www.loc.gov/classroom-materials/united-states-history-primary-source-timeline/rise-of-industrial-america-1876-1900/immigration-to-united-states-1851-1900/>.



By the 1910s, the largest populations of immigrants in the East Bay had come from Ireland, Italy, Germany, and Portugal, as well as many from Denmark. Many immigrants who had initially settled in San Francisco moved east following the 1906 earthquake, creating a population boom in some East Bay communities.<sup>384</sup>



Figure 45: Irmandade do Divino Espirito Santo Parade, 1930.  
*Courtesy of Livermore Heritage Guild.*

### Azores (Portugal)

The Azores are a series of small islands in the Atlantic Ocean off the west coast of Portugal. A number of Azorean families settled in Livermore in the 1890s to establish farms and ranches or work as merchants.<sup>385</sup> Irmandade do Divino Espirito Santo (IDES) means “Brotherhood of the Divine Holy Spirit” in Portuguese. The Livermore chapter of the IDES was established in 1896, five years after the first chapter in the United States was established in San Jose. The fraternal organization was formed to honor the Holy Spirit through a series of festivities, a custom carried on for centuries by the people of the Azores. In the early twentieth century, the Livermore IDES would hold a widely attended festival with dinner, dancing, a bazaar, parade, and religious ceremonies. The annual event was disrupted by World War II, and only the religious ceremonies would resume.<sup>386</sup>

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<sup>384</sup> Bay Area News Group, “1910 Census Provides a Snapshot of Olden-Day East Bay,” *East Bay Times*, March 12, 2010, accessed October 2020, <https://www.eastbaytimes.com/2010/03/12/1910-census-provides-a-snapshot-of-olden-day-east-bay/>.

<sup>385</sup> Homan, 238.

<sup>386</sup> St. Michael’s Parish Historical Committee, *People, Bricks & Timbers: The Story of St. Michael’s Parish* (Livermore, CA: 1979), 122-123.



## Denmark



Figure 46: Dania Hall, 1911.  
*Courtesy of Livermore Heritage Guild.*

In the mid-1800s, there was a population boom in Denmark. Jobs became scarce, particularly for children of large families as generally only one child would inherit a family farm. As a result, thousands of young, single men with agricultural backgrounds began to immigrate to the United States, seeking the opportunity provided by the Homestead Act of 1862: immigrants who filed the appropriate paperwork would be granted an acreage of unoccupied land they could eventually own.<sup>387</sup> Many Danish immigrants stayed on the East Coast after arriving in New York. Others continued west to settle in places such as Utah, Illinois, and California.<sup>388</sup> Many were attracted to the Livermore Valley, likely because of its suitability for raising livestock and cultivating a variety of crops.<sup>389</sup> By the 1920s, California had the highest number of Danish immigrants in the country. This population was concentrated in Alameda, Fresno, Humboldt, Los Angeles, San Francisco, and Sonoma counties.<sup>390</sup>

The Danes, as part of a largely white and Protestant culture, were more easily accepted into their new communities than people of color. However, they still benefitted from the support of organizations such as the Danish Brotherhood in America, the Danish Sisterhood of America, and the Dania Society. These groups provided services such as life insurance, emergency aid, dedicated assistance for children and the elderly, as well as friendship and a sense of community.<sup>391</sup>

The Livermore chapter of the Dania Society, Dannevang No. 7, was founded in 1892. In 1911, the group constructed Dania Hall. The two-story building housed a lodge and banquet hall at 1783 Second Street. The society continued to occupy the two-story building until it was sold in 2003.<sup>392</sup>

## Ireland

In the mid-nineteenth century, the discovery of gold in California attracted many settlers and immigrants to the area who sought their fortunes. The number of Irish immigrants in California underwent a significant increase. In the years immediately surrounding the Gold Rush, Irish settlers made up approximately 11 percent

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<sup>387</sup> "Danish Immigration," Museum of Danish America, accessed May 2020, <https://www.danishmuseum.org/explore/danish-american-culture/immigration>.

<sup>388</sup> *Ibid.*

<sup>389</sup> Homan, 129.

<sup>390</sup> "Danish Immigrants and Immigrants," Museum of Danish America, accessed May 2020, <https://www.danishmuseum.org/pdfs/danish/danish-immigrant-statistics.pdf>.

<sup>391</sup> "Danish Immigration."

<sup>392</sup> Homan, 129.



of the immigrant population in the state; by 1870, the number of Irish settlers in California had grown to at least a quarter of the entire immigrant population, with the majority concentrated in Alameda, Contra Costa, Marin, San Mateo, and Solano counties.<sup>393</sup> This influx in immigration also coincided with the onset of the Great Famine that caused widespread hunger and economic devastation, which forced many to leave Ireland and seek refuge in other countries.<sup>394</sup> The comparatively early arrival of the Irish in California allowed many new residents of Irish descent to secure influential positions in areas such as commerce and government, while the Irish population as a whole was well-represented in the workforce in military, agricultural, labor, and domestic service jobs.<sup>395</sup>

A number of Irish families settled in Livermore in the late 1800s to ranch and farm, also forming a portion of the early St. Michael's Catholic Church congregation.<sup>396</sup> Many of them were experienced sheepherders that maintained large herds on the hills of the Livermore Valley to sell wool, lamb, and mutton.<sup>397</sup> The Callaghans were a successful sheep-raising family whose Italianate residence in Livermore still stands at 3057 East Avenue.<sup>398</sup> Other early prominent Irish families in Livermore include the McGlinchys and the Concannons.

## Italy

In the late nineteenth and early twentieth centuries, the number of Italian immigrants to America reached a peak. A number of Italians settled in Livermore in the late 1800s and early 1900s, including the Raboli and Schenone, families, that helped shape the early community as ranchers, merchants, and entrepreneurs.<sup>399</sup>

Carlo and Pascuale (Charles and Peter) Raboli settled in Livermore sometime around 1891, when they opened a saloon. Around 1900, they established a winery on Second Street, gradually expanding and starting their own vineyard. In 1917, the brothers had a two-story brick house built on Second Street near their original storefront and winery buildings.<sup>400</sup>

Louis Schenone arrived in Livermore around 1888. He married Robert Livermore's granddaughter and sold fruit and vegetables he grew in town from a wagon. His business grew and prospered, making deliveries by automobile by 1912. The next year he and his wife bought property on First Street and hired an architect, Italo Zanolini, to design the Schenone Building. The two-story building is still a prominent part of Livermore's downtown.<sup>401</sup>

Other Italian families that settled in Livermore include the Gardellas and the Volponis. The first member of the Gardella family to arrive in Livermore was Anton Gardella in 1879, followed by his wife and daughter in 1880. Gardella worked at local vineyards before purchasing land to cultivate hay and grain and raise horses. The family's two-story stucco home was located at First Street and Junction Avenue before it was moved to

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<sup>393</sup> Malcolm Campbell, *Ireland's New Worlds: Immigrants, Politics, and Society in the United States and Australia, 1815-1922* (Madison, WI: University of Wisconsin Press, 2008), 87-90.

<sup>394</sup> St. Michael's Parish Historical Committee, *People, Bricks & Timbers*, 11.

<sup>395</sup> Campbell, 87-90.

<sup>396</sup> St. Michael's Parish Historical Committee, *People, Bricks & Timbers*, 11.

<sup>397</sup> Homan, 435-437.

<sup>398</sup> *Ibid.*, 76

<sup>399</sup> *Ibid.*, 188-189.

<sup>400</sup> *Ibid.*, 391-392.

<sup>401</sup> *Ibid.* 424-425.



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its current location at 2580 Old First Street. It has since been converted to a commercial building with an addition to the front elevation. Descendants of Anton and his wife Maria owned several businesses, including the Del Valle Mercantile and Gardella's Liquors.<sup>402</sup> Luigi and Angelo Volponi came to Livermore in the early 1880s, followed by their sister, Maria, and Luigi's wife Anna. The members of this first generation made their way by keeping a large farm and working for Louis Schenone. Their descendants opened a butcher shop on First Street, worked at Cresta Blanca Winery, and studied optometry. The Volponi family bought an entire block in Livermore, bounded by 4<sup>th</sup> Street, 5<sup>th</sup> Street, O Street, and P Street. They built houses on this land and established a family orchard.<sup>403</sup>

### Germany

In the 1910 census, Germans made up the largest immigrant population in Alameda County.<sup>404</sup> Several Germans had settled in the Livermore Valley area, including the Wentz and Hagemann families. Carl Wentz came to Livermore in the early 1880s. He began working as a vineyard manager before buying out the original owner and establishing the Wentz Winery. Carl was a prominent and active Livermore citizen: he was a founder of the Livermore Valley Bank, trustee of the Livermore High School, head of the local Masonic Lodge, founding member of the Stockmen's Protective Association and the Livermore Rodeo Association.<sup>405</sup> August Hagemann, was a native of Germany and head of the Hagemann family. He bought land and a house from town founder William Mendenhall in 1890. His descendants continued to live at the property although much of the surrounding land was sold for development. The Hagemann Ranch was listed on the National Register of Historic Places in 2008.<sup>406</sup> August Hagemann's uncle, Maas Luders, was another German native who settled in the Livermore area. He owned a considerable amount of land near the present-day location of the Livermore airport, on which he cultivated grain and raised horses.<sup>407</sup>

Social organizations for settlers of German descent were established in Livermore, including the Livermore Turn Verein in 1875, a local branch of the Order der Hermann's Sohnes (Sons of Hermann) #13 in 1887, and a women's group, the Cecilie Lodge #10 sometime before 1912. The groups provided social support for German immigrants in the area as well as a dedicated plot in the Roselawn Cemetery. The groups were not as long-lasting as similar organizations such as the Dania Society, and were eventually dissolved.<sup>408</sup>

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<sup>402</sup> Homan, 187-190.

<sup>403</sup> *Ibid.*, 492-493.

<sup>404</sup> Bay Area News Group, "1910 Census."

<sup>405</sup> Homan 506-507.

<sup>406</sup> *Ibid.*, 213-214.

<sup>407</sup> *Ibid.* 145, 214.

<sup>408</sup> *Ibid.*, 304-305.



## Registration Requirements

There are no known extant built resources associated with the Indigenous peoples of the Livermore Valley. The following Registration Requirements address the history and development of other ethnic and cultural communities within Livermore.

<b>Context:</b>	Ethnic-Cultural Development
<b>Theme:</b>	Chinese, European Immigration
<b>Statement of Significance:</b>	Resources evaluated under this theme may be significant within the context of Ethnic-Cultural Development for their association with the history and development of ethnic-cultural communities in Livermore.
<b>Period of Significance:</b>	-1975
<b>Period of Significance Justification:</b>	The period of significance will depend on the dates and length of a property's historic association up to 1975, the survey end date.
<b>Criteria for Evaluation:</b>	National Register: A California Register: 1 Local: i
<b>Associated Property Types:</b>	<ul style="list-style-type: none"> <li>• May vary</li> </ul>
<b>Eligibility Standards:</b>	<ul style="list-style-type: none"> <li>• Has a direct and significant association with the history and development of an ethnic-cultural group or community in Livermore</li> <li>• A passing or speculative association does not suffice. Furthermore, a property is not significant if the only justification for significance is that the property was used or owned by members of a specific ethnic or cultural group</li> <li>• May also be significant within another context for association with important persons and/or as an excellent example of an architectural type or style</li> </ul>
<b>Character-Defining Features:</b>	<ul style="list-style-type: none"> <li>• Character-defining features will depend on the type of property and reason for association.</li> </ul>
<b>Integrity Considerations:</b>	<ul style="list-style-type: none"> <li>• Should retain integrity of location, design, feeling, and association from the period of significance.</li> <li>• Setting may have changed.</li> </ul>



## **Context: Architecture**

### **Theme: Late Nineteenth and Early Twentieth Century Architecture**

#### **Sub-Theme: Vernacular**

Vernacular architecture is a type of architecture that is familiar and widespread within a region and constructed from readily available materials in forms that directly reflect its use. They are common in terms of quantity and are frequently constructed, as they are the buildings that “most closely satisfy people’s needs.”<sup>409</sup> In the eighteenth century, a variety of local variations emerged across the United States as distinct communities developed. However, as the country industrialized, building materials were prefabricated and people and information were transported more quickly, creating a wider distribution of architectural solutions. Some building forms became popular on a national, then global scale, such as the bungalow.<sup>410</sup> British Colonists adapted and modified the form of low-slung, compact indigenous huts found in the Bengal region of what is now part of India and Bangladesh into what is now commonly known as a bungalow. The word bungalow was also taken and anglicized from the Bengali word “bangla.” The vernacular form became popular throughout the world as the bungalow became increasingly synonymous with a single-family detached dwelling.

In Livermore, the national pattern of development is represented through its examples of residential and commercial vernacular construction. They mirror the regional and national building forms seen throughout California, particularly one-story vernacular cottages from the turn of the twentieth century and vernacular brick commercial buildings from the early 1900s into the 1920s.

The expanding network of railroads in the United States dramatically changed residential construction during the nineteenth century. It became efficient and inexpensive to widely distribute large quantities of building materials, particularly lumber, from their source in heavily forested areas to regional lumber yards. Traditional construction techniques using locally available materials such as adobe or heavy wooden logs became a thing of the past and were replaced by brace or balloon framing with wood cladding that allowed for greater variety in building forms and less geographic restriction.<sup>411</sup>

Although more variety became possible, several distinct house forms emerged and spread throughout the country. For example, one to two-story houses with prominent front-gabled roofs and cornice returns reflected the popularity of Greek Revival during this period. Some of the most frequently seen house forms were small cottages with gabled or pyramidal hipped roofs.<sup>412</sup> The plan of the cottage typically influenced the shape of the roof. Cottages with more rectangular plans were typically covered with a gabled roof, while cottages with square plans normally had pyramidal hipped roofs. While the hipped roof required more complex framing, it required fewer long beams, and was therefore less expensive to build.<sup>413</sup>

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<sup>409</sup> Thomas Carter and Elizabeth Collins Cromley, *Invitation to Vernacular Architecture: A Guide to the Study of Ordinary Buildings and Landscapes* (Knoxville, University of Tennessee Press). 8-9.

<sup>410</sup> Carter and Cromley, 9-10.

<sup>411</sup> McAlester, 135.

<sup>412</sup> *Ibid.*, 135-156.

<sup>413</sup> *Ibid.*, 145-146.



During this period, homes were rarely designed by an architect, but rather constructed by carpenters and builders who specialized in the use of plan books. These plan books often included designs using the same basic house forms that could easily be changed to reflect different architectural styles through the use of pre-fabricated ornamentation.<sup>414</sup> Pre-fabricated ornamentation, generally wood millwork, was also distributed via railroad. Heavy woodworking machinery could be transported to regional trade centers where millwork could be produced for local use; alternatively, local lumber yards could source the materials directly from distant mills in larger cities. During the railroad era, ornamental millwork was influenced by the detailing found in popular styles of the era, particularly Queen Anne, Gothic Revival, and Italianate. It was applied most often around the porch and roofline and was used to both decorate new construction and update existing homes.<sup>415</sup>

Another approach to homebuilding made possible by the railroad network was the mail-order kit house (also known as a catalog house/home). In the early twentieth century, companies including Montgomery Ward, Sears, Roebuck & Co, Aladdin, and Pacific Homes bundled the building materials and plans necessary to construct a single-family house and sold them through catalogs. The traditional houses offered in the catalog varied in size and style but reflected the popular taste of the era. Buyers would select a design from the catalog, and everything would be shipped to them via rail—lumber, trim, windows, doors, knobs, nails, and even paint, as well as an instruction booklet for assembly.<sup>416</sup>

Kit houses cannot be reliably identified from the exterior. The designs were standardized and frequently imitated, as companies were known to copy designs from architects as well as their competition. Indications that a house was built from a kit include legal records or proprietary stamps on exposed timber framing, such as rafters or ceiling joists. Although thousands of mail-order homes were constructed throughout the United States between the early 1900s and World War II, they represent a small fraction of the total number of houses built.<sup>417</sup>

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<sup>414</sup> Drummond, *Guide to Architectural Styles*, 4-5.

<sup>415</sup> McAlester, 398.

<sup>416</sup> Rebecca L. Hunter, *Mail-Order Homes: Sears Homes and Other Kit Houses* (Oxford: Shire Publications, 2012), 5-7.

<sup>417</sup> Hunter, 12-13.





Figure 47: Residential vernacular cottage at 626 S. L Street, June 2020.  
*GPA Consulting.*

In the nineteenth century, commercial buildings were generally uniform in appearance and were often constructed in groups or constructed to resemble several distinct structures. Some of the most prevalent and prevailing early store types were iron-front and masonry-front buildings.<sup>418</sup>

Iron-front stores were built throughout the United States as the equipment needed to create iron building materials was transportable and readily available. These stores are characterized by a rigid metal frame that supports the entrance doors, plate glass display windows, transom, and signage as well as painted iron decorative elements derived from Classical architecture, including pilasters, brackets, and moldings. This type of store decreased in popularity beginning in the twentieth century, but examples are often found in communities that developed in proximity to railroads or rivers.<sup>419</sup>

The masonry-front store was the most popular type of commercial construction for the longest period of time. These buildings ranged from one to three stories, invariably with a storefront on the ground floor and storage or rentable space on the second and third floors of taller examples. These stores were often long and narrow, making large windows necessary not only to display goods but also to provide light. The building entrances and large windows of the storefront system were framed by masonry construction, which was often manipulated into patterns, panels, stringcourses, or corbels to create decorative cornices or a visual separation between stories. One-story examples were often built in pairs or groups of individual stores that were unified by this horizontal decoration.<sup>420</sup>

At the turn of the century, changes in storefront design emerged as owners began thinking of the building façade as a way to attract customers and therefore increase sales. Color, bulkhead cladding, ornamentation

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<sup>418</sup> Herbert Gottfried and Jan Jennings, *American Vernacular Buildings and Interiors: 1870-1960* (New York: W.W. Norton & Company, Inc, 2009), 233.

<sup>419</sup> *Ibid.*, 236.

<sup>420</sup> *Ibid.*, 236-237.



and increasingly larger plate-glass display windows were used to engage potential shoppers. The appearance of stores continued to change in response to the requirement for new types of business, such as furniture and jewelry stores. Over time, these commercial stores were frequently remodeled as subsequent owners and tenants made alterations to the interior and exterior to suit their needs and attract customers.<sup>421</sup>

In Livermore, many examples of commercial vernacular buildings from the late nineteenth and early twentieth centuries can be found along First Street between Livermore Avenue and L Street. While some individual stores have been altered or replaced with infill construction over time, consistent massing and setback has created visual cohesion.



Figure 48: Commercial vernacular building at 2148 First Street, June 2020.  
GPA Consulting.

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<sup>421</sup> Ibid., 233-234.



Registration Requirements: Residential

Context:	Architecture
Theme:	Late Nineteenth and Early Twentieth Century Architecture
Sub-Theme:	Vernacular (Residential)
Statement of Significance:	Resources evaluated under this theme may be significant within the context of Architecture as representing vernacular residential construction from the late nineteenth and early twentieth century.
Period of Significance:	1869-1910
Period of Significance Justification:	The period of significance begins in 1869, the year the railroad was completed through Livermore, and ends in 1910 as the Craftsman style begins increasing in popularity.
Criteria for Evaluation:	National Register: N/A California Register: N/A Local: iii
Associated Property Types:	<ul style="list-style-type: none"> <li>Residential (Single-Family)</li> </ul>
Eligibility Standards:	<ul style="list-style-type: none"> <li>Unlikely to rise to the level of significance necessary for the National or California Registers due to the regional variations in vernacular construction</li> <li>Dates from the period of significance</li> <li>Exhibits quality of design, materials and craftsmanship</li> <li>Exemplifies the familiar forms and designs of turn-of-the-century residential vernacular construction</li> </ul>
Character-Defining Features:	<ul style="list-style-type: none"> <li>Simple rectangular or L-shaped plan</li> <li>Moderately pitched hipped or gabled roof</li> <li>Recessed partial-width porch or projecting full-width porch</li> <li>Minimal ornamentation; if present, millwork and other decorative elements will be concentrated on the porch, window surrounds, and/or along the eaves</li> <li>Wood clapboard siding</li> <li>Simple bargeboards</li> <li>Tall, narrow wood windows</li> <li>Paneled wood doors</li> </ul>
Integrity Considerations:	<ul style="list-style-type: none"> <li>Should retain integrity of Design, Materials, Workmanship, Feeling, and Association</li> <li>May have been converted to a new use, e.g., multi-family, office, or commercial</li> <li>Some historic fabric may be replaced or removed; a greater degree of alterations is acceptable for early (pre-1900) examples</li> <li>Setting may have changed due to ongoing development</li> <li>Resource may have been relocated</li> <li>To be individually eligible, building should either retain its original windows, siding, and decorative elements or have in-kind replacements</li> </ul>



Registration Requirements: Commercial

<b>Context:</b>	Architecture
<b>Theme:</b>	Late Nineteenth and Early Twentieth Century Architecture
<b>Sub-Theme:</b>	Vernacular (Commercial)
<b>Statement of Significance:</b>	Resources evaluated under this theme may be significant within the context of Architecture as representing vernacular commercial construction from the late nineteenth and early twentieth century.
<b>Period of Significance:</b>	1900-1930
<b>Period of Significance Justification:</b>	The period of significance begins in 1900, as brick construction began to replace earlier wood buildings to 1930, the onset of the Great Depression.
<b>Criteria for Evaluation:</b>	National Register: N/A California Register: N/A Local: iii
<b>Associated Property Types:</b>	<ul style="list-style-type: none"> <li>• Commercial, Mixed-Use</li> </ul>
<b>Eligibility Standards:</b>	<ul style="list-style-type: none"> <li>• Unlikely to rise to the level of significance necessary for the National or California Registers due to the regional variations in vernacular construction</li> <li>• Dates from the period of significance</li> <li>• Exhibits quality of design and craftsmanship</li> <li>• Exemplifies the familiar forms and designs of early twentieth century commercial vernacular construction</li> </ul>
<b>Character-Defining Features:</b>	<ul style="list-style-type: none"> <li>• One to two stories in height</li> <li>• Flat roof</li> <li>• Masonry exterior, often with decorative brickwork along the parapet</li> <li>• One or more storefronts consisting of large display windows, door with transom, and bulkhead</li> <li>• Transoms may have leaded glass</li> <li>• Bulkheads may be tiled</li> <li>• Recessed or flush storefronts</li> </ul>
<b>Integrity Considerations:</b>	<ul style="list-style-type: none"> <li>• Should retain integrity of Location, Design, Feeling, and Association</li> <li>• Some historic fabric may be replaced or removed over time by various tenants. To be individually eligible, building should retain the configuration of its original storefront system (windows, door, transom, bulkhead) and have materials and craftsmanship that are compatible to the original design features</li> <li>• May have been converted to a new use, e.g., restaurant</li> <li>• Setting may have changed due to ongoing development</li> </ul>



### Sub-Theme: Folk Victorian

Prior to the completion of a transcontinental railroad system in the United States, building materials had to be locally sourced. Geography, therefore, often played a larger role than personal preferences for fashionable architecture. Folk houses, as these simpler homes were known, were only intended to provide the best shelter that local materials could build. While folk houses varied in form and building technique from region to region, each respective variant changed very little over time. Rail transportation and shipping brought new architectural possibilities. Local materials, such as heavy timbers and logs, were replaced with lighter, more inexpensive sawn lumber shipped from faraway mills, introducing a multitude of new architectural choices.<sup>422</sup>

Many homeowners updated their earlier folk homes with these readily available materials. New porches were added with turned spandrels and decorative millwork trim that mimicked popular architectural styles such as Italianate and Queen Anne. For new construction, builders would simply add newly available pre-cut detailing to the traditional folk house forms they had been building for years. This combination of the folk house form with Victorian-era ornamentation resulted in the Folk Victorian style, which was distinct from other styles of the era in its simplicity, particularly in the roof forms.<sup>423</sup> The Folk Victorian style remained popular during the late nineteenth and early twentieth centuries before becoming overshadowed by the extraordinarily popular Craftsman style.<sup>424</sup>

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<sup>422</sup> Virginia Savage McAlester, *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture* (New York: Alfred A. Knopf, 2018), 135.

<sup>423</sup> McAlester, 398.

<sup>424</sup> *Ibid.*, 398.





Figure 49: Folk Victorian style residence at 1881 6th Street, June 2020.  
GPA Consulting.

### Registration Requirements

<b>Context:</b>	Architecture
<b>Theme:</b>	Late Nineteenth and Early Twentieth Century Architecture
<b>Sub-Theme</b>	Folk Victorian
<b>Statement of Significance:</b>	Resources evaluated under this theme may be significant within the context of Architecture as an excellent example of the Folk Victorian style.
<b>Period of Significance:</b>	1890-1910
<b>Period of Significance Justification:</b>	The period of significance begins in 1890 when incorporated Livermore was established as an economic hub in the Livermore Valley, and ends in 1910 as the Craftsman style begins increasing in popularity.
<b>Criteria for Evaluation:</b>	National Register: C California Register: 3 Local: iii
<b>Associated Property Types:</b>	<ul style="list-style-type: none"> <li>• Single-Family Residence</li> </ul>
<b>Eligibility Standards:</b>	<ul style="list-style-type: none"> <li>• Dates from the period of significance</li> <li>• Exhibits quality of design, materials, and craftsmanship</li> <li>• Exemplifies the Folk Victorian style</li> <li>• May also be significant within another context for association with important persons</li> <li>• May also be significant as important example of the work of an important architect or builder</li> </ul>
<b>Character-Defining Features:</b>	<ul style="list-style-type: none"> <li>• One to two stories in height</li> </ul>



	<ul style="list-style-type: none"><li>• Simple roof forms (gabled, hipped) with open eaves</li><li>• Narrow, rectangular window openings</li><li>• Wood clapboard and/or shingle siding</li><li>• Milled wood decorative elements, particularly around the porch, windows, and/or eaves</li><li>• Narrow double-hung wood windows</li><li>• Paneled front door, often with a transom above</li></ul>
<b>Integrity Considerations:</b>	<ul style="list-style-type: none"><li>• Should retain integrity of Design, Materials, Workmanship, Feeling, and Association</li><li>• May have been converted to a new use, e.g., multi-family, office, or commercial</li><li>• Setting may have changed due to ongoing development</li><li>• Resource may have been relocated</li><li>• To be individually eligible, building should retain its original windows, siding, and decorative elements (or have compatible replacement features)</li></ul>

### Sub-Theme: Italianate

Italianate architecture was one of the most popular styles for American residential construction in the mid- to late-nineteenth century. The Italianate style—and the contemporaneous Gothic Revival style—were rooted in the English picturesque movement, which was a reaction against the prevailing academic and classical ideals in art and architecture. Instead, proponents of the movement emphasized the more informal and organic forms of Italian farmhouses or villas. The style emerged in the United States in the 1830s and was popularized over the next two decades through popular publications including Andrew Jackson Downing’s pattern books and Samuel Sloan’s *The Model Architect*. American practitioners often adapted and modified the characteristics of early European examples into a more indigenous style. Italianate architecture continued to be popular throughout the nation until about 1885, particularly in towns and cities that underwent rapid expansion during this period.<sup>425</sup>

Architectural styles that were popular in larger metropolitan areas, such as San Francisco, would eventually arrive in Livermore approximately five to ten years after they had fallen out of fashion in bigger cities. The Italianate style was used in Livermore beginning in the 1880s, after it had been supplanted by newer styles elsewhere.<sup>426</sup> In Livermore, the style was applied to residential and commercial buildings. The IOOF Hall was originally designed by Julius Weilbye with Italianate influences before it was altered.<sup>427</sup>

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<sup>425</sup> McAlester, 283-302.

<sup>426</sup> Drummond, *Guide to Architectural Styles*, 4.

<sup>427</sup> Homan, 250.





Figure 50: Italianate style residence at 3057 East Avenue, June 2020.  
*GPA Consulting.*



City of Livermore  
Historic Context Statement

Registration Requirements

Context:	Architecture
Theme:	Late Nineteenth and Early Twentieth Century Architecture
Sub-Theme	Italianate
Statement of Significance:	Resources evaluated under this theme may be significant within the context of Architecture as an excellent example of the Italianate style.
Period of Significance:	1880-1910
Period of Significance Justification:	The period of significance is 1880 to 1910, the years during which the Italianate style was an architectural influence in Livermore.
Criteria for Evaluation:	National Register: C California Register: 3 Local: iii
Associated Property Types:	<ul style="list-style-type: none"> <li>Residential (Single-Family)</li> <li>Commercial</li> <li>Mixed-Use</li> </ul>
Eligibility Standards:	<ul style="list-style-type: none"> <li>Dates from the period of significance</li> <li>Exhibits quality of design, materials, and craftsmanship</li> <li>Exemplifies the Italianate style</li> <li>May also be significant within another context for association with important persons</li> <li>May also be significant as an important example of the work of an important architect or builder</li> </ul>
Character-Defining Features:	<ul style="list-style-type: none"> <li>One to two stories in height</li> <li>Symmetrical arrangement of windows</li> <li>Brick or clapboard exterior</li> <li>Low-pitched roof with overhanging eaves or a flat roof with a cornice</li> <li>Square towers or cupolas on the roof, often centered on the primary elevation, sometimes with ornamental cresting</li> <li>Eave brackets</li> <li>Shallow full or partial-width projecting porches</li> <li>Narrow rectangular windows with decorative window surrounds; may have segmental arched openings</li> <li>Paneled front door, often with transom window above</li> </ul>
Integrity Considerations:	<ul style="list-style-type: none"> <li>Should retain integrity of Design, Materials, Workmanship, Feeling, and Association</li> <li>May have been converted to a new use, e.g., multi-family, office, or commercial</li> <li>Setting may have changed due to ongoing development</li> <li>Resource may have been relocated</li> <li>In order to be individually eligible, resource should retain its original windows, siding, and decorative elements (or have compatible replacement features)</li> </ul>



### Sub-Theme: Queen Anne

In the United States, the Queen Anne style is an American adaptation of the architecture named and popularized in England by nineteenth-century British architects, including Richard Norman Shaw. Somewhat of a misnomer, the picturesque and rural medieval-inspired architecture that inspired the style shared few similarities with architecture built under Queen Anne's reign. More closely related to styles developed during the rule of Queen Elizabeth I, Queen Anne was not quite the stone and brick "Elizabethan," but was too late to be classified as Gothic.<sup>428</sup> Although the earliest known example in America was built in 1874, the style was not introduced to America as "Queen Anne" until the 1876 Centennial Exposition in Philadelphia by two houses built by the English government on display.<sup>429</sup>

Queen Anne became the most dominant style in residential architecture in the United States at the turn of the twentieth century, popularized by pattern books and early architectural magazines. The newly completed railroad system helped to further spread the style through distribution of pre-cut architectural details that could be purchased from catalogs across the country.<sup>430</sup> Queen Anne houses were the style of choice for the most well-to-do, particularly in Los Angeles and San Francisco during the boom years of the 1880s to the 1890s. While the style became more subdued in the east, the Queen Anne houses of California became more extravagant and more picturesque as a direct expression of freedom and prosperity.<sup>431</sup>

The popularity of the style in the Livermore Valley was somewhat short-lived. Examples that remain are often located on large lots, complimenting the exuberance of the architecture.<sup>432</sup>

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<sup>428</sup> Marcus Whiffen and Frederick Koeper, *American Architecture Volume 2: 1860-1976* (Cambridge: The MIT Press, 1981), 115.

<sup>429</sup> Whiffen and Koeper, 294.

<sup>430</sup> McAlester, 350.

<sup>431</sup> Paul Gleye, *The Architecture of Los Angeles*, (Los Angeles: Rosebud Books, 1981), 55.

<sup>432</sup> Drummond, *Guide to Architectural Styles*, 35.





Figure 51: Queen Anne style residence at 737 S. M Street, June 2020.  
GPA Consulting.

### Registration Requirements

<b>Context:</b>	Architecture
<b>Theme:</b>	Late Nineteenth and Early Twentieth Century Architecture
<b>Sub-Theme</b>	Queen Anne
<b>Statement of Significance:</b>	Resources evaluated under this theme may be significant within the context of Architecture as an excellent example of the Queen Anne style.
<b>Period of Significance:</b>	1885-1900
<b>Period of Significance Justification:</b>	The period of significance is 1885 to 1900, the years during which the Queen Anne style was an architectural influence in Livermore.
<b>Criteria for Evaluation:</b>	National Register: C California Register: 3 Local: iii
<b>Associated Property Types:</b>	<ul style="list-style-type: none"> <li>Residential (Single-Family)</li> </ul>
<b>Eligibility Standards:</b>	<ul style="list-style-type: none"> <li>Dates from the period of significance</li> <li>Exhibits quality of design, materials, and craftsmanship</li> <li>Exemplifies the Queen Anne style</li> <li>May also be significant within another context for association with important persons</li> <li>May also be significant as an important example of the work of an important architect or builder</li> </ul>
<b>Character-Defining Features:</b>	<ul style="list-style-type: none"> <li>One to two stories in height</li> <li>Asymmetrical, complex massing</li> <li>Dormers, bay windows and/or towers and turrets, domes, and cupolas.</li> <li>Combination of roof forms and pitches accented with finials and/or cresting</li> </ul>



	<ul style="list-style-type: none"> <li>• Variety of exterior surface textures using multiple materials such as patterned shingles, clapboard, and brick</li> <li>• One-story full or partial front porch, often wrapping to secondary elevation</li> <li>• Decorative elements such as spindlework, turned columns and balustrades, bargeboards, pendants, sunbursts and/or rosettes</li> <li>• Tall and narrow fixed or double-hung sash windows, often multi-light</li> <li>• Textured, leaded or stained glazing, particularly in transom windows</li> </ul>
<p><b>Integrity Considerations:</b></p>	<ul style="list-style-type: none"> <li>• Should retain integrity of Design, Materials, Workmanship, Feeling, and Association</li> <li>• May have been converted to a new use, e.g., multi-family, office, or commercial</li> <li>• Setting may have changed due to ongoing development</li> <li>• Resource may have been relocated</li> <li>• To be individually eligible, resource should retain its original windows, siding, and decorative elements (or have compatible replacement features)</li> </ul>

### Sub-Theme: Shingle

The Shingle style emerged in the late-nineteenth century as the merging and reimagining of elements borrowed from several contemporaneous styles, including Richardsonian Romanesque, Queen Anne, and Colonial Revival. The style is most readily identified by its extensive use of wood shingles and is further characterized by its irregular massing and lack of ornament. An imposing combination of shapes and volumes including massive arches, towers, bay windows, curves, and angled projections is paired with an equally complex roof. The use of monochromatic wood shingles on the majority of the exterior creates a uniform, sculptural effect without the need for decorative details. Additional visual interest is sometimes achieved through the use of rusticated stone at the base of the building and occasional simple wood columns around porches.<sup>433</sup>

While examples of the style can be found throughout the country, it did not reach the same level of popularity as Queen Anne and other Victorian-era styles. Shingle style homes were almost exclusively designed by an architect for wealthy clients, and it was never more widely adapted for more modest types of housing. The style was most widely used and fully expressed in Northeastern seaside resort towns such as Long Island and Cape Cod. Quintessential examples include Kraggsyde in Manchester-by-the-Sea, Massachusetts and the William Watts Sherman House in Newport, Rhode Island.<sup>434</sup>

<sup>433</sup> McAlester 374, 384.

<sup>434</sup> Ibid.





Figure 52: Shingle style residence at 879 S. L Street, June 2020.  
GPA Consulting.

### Registration Requirements

<b>Context:</b>	Architecture
<b>Theme:</b>	Late Nineteenth and Early Twentieth Century Architecture
<b>Sub-Theme</b>	Shingle
<b>Statement of Significance:</b>	Resources evaluated under this theme may be significant within the context of Architecture as an excellent example of the Shingle style.
<b>Period of Significance:</b>	1880-1910
<b>Period of Significance Justification:</b>	The Shingle style, while rare in Livermore, was used nationally between 1880 and 1910 <sup>435</sup>
<b>Criteria for Evaluation:</b>	National Register: C California Register: 3 Local: iii
<b>Associated Property Types:</b>	<ul style="list-style-type: none"> <li>Residential (Single-Family)</li> </ul>
<b>Eligibility Standards:</b>	<ul style="list-style-type: none"> <li>Dates from the period of significance</li> <li>Exhibits quality of design, materials, and craftsmanship</li> <li>Exemplifies the Shingle style</li> <li>May also be significant within another context for association with important persons</li> </ul>

<sup>435</sup> McAlester, 373-374.



	<ul style="list-style-type: none"> <li>• May also be significant as an important example of the work of an important architect or builder</li> </ul>
<p><b>Character-Defining Features:</b></p>	<ul style="list-style-type: none"> <li>• Typically two stories in height</li> <li>• Wood shingle exterior</li> <li>• Irregular plans and asymmetrical massing</li> <li>• A variety of complex roof shapes with boxed eaves</li> <li>• Curvilinear shapes such as eyebrow dormers</li> <li>• Large porches, may be accented with brick or stone</li> <li>• Groups of simple, unadorned windows, including projecting bays</li> <li>• Minimal ornamentation</li> </ul>
<p><b>Integrity Considerations:</b></p>	<ul style="list-style-type: none"> <li>• Should retain integrity of Design, Materials, Workmanship, Feeling, and Association</li> <li>• May have been converted to a new use, e.g., multi-family, office, or commercial</li> <li>• Setting may have changed due to ongoing development</li> <li>• Resource may have been relocated</li> <li>• Due to the rarity of this style in Livermore, an otherwise excellent example may have undergone some minor alterations, such as replacement windows within original openings, but should retain the shingle siding and original massing</li> </ul>



## Theme: Arts and Crafts Movement

### Sub-Theme: Craftsman

Craftsman architecture is a style that is both indigenous to California and rooted in the Old World. During the nineteenth century, the Arts and Crafts movement emerged in England as a reaction to industrialization and mass production, calling for a return to traditional craftsmanship. The movement spread through the work and writing of designer William Morris.

These ideas were popularized stateside by Morris' American followers, including Elbert Hubbard and Gustav Stickley. In 1901, Stickley began publishing his Arts and Crafts philosophy—and accompanying house designs that embodied this philosophy—in a monthly journal called *The Craftsman*.<sup>436</sup>

In 1903, the architects Charles Sumner Greene and Henry Mather Greene began experimenting with Craftsman-like design, drawing additional inspiration from their woodworking experience and Asian architecture. The Greenes' work in this vein culminated around 1909 with several landmark examples of the style in California, including the Gamble House in Pasadena. These designs were published in popular magazines such as *Ladies' Home Journal*, *Good Housekeeping*, and *House Beautiful*, thus introducing the style to a nationwide audience. In response to the demand, an array of pattern books and precut home catalogs were published with Craftsman-inspired designs. The resulting one-story Craftsman bungalows quickly became the most sought-after modest home design in the country as entire neighborhoods of the single-story structures sprang up throughout the late 1910s and early 1920s.<sup>437</sup>

In Livermore, the Craftsman style is most often found applied to single-family residences, particularly in neighborhoods south of downtown. Local examples of the style are frequently clad in stucco that appears to be original.

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<sup>436</sup> Leland M. Roth, *American Architecture: A History* (Boulder, CO: Westview Press, 2001), 300.

<sup>437</sup> McAlester 568, 578.





Figure 53: Craftsman style residence at 845 S. J Street.  
*GPA Consulting, June 2020.*



Figure 54: 2470 Third Street, Craftsman style residence with compatible porch enclosure, June 2020.  
*GPA Consulting.*



City of Livermore  
Historic Context Statement

Registration Requirements

Context:	Architecture
Theme:	Arts and Crafts Movement
Sub-Theme	Craftsman
Statement of Significance:	Resources evaluated under this theme may be significant within the Arts and Crafts context as an excellent example of the Craftsman style.
Period of Significance:	1900-1930
Period of Significance Justification:	The period of significance begins in 1900, the year Craftsman architecture begins to emerge in Livermore, and ends in 1930 with the onset of the Great Depression when construction slowed.
Criteria for Evaluation:	National Register: C California Register: 3 Local: iii
Associated Property Types:	<ul style="list-style-type: none"> <li>Residential (Single-Family)</li> </ul>
Eligibility Standards:	<ul style="list-style-type: none"> <li>Dates from the period of significance</li> <li>Exemplifies the tenets of the Craftsman style</li> <li>Exhibits quality of design and craftsmanship</li> <li>May also be significant within another context for association with important persons</li> <li>May also be significant as important example of the work of an important architect or builder</li> </ul>
Character-Defining Features:	<ul style="list-style-type: none"> <li>Low profile massing with a horizontal emphasis</li> <li>Low-pitched, often front-gabled roofs with wide, overhanging eaves</li> <li>Use of natural materials such as stone and wood</li> <li>Elaborated or exposed roof elements, such as rafter tails, bargeboards, and roof beams</li> <li>Cladding materials used in combination, typically brick or stone and wood shingle or clapboard; examples in Livermore often have original stucco exteriors</li> <li>Massive and/or battered porch supports</li> <li>Exterior brick or stone chimneys</li> <li>Paired or grouped wood windows</li> <li>Window and door surrounds with extended lintels</li> <li>Wide entry door with geometric Craftsman detailing, such as a small window in the upper half</li> <li>Detailing on wood structural elements such as porch supports, attic vents, and/or eave brackets that emphasizes craftsmanship</li> </ul>
Integrity Considerations:	<ul style="list-style-type: none"> <li>Should retain integrity of Design, Materials, Workmanship, Feeling, and Association</li> <li>May have been converted to a new use, e.g., multi-family, office, or commercial</li> <li>Setting may have changed due to ongoing development</li> <li>Resource may have been relocated</li> </ul>



- Porch enclosure with multi-light windows is an acceptable alteration if as the piers have not been removed
- In order to be individually eligible, resource should retain its original windows, siding, and decorative elements (or have compatible replacement features)

### Sub-Theme: Prairie Style and American Foursquare

The Prairie Style is a truly American architectural style. It originated in the early twentieth century with the work of Frank Lloyd Wright in Chicago as he sought to improve upon domestic architecture. The style, embodied by Wright's 1909 Robie House, was proliferated by a group of architects later described as the Prairie School. Early and important examples of the style can be found in Chicago suburbs including Oak Park and River Forest.<sup>438</sup>

Prairie Style homes are found in many large, Midwestern cities. Vernacular interpretations, published in pattern books and magazines, spread throughout most of the United States. The style's popularity was short-lived, however, with most examples in the United States built in the decade between 1905 and 1915.<sup>439</sup> In Livermore, the Prairie Style is more of an influence; fully realized examples of the style are rare.<sup>440</sup>

The style is characterized by its horizontality, which is achieved through rectangular volumes, low-pitched roofs with wide, overhanging eaves, and continuous bands of windows.

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<sup>438</sup> Roth, 308-313.

<sup>439</sup> McAlester, 552.

<sup>440</sup> Drummond, *Guide to Architectural Styles*, 57.





Figure 55: Prairie Style residence at 543 S. L Street, June 2020.  
*GPA Consulting.*

The American Foursquare, sometimes referred to as a Classic Box or Prairie Box, is a variation of the Prairie style. The Prairie style was developed around the turn of the century by a group of Chicago architects—including Frank Lloyd Wright—that was later known as the Prairie School. The style is one of the few with distinctly American origins. American Foursquare became a popular vernacular interpretation that spread throughout the country in the first decades of the twentieth century, although its popularity was relatively short-lived and sharply declined after World War I.<sup>441</sup>

American Foursquare houses have hipped symmetrical roofs, like those found on early Prairie houses.<sup>442</sup> Wright's Prairie houses were designed to reflect the natural beauty of the prairie, with an emphasis on low-slung, horizontal forms and gently sloping roofs. This emphasis on horizontal lines meant that dormers were rarely incorporated in the original Prairie house designs, while central, gabled-roofed dormer is a defining feature of the American Foursquare vernacular counterpart.<sup>443</sup>

In Livermore, the style is used after the turn of the century and before World War I. The distinctive centralized dormers were often louvered to provide ventilation during hot weather.<sup>444</sup>

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<sup>441</sup> McAlester, 552-554.

<sup>442</sup> *Ibid.*, 554.

<sup>443</sup> Marcus Whiffen, *American Architecture Since 1780: A Guide to the Styles* (Cambridge: MIT Press, 1969), 201.

<sup>444</sup> Drummond, *Guide to Architectural Styles*, 39.





Figure 56: American Foursquare at 392 S. Livermore Avenue, June 2020.  
*GPA Consulting.*



Registration Requirements

Context:	Architecture
Theme:	Arts and Crafts Movement
Sub-Theme:	Prairie and American Foursquare
Statement of Significance:	Resources evaluated under this theme may be significant within the context of Architecture as an excellent example of the Prairie style or its vernacular counterpart, American Foursquare.
Period of Significance:	1900-1930
Period of Significance Justification:	The period of significance is 1900 to 1930, the years during which Prairie Style and American Foursquare styles were an architectural influence in Livermore.
Criteria for Evaluation:	National Register: C California Register: 3 Local: iii
Associated Property Types:	<ul style="list-style-type: none"> <li>• Single-Family Residence</li> </ul>
Eligibility Standards:	<ul style="list-style-type: none"> <li>• Dates from the period of significance</li> <li>• Embodies the distinctive characteristics of the Prairie style</li> <li>• Exhibits quality of design, materials, and craftsmanship</li> <li>• May also be significant within another context for association with important persons</li> <li>• May also be significant as an important example of the work of an important architect or builder</li> </ul>
Character-Defining Features:	<p>Prairie:</p> <ul style="list-style-type: none"> <li>• One to two stories in height</li> <li>• Horizontal emphasis</li> <li>• Low-pitched—almost flat—roof with wide, overhanging eaves</li> <li>• Bands of rectangular windows</li> <li>• Stucco or brick exterior</li> <li>• Minimal applied decoration; if present, decoration will take on geometric forms</li> </ul> <p>American Foursquare:</p> <ul style="list-style-type: none"> <li>• Two stories in height</li> <li>• Symmetrical hipped, low-pitched roof</li> <li>• Symmetrical massing with central entry; arrangement of two rooms on either side of entry</li> <li>• Substantial single-story front entry porch, may be centered or off-center</li> <li>• Large hipped dormers, typically centrally located on the front-facing slope of the roof</li> <li>• Narrow clapboard exteriors, occasionally shingled or stuccoed</li> <li>• Paneled front door with sidelights</li> <li>• Overhanging eaves (either boxed with brackets, or open with exposed rafters)</li> </ul>



**Integrity Considerations:**

- Should retain integrity of Design, Materials, Workmanship, Feeling, and Association
- May have been converted to a new use, e.g., multi-family, office, or commercial
- Setting may have changed due to ongoing development
- Resource may have been relocated
- Due to the rarity of this style in Livermore, an otherwise excellent example may have undergone some minor alterations, such as replacement windows within original openings

## **Theme: Period Revival**

In the years after World War I, popular architectural styles generally shifted away from styles such as Prairie and Craftsman, toward something more familiar. This trend is believed to be due in part to the experiences of returning American soldiers, who had been exposed to a variety of historic European architecture while overseas. Two technological advancements during this era also helped Period Revival styles spread quickly throughout the country. Improved photographic reproduction allowed for the inexpensive publication of detailed images showing historic styles and their features, while new construction methods including masonry veneers made certain finishes, such as stone or brick exteriors, more accessible and less expensive to emulate. Although examples from the Great Depression era are more simplified, Period Revival styles would remain popular in the United States until after World War II.<sup>445</sup>

While prevalent through much of California, examples of Period Revival architecture are comparatively rare in Livermore, possibly due in part to the measured rate of residential construction during its popularity.

### **Sub-Theme: Mediterranean Revival**

Mediterranean Revival is a broad term that refers to architecture influenced by that in countries such as Spain, Italy, Greece, and Southern France. Inspired by past visits to this region, a growing number of affluent Californians began building winter homes in resort cities such as Pasadena and Palos Verdes, borrowing from the architecture they saw during their travels. In turn, local designers and manufacturers were inspired by the winter homes, and the emerging style would go on to be published in architectural photography books around the end of World War I. As part of the larger Period Revival trend, the style continued to evolve through continuous interpretations and became more eclectic as it grew in popularity.<sup>446</sup>

The style is found throughout the United States, but Mediterranean Revival was most popular in coastal California and Florida and metropolitan areas like San Francisco and Los Angeles. It was most often applied to buildings such as large single-family residences, and institutional buildings, as it is in Livermore.

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<sup>445</sup> McAlester, 406-407.

<sup>446</sup> Marc Appleton and Melba Levick, *California Mediterranean* (New York: Rizzoli International Publications, 2007), 9-13.





Figure 57: Mediterranean Revival style residence at 2046 Second Street, June 2020.  
*GPA Consulting.*



Registration Requirements

<b>Context:</b>	Architecture
<b>Theme:</b>	Period Revival
<b>Sub-Theme</b>	Mediterranean Revival
<b>Statement of Significance:</b>	Resources evaluated under this theme may be significant within the context of Architecture as an excellent example of the Mediterranean Revival style.
<b>Period of Significance:</b>	1915-1940
<b>Period of Significance Justification:</b>	The period of significance is 1915 to 1940, the years during which Mediterranean Revival was an architectural influence in Livermore.
<b>Criteria for Evaluation:</b>	National Register: C California Register: 3 Local: iii
<b>Associated Property Types:</b>	<ul style="list-style-type: none"> <li>• Residential</li> <li>• Institutional</li> </ul>
<b>Eligibility Standards:</b>	<ul style="list-style-type: none"> <li>• Dates from the period of significance</li> <li>• Embodies the distinctive characteristics of the Mediterranean Revival style</li> <li>• Exhibits quality of design and craftsmanship</li> <li>• May also be significant within another context for association with important persons</li> <li>• May also be significant as an important example of the work of an important architect or builder</li> </ul>
<b>Character-Defining Features:</b>	<ul style="list-style-type: none"> <li>• One or more stories</li> <li>• Stucco cladding or, less often, brick</li> <li>• Indoor/outdoor spaces like loggias, porches, arcades, terraces, balconies, and balconettes</li> <li>• Arched or rectangular openings</li> <li>• Multi-light windows, often casements</li> <li>• Cast stone or tile ornamentation</li> <li>• Hipped clay tile roofs</li> <li>• Ironwork</li> </ul>
<b>Integrity Considerations:</b>	<ul style="list-style-type: none"> <li>• Should retain integrity of Design, Materials, Workmanship, Feeling, and Association</li> <li>• May have been converted to a new use, e.g., multi-family, office, or commercial</li> <li>• Setting may have changed due to ongoing development</li> <li>• Resource may have been relocated</li> <li>• Due to the rarity of this style in Livermore, an otherwise excellent example may have undergone some minor alterations, such as replacement windows within original openings</li> </ul>



### Sub-Theme: Mission Revival

The Mission Revival style originated in late nineteenth-century California as architects turned to the architecture of the Spanish missions for inspiration, incorporating stucco exteriors, clay roofs, and Moorish detailing into new designs. The earliest examples were constructed in California in the 1890s. Like many contemporaneous styles, Mission Revival spread across the country through popular pattern books and magazines. The extravagant Mission Style California Building at the 1893 World's Columbian Exposition and the adoption of the style for resort hotels and railroad depots introduced an even wider audience to the style.<sup>447</sup>

Applications of Mission Revival in the United States ranged from the use of a few design elements on a typical house form, to the most detailed and most faithful interpretations of Spanish mission architecture, down to the bell towers. Examples of the style are most readily identified by their distinctly curving parapet walls. Mission Revival abruptly fell out of popularity during World War I, after which broader inspiration from Spanish architecture brought about the Spanish Colonial Revival style.<sup>448</sup>

In Livermore, the style can be found on larger-scale community and commercial buildings, and was used for the Western Pacific Railroad Depot that was demolished in the 1960s.



Figure 58: The Foresters Hall at 171 S. J Street was designed in the Mission Revival style, June 2020. GPA Consulting.

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<sup>447</sup> McAlester, 511-518.

<sup>448</sup> Ibid., 511-518.



Registration Requirements

<b>Context:</b>	Architecture
<b>Theme:</b>	Period Revival
<b>Sub-Theme</b>	Mission Revival
<b>Statement of Significance:</b>	Resources evaluated under this theme may be significant within the context of Architecture as an excellent example of the Mission Revival style.
<b>Period of Significance:</b>	1910-1915
<b>Period of Significance Justification:</b>	The period of significance is 1910 to 1915, the years during which Mission Revival was an architectural influence in Livermore.
<b>Criteria for Evaluation:</b>	National Register: C California Register: 3 Local: iii
<b>Associated Property Types:</b>	<ul style="list-style-type: none"> <li>• Commercial</li> <li>• Institutional</li> </ul>
<b>Eligibility Standards:</b>	<ul style="list-style-type: none"> <li>• Dates from the period of significance</li> <li>• Embodies the distinctive characteristics of the Mission Revival style</li> <li>• Exhibits quality of design and craftsmanship</li> <li>• May also be significant within another context for association with important persons</li> <li>• May also be significant as important example of the work of an important architect or builder</li> </ul>
<b>Character-Defining Features:</b>	<ul style="list-style-type: none"> <li>• One or more stories</li> <li>• Mission-shaped dormers and/or parapet walls</li> <li>• Smooth stucco exterior</li> <li>• Hipped, clay tile roofs</li> <li>• Arcaded porches and rounded arches</li> <li>• Bell towers and quatrefoil windows</li> <li>• Minimal applied ornamentation</li> </ul>
<b>Integrity Considerations:</b>	<ul style="list-style-type: none"> <li>• Should retain integrity of Design, Materials, Workmanship, Feeling, and Association</li> <li>• May have been converted to a new use, e.g., multi-family, office, or commercial</li> <li>• Setting may have changed due to ongoing development</li> <li>• Resource may have been relocated</li> <li>• Due to the rarity of this style in Livermore, an otherwise excellent example may have undergone some minor alterations, such as replacement windows within original openings</li> </ul>



### Sub-Theme: Spanish Colonial Revival

Spanish Colonial Revival architecture is ubiquitous throughout most of California and other areas once colonized by Spain, including Arizona, Texas, and Florida. The earliest examples of the style referenced the Spanish missions throughout these areas. However, in 1915, Bertram Grosvenor Goodhue designed a series of ornate buildings for the Panama-California Exposition in San Diego that drew directly from the elaborate architecture in Spain, which blends elements of Moorish, Byzantine, Gothic, and Renaissance origin. Goodhue's successful exhibition was popular and widely publicized and prompted architects to further explore Spain as a source of inspiration. In addition to its rich decoration, Spanish construction often enlarged in a way that was informal and organic. As such, the style was easily applied to many kinds of buildings, regardless of their size or function. Spanish Colonial Revival became so popular that entire neighborhoods and communities, such as Santa Barbara, were designed entirely in the style. Reaching the height of its popularity in the 1920s and 1930s, the style was no longer considered fashionable by the 1940s.<sup>449</sup>

In Livermore, the style can be found applied to single-family residences or duplexes dating from the 1920s and 1930s, and larger public or community buildings.



Figure 59: The Livermore Post Office, designed with Spanish Colonial Revival influences, June 2020. GPA Consulting.

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<sup>449</sup> McAlester, 521-534.



Registration Requirements

<b>Context:</b>	Architecture
<b>Theme:</b>	Period Revival
<b>Sub-Theme</b>	Spanish Colonial Revival
<b>Statement of Significance:</b>	Resources evaluated under this theme may be significant within the context of Architecture as an excellent example of the Spanish Colonial Revival style.
<b>Period of Significance:</b>	1925-1939
<b>Period of Significance Justification:</b>	The period of significance begins in 1925, when the earliest examples of Spanish Colonial Revival emerged, to 1939, the onset of World War II. Spanish Colonial Revival became popular in Livermore five to ten years after many larger cities and continued to be used after it had fallen largely out of fashion elsewhere.
<b>Criteria for Evaluation:</b>	<ul style="list-style-type: none"> <li>• National Register: C</li> <li>• California Register: 3</li> <li>• Local: iii</li> </ul>
<b>Associated Property Types:</b>	<ul style="list-style-type: none"> <li>• Residential (Single-Family, Multi-Family)</li> <li>• Commercial</li> <li>• Institutional</li> </ul>
<b>Eligibility Standards:</b>	<ul style="list-style-type: none"> <li>• Dates from the period of significance</li> <li>• Embodies the distinctive characteristics of the Spanish Colonial Revival style</li> <li>• Exhibits quality of design and craftsmanship</li> <li>• May also be significant within another context for association with important persons</li> <li>• May also be significant as important example of the work of an important architect or builder</li> </ul>
<b>Character-Defining Features:</b>	<ul style="list-style-type: none"> <li>• Smooth, stuccoed exteriors, often painted white or another light, neutral shade</li> <li>• Asymmetrical design</li> <li>• Low-pitched roofs with shallow eaves clad in red clay tile, or flat roofs with clay tile coping along parapet walls</li> <li>• Multi-light wood windows, often casement</li> <li>• Arched forms, such as doors, windows, niches, or entryways</li> <li>• Wrought iron accents, such as handrails, balconies, and window grilles</li> <li>• Clay tile decorative elements, such as chimney caps and attic vents</li> </ul>
<b>Integrity Considerations:</b>	<ul style="list-style-type: none"> <li>• Should retain integrity of Design, Materials, Workmanship, Feeling, and Association</li> <li>• May have been converted to a new use, e.g., multi-family, office, or commercial</li> <li>• Setting may have changed due to ongoing development</li> <li>• Resource may have been relocated</li> </ul>



- To be individually eligible, resource should retain its original windows, siding, and clay tile roofing (or have compatible replacement features)

### Sub-Theme: Tudor Revival

Tudor Revival was a popular domestic architecture style in the early twentieth century, most predominantly in the 1920s and 1930s. The earliest examples built before 1900 were more closely associated with the Arts and Crafts movement in England. Taking inspiration from medieval architecture of Northern Europe during the 15<sup>th</sup> through 17<sup>th</sup> centuries, the style harkened back a time before widespread industrialization when country and cottage-style life and traditionalism was romanticized. A more practical component of the style's appeal was the asymmetrical nature of its building forms that allowed for the floor plan to dictate the arrangement of the exterior, rather than the opposite.<sup>450</sup>

Applications of the style were relatively rare before World War I, but became immensely popular in the 1920s. This was due in part to new construction technologies such as brick veneering that made mimicking the masonry and stone homes of England more accessible to the middle class. The most modest interpretations

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<sup>450</sup> McAlester, 455, 466.



paired Tudor Revival forms, especially the dominant, sweeping front-facing gable, with simple, smooth stucco. Examples in Livermore are frequently this modest type.



Figure 60: Tudor Revival style residence at 315 N. P Street, June 2020.  
GPA Consulting.

## Registration Requirements

Context:	Architecture
Theme:	Period Revival
Sub-Theme	Tudor Revival
Statement of Significance:	Resources evaluated under this theme may be significant within the context of Architecture as an excellent example of the Tudor Revival style.
Period of Significance:	1925-1935
Period of Significance Justification:	The period of significance is 1925 to 1935, the years during which Tudor Revival was an architectural influence in Livermore.
Criteria for Evaluation:	<ul style="list-style-type: none"> <li>• National Register: C</li> <li>• California Register: 3</li> <li>• Local: iii</li> </ul>
Associated Property Types:	<ul style="list-style-type: none"> <li>• Residential (Single-Family)</li> </ul>



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<p>Eligibility Standards:</p>	<ul style="list-style-type: none"> <li>• Dates from the period of significance</li> <li>• Embodies the distinctive characteristics of the Tudor Revival style</li> <li>• Exhibits quality of design and craftsmanship</li> <li>• May also be significant within another context for association with important persons</li> <li>• May also be significant as important example of the work of an important architect or builder</li> </ul>
<p>Character-Defining Features:</p>	<ul style="list-style-type: none"> <li>• One to two stories in height</li> <li>• Steeply-pitched, gabled and/or hipped complex roof forms covered with shingle, slate or tile shakes,</li> <li>• Shallow or rolled eaves</li> <li>• Tall, prominent chimneys, sometimes with multiple chimney pots</li> <li>• Asymmetrical plans and elevations</li> <li>• Brick or stucco exterior, often in combination with decorative stone or half-timbering</li> <li>• Recessed entryways</li> <li>• Tall, narrow multi-light windows, often with diamond-light glazing and/or leaded glass</li> <li>• Battened doors with wrought iron hardware</li> <li>• Tudor or rounded arched door and window openings</li> </ul>
<p>Integrity Considerations:</p>	<ul style="list-style-type: none"> <li>• Should retain integrity of Design, Materials, Workmanship, Feeling, and Association</li> <li>• May have been converted to a new use, e.g., multi-family, office, or commercial</li> <li>• Setting may have changed due to ongoing development</li> <li>• Resource may have been relocated</li> <li>• Due to the rarity of this style in Livermore, an otherwise excellent example may have undergone some minor alterations, such as replacement windows within original openings</li> </ul>



## Theme: The Ranch House

After the end of World War II, the nation was in the midst of a housing crisis. The economic downturn of the Great Depression followed by the diversion of most available building materials to the wartime effort resulted in several decades of slowed construction rates. At the same time, the postwar population influx created new demand for housing. To address the crisis, huge quantities of compact, minimalist homes were constructed in the 1940s using guidelines published by the Federal Housing Authority. However, by the 1950s, the demand for housing had largely been met, and was replaced by a different demand. The modest homes of the 1940s were no longer considered adequate. American families were becoming more affluent and the growing middle class was eager for more space. The answer to meet this need was the Ranch house.<sup>451</sup>

There are several possible origins for the inspiration for the ubiquitous postwar Ranch home, including Frank Lloyd Wright's Usonian houses, but the person most frequently credited with its popularity is designer Cliff May. During the 1930s, May began designing informal single-story houses influenced by the rancho adobes of California's Spanish and Mexican periods. As his career progressed, he began incorporating Western elements into his designs, such as board and batten siding and wood shake roofs. The key characteristic of his designs, however, were the sprawling plans and the emphasis on indoor-outdoor spaces.<sup>452</sup>

Like many styles during the twentieth century, the Ranch house was presented to a wide consumer base through magazines and advertisements. Merchant builders and developers began constructing Ranch houses in large tracts and subdivisions across the country, often presenting prospective buyers with a selection of floor plans and exterior ornament. Developers of some upscale subdivisions sold the lots, marketing the development as a "custom home" tract and allowing the buyer to choose a house from stock plans. In rarer instances, the houses may be individually designed by an architect.<sup>453</sup>

As of 2020, the predominant land use in Livermore is single-family residential. Much of this residential construction has taken place since 1950, due to the rapid development that occurred with the creation of the two Livermore labs.<sup>454</sup> In Livermore, there are thousands of Ranch-type tract homes in the postwar neighborhoods surrounding downtown.

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<sup>451</sup> California Department of Transportation Division of Environmental Analysis, 70-71.

<sup>452</sup> Ibid., 72-74.

<sup>453</sup> Ibid., 72-78.

<sup>454</sup> City of Livermore, "Land Use Element" in *City of Livermore General Plan: 2003-2025* (2004, Amended 2013), 3-1, accessed May 2020, <http://www.cityoflivermore.net/civicax/filebank/documents/6093>.





Figure 61: Custom Ranch house with Midcentury Modern features at 4623 Almond Circle, June 2020.  
*GPA Consulting.*



Registration Requirements

Context:	Architecture
Theme:	The Ranch House
Statement of Significance:	Resources evaluated under this theme may be significant within the context of Architecture as an excellent example of a Ranch House.
Period of Significance:	1945-1975
Period of Significance Justification:	The period of significance begins in 1945 with the conclusion of World War II and ends in 1975, the survey and study end-date.
Criteria for Evaluation:	<ul style="list-style-type: none"> <li>• National Register: C</li> <li>• California Register: 3</li> <li>• Local: iii</li> </ul>
Associated Property Types:	<ul style="list-style-type: none"> <li>• Single-family residences</li> </ul>
Eligibility Standards:	<ul style="list-style-type: none"> <li>• Dates from the period of significance</li> <li>• Embodies the distinctive characteristics of the Ranch House, and may be further embellished as part of a substyle</li> <li>• Exhibits quality of design and craftsmanship</li> <li>• May also be significant within another context for association with important persons</li> <li>• May also be significant as an important example of the work of an important architect or builder</li> <li>• Due to the relatively ubiquitous nature of this building type/style, an individual resource would have to exhibit exceptional design features as compared with similar properties or be designed by a significant architect or builder</li> </ul>
Character-Defining Features:	<ul style="list-style-type: none"> <li>• One story height</li> <li>• Low-pitched roof, typically gabled or cross-gabled, and often with wide eaves</li> <li>• Rambling, irregular plan</li> <li>• Indoor-outdoor spaces like patios and breezeways</li> <li>• Garages on street-facing elevations</li> <li>• Large picture windows, often horizontally oriented; early examples may have divided-light windows while later examples will have windows with large uninterrupted panes of glass</li> <li>• The standard Ranch house form is often elaborated with decorative elements and building features intended to evoke the appearance of Asian, Midcentury Modern, Dutch, or American Frontier architecture</li> </ul>
Integrity Considerations:	<ul style="list-style-type: none"> <li>• Should retain integrity of Location, Design, Materials, Workmanship, Feeling, and Association</li> <li>• Setting may have changed due to ongoing development</li> </ul>



- Due to their more recent construction in residential neighborhoods, a resource evaluated under this theme is unlikely to have been relocated or converted to a new use, e.g., office or commercial



## Prominent Persons

Properties in Livermore may have a significant association with the lives of persons who made important contributions to history within one or more of the above contexts under National Register Criterion B or California Register Criterion 2, and/or Livermore Criteria ii, with two exceptions:

- Properties associated with a group or family rather than an individual should be evaluated under National Register Criterion A, California Register Criterion 1, and/or Livermore Criterion i.
- Properties that represent the work of an architect, engineer, builder, or other similar professional should be evaluated under National Register Criterion, California Register Criterion 3, and/or Livermore Criteria iii<sup>455</sup>

Any property that has a well-documented and important association with an individual who has made justifiably significant contributions to the history of Livermore, the state, or nation within one of the above contexts may be evaluated for significance. Among these individuals may be philanthropists, entrepreneurs, politicians, artists, authors, prominent citizens, or innovators.<sup>456</sup> Properties associated with prominent persons in a city's history are typically only significant at the local level.

## Registration Requirements

Statement of Significance:	Resources evaluated under this theme may be significant for their association with a person who has made important contributions to the history of Livermore, the state, or the nation.
Period of Significance:	-1975
Period of Significance Justification:	The period of significance will depend on the dates and length of a property's historic association up to 1975, the survey end date.
Criteria for Evaluation:	National Register: B California Register: 2 Local: ii
Associated Property Types:	<ul style="list-style-type: none"> <li>• May vary</li> </ul>
Eligibility Standards:	<ul style="list-style-type: none"> <li>• Has a well-documented association with the individual; this documentation may include city directories, census records, and tax assessor records</li> <li>• Has a significant association with an individual's productive career, e.g., a person's home, place of business, or office during the time when they made their significant contributions</li> </ul>

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<sup>455</sup> "Guidelines for Evaluating Resources Associated with Significant Persons in Los Angeles," *Los Angeles Citywide Historic Context Statement* (City of Los Angeles Department of City Planning Office of Historic Resources: November 2018), 2.

<sup>456</sup> For additional guidance, see Beth Grosvenor Boland, *Guidelines for Evaluating and Documenting Properties Associated with Significant Persons* (United States Department of the Interior, National Park Service, Cultural Resources), <https://www.nps.gov/subjects/nationalregister/upload/NRB32-Complete.pdf>.



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	<ul style="list-style-type: none"><li>• A passing or speculative association, such as an individual staying at a place of lodging, does not suffice for eligibility</li></ul>
Character-Defining Features:	<ul style="list-style-type: none"><li>• Character-defining features will depend on the type of property, period of significance, and reason for association</li></ul>
Integrity Considerations:	<ul style="list-style-type: none"><li>• The property should retain the essential physical features it had during the period of significance: <i>would this person recognize the property if they were to see it at the time of evaluation?</i></li></ul>



## Works of a Master

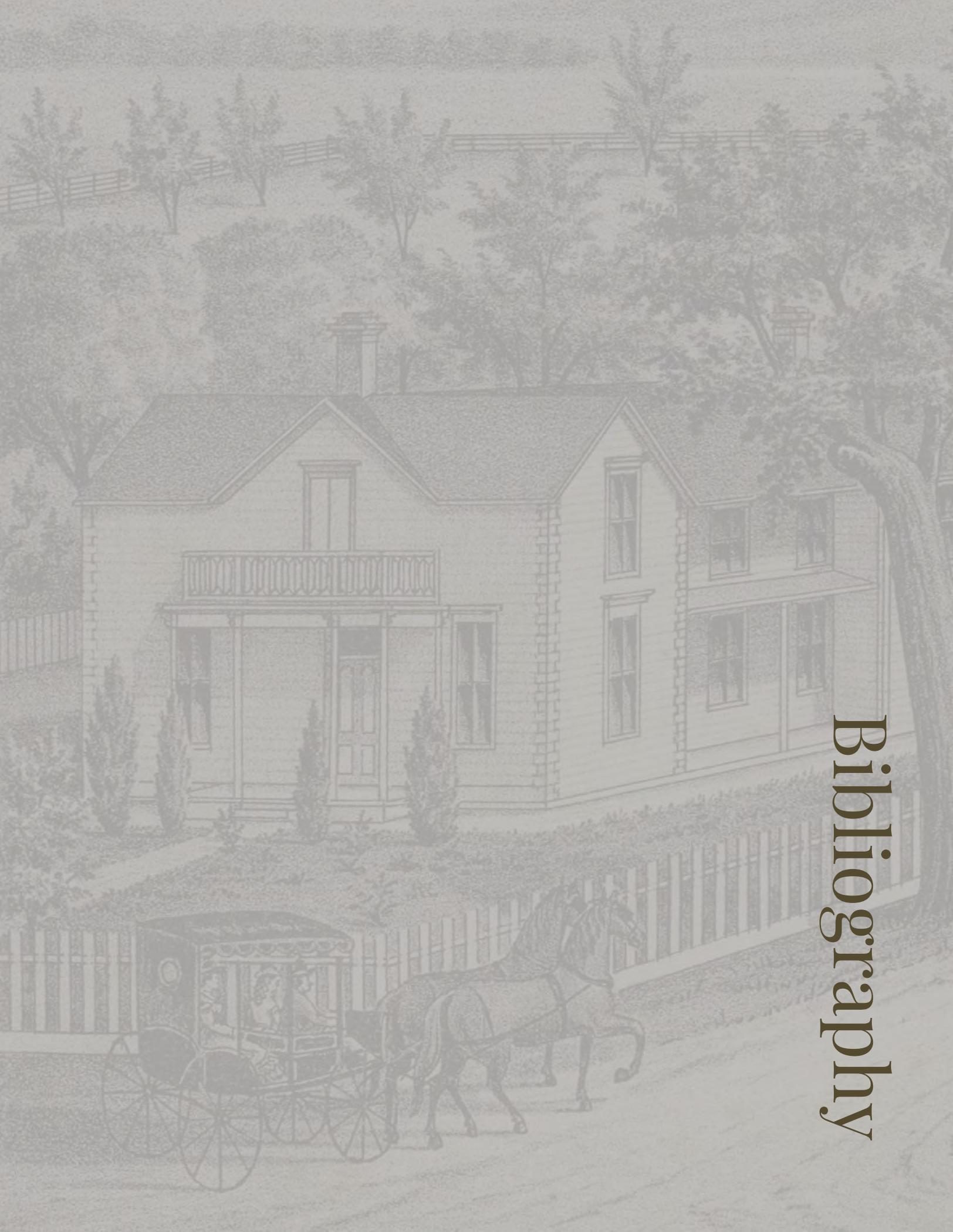
Buildings or structures in Livermore may represent the work of a master under National Register Criterion C or California Register Criterion 3, and/or Livermore Criteria iii. A master is “a figure of generally recognized greatness in a field, a known craftsman of consummate skill, or an anonymous craftsman whose work is distinguishable from others by its characteristic style and quality.” This is distinct from being prolific, and often means an architect, builder, engineer, or other similar craftsman who had a measurable impact on their respective field and the built environment, such as Greene and Greene or Frank Lloyd Wright.

However, a building or structure is not eligible simply by virtue of being designed or built by a known master. It must be an important example within their body of work that represents a technical or aesthetic achievement, a significant point in their career, or otherwise significant aspect of their work. Additional guidance can be found in the National Register Bulletin *How to Apply the National Register Criteria for Evaluation*.

## Registration Requirements

Statement of Significance:	Resources evaluated under this theme may be significant for representing the work of a master.
Period of Significance:	-1975
Period of Significance Justification:	The period of significance under Criterion C will typically be the year of construction up to 1975, the survey end date.
Criteria for Evaluation:	National Register: C California Register: 3 Local: iii
Associated Property Types:	<ul style="list-style-type: none"> <li>• May vary</li> </ul>
Eligibility Standards:	<ul style="list-style-type: none"> <li>• Created by an individual who is of demonstrable significance within their respective field</li> <li>• Represents an aesthetic or technical achievement, a significant phase, or important aspect in the career of that individual</li> <li>• Being a prolific or early figure in a specific field does not necessarily constitute a “master”</li> </ul>
Character-Defining Features:	<ul style="list-style-type: none"> <li>• Character-defining features will depend on the type of property, period of significance, and reason for association</li> </ul>
Integrity Considerations:	<ul style="list-style-type: none"> <li>• The property should retain the essential physical features that convey its importance in the career of a master</li> </ul>





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Livermore Public Library

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# City of Livermore

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