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United States Department of the Interior
National Park Service



National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name California Cotton Mills Company Factory
other names/site number California Cotton Mills

2. Location

street & number 1091 Calcot Place

N/A	not for publication
N/A	vicinity

city or town Oakland
state California code CA county Alameda code 001 zip code 94606

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:
 national statewide X local
Carol Roland-Nawi 12-6-2012
Carol Roland-Nawi, Ph.D., State Historic Preservation Officer Date

California State Office of Historic Preservation

In my opinion, the property meets does not meet the National Register criteria.
Signature of commenting official _____ Date _____
Title _____ State or Federal agency/bureau or Tribal Government _____

4. National Park Service Certification

I hereby certify that this property is:
X entered in the National Register determined eligible for the National Register
 determined not eligible for the National Register removed from the National Register
 other (explain:) _____
[Signature] 1/30/2013
Signature of the Keeper Date of Action

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5. Classification

Ownership of Property
(Check as many boxes as apply.)

- private
- public - Local
- public - State
- public - Federal

Category of Property
(Check only one box.)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

INDUSTRY / Manufacturing

Current Functions
(Enter categories from instructions.)

DOMESTIC / Multiple Dwelling

7. Description

Architectural Classification
(Enter categories from instructions.)

OTHER / Daylight Factory

Materials
(Enter categories from instructions.)

foundation: Concrete
walls: Brick
Concrete lintels
roof: Composition
other: Timber columns
Composite girders (interior)

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The California Cotton Mills Company Factory, a City of Oakland Landmark, is an early twentieth century factory and attached warehouse. It was rehabilitated and now contains 74 live/work residential studios with the warehouse serving as parking garage. The factory retains its key original design elements of proportion, massing, architectural vocabulary, and elements. The factory is comprised of four similar brick elevations, and is rectangular in plan, measuring approximately 250' x 125' with clock towers at the north and east corners. The east tower has a functioning clockwork and retains its historic connection to the Jingletown neighborhood and the railroad line to the northeast. The elevations are marked by large bands of steel sash windows below white painted concrete lintels. The building is supported by regularly spaced wood columns and composite girders. The columns are knee braced to the girders, tied back to the masonry, and flanked by the elements of the seismic retrofit that was a part of the recent residential conversion. Steel X braces run below the original floors, which are wood framed, spanned by heavy timber, and topped with a maple finish floor. The factory/warehouse is located on one of two parcels in the triangular area between Calcot Place, the railroad, and the I-880 highway that divides the factory from other remnants of the California Cotton Mills complex. The northwestern wall of the attached finished materials warehouse turned parking garage is part of the original 1880s mill complex.

Narrative Description

Explanatory Note Regarding Directions

With regard to the orientation of the building and compass direction references, the main façade (parallel to the railroad lines) is identified as the northeast elevation, the rear elevation (looking toward the estuary) as the southwest elevation, and the building sides as the northwest and southeast elevations. The four corners of the building correspond to compass directions with the east corner on Calcot Place near the 22nd Avenue railroad overpass, the south corner farther along Calcot Place near the freeway, the west corner is at the rear of the building in close proximity to the freeway, and the north corner at the far end of the main elevation. The north and east corners of the building are identifiable by a tower at each corner.

Site

The factory setting remains densely built and industrial in character. The topography of the site is flat and the nearest natural feature is the Oakland estuary, an area historically associated with shipyards and industry. The feeling of the site is defined by transportation, light industry, and manufacturing with residential on the periphery. Numerous transportation corridors immediately border the site, including the Southern Pacific Railroad right of way directly to the northeast, the elevated BART (Bay Area Rapid Transit) track beyond, and I-880 to the west. The Nimitz Freeway, as this portion of I-880 is known, slices through the full extent of the original site, leaving portions of the original mill complex on both sides of the highway. Pockets of residential enclaves that pre-date the mill's construction and remnants of the mill complex west of the freeway continue to convey the mixed industrial and residential character that was characteristic of the site at the time of the factory's construction in 1917.

The factory is enclosed by new metal post fencing with an industrial look. The building abuts the street only on the southeast face, and pedestrian circulation around the building is not possible due to the highway and fencing. To the northeast of the building and running parallel with the main façade are active railroad tracks. The open space to the northeast of the building has a desolate, unkempt character and litter is found amid grasses and shrubs, which appear to be naturally occurring as opposed to landscaped. Alongside the active railway lines, there are additional tracks and railcars that appear to be abandoned. Immediately in front of the building's main façade, on the northeast side, is a gated parking lot. This space maintains the feel of an industrial loading area, with roll up doors and loading dock area. Along the southwest façade there is a wedge shaped parking lot between the building and the Nimitz Freeway. A concrete block wall was added as part of the loft conversion and runs the length of the southwest parking lot.

The second parcel in the triangular area between Calcot Place, the railroad, and I-880 is not part of this nomination. To the northwest of the factory's parcel is a gravel lot filled with vehicles, including police, ambulance, and military surplus vehicles. This lot previously contained several remnants of the 1880s mill complex which were demolished in 1979. At the

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far end of the lot in the north corner is an incomplete building referred to in the 1903 Sanborn map as the raw material warehouse.¹ This building was partially truncated by the highway, and its southwest wall was re-built as part of the highway construction in 1953. The other three walls remain intact although the adjoining buildings are gone. The most notable feature is a large door in the southeast elevation where the mills' rail spur passed through the building. This portal served as the area where large bales of Central Valley cotton were unloaded from box cars on a large concrete pad, a process captured on film in 1924.² Records in the City of Oakland Planning Department indicate that the ruins of the mill buildings that date to 1883 on both the east and west sides of the freeway may be among the earliest industrial buildings remaining in Oakland.³ The structure and buildings demolished in 1979 included a brick smokestack and a series of warehouses parallel to the rail lines.

The California Cotton Mills Company Factory

The brick building is four stories, rectangular in plan, measuring approximately 250' x 125' with clock towers at the north and east corners. Each of the building's four elevations has distinctive brickwork with corbelled brick pilasters. Bands of metal sash windows and concrete lintels painted white contrast with the red brickwork of the exterior wall planes. The concrete lintels are pre-cast, as is the concrete coping. The balance of the top of the concrete parapet was poured in place. The flat roof is concealed behind brick parapets and is covered in a built up roofing system.

The building is supported by regularly spaced wood columns and composite girders. The masonry walls are 16" thick at the lower stories and 12" thick at the upper stories. The building is constructed on a concrete foundation, and the first floor is concrete on earth fill.⁴ The second and third floors are wood framed, with rough cut 3"x8" wood floors, laminated with 60 penny nails and finished with 1" maple flooring. The fourth floor is even thicker, using similar 3"x8"s topped with 3"x12" boards laid flat and finished again with 1" maple flooring. The roof construction is 4" thick. The girders are constructed of heavy timber with metal tie-rods posted off of the timber in various configurations. The tie-rods have threaded turnbuckle tensioners. These composite girders run in the northwest/southeast direction and the relatively slender wood columns are knee braced at right angles to the girders. Concrete shear walls and seismic reinforcing were added as part of the loft conversion, and is discussed in depth in the Alterations subsection that begins on page five.

Two prominent towers flank the northeast elevation. The towers are topped with flag poles, flying the American flag and California state flag. The south tower incorporates an intricate, functioning, clockwork with large round faces on three sides of the tower. The clockwork mechanisms remain in their original location and are in excellent condition and working order. The north tower has inset brickwork that mimics the clock faces of the south tower. The northeast-facing sides of the towers display important dates in the history of the California Cotton Mills: "1883," the year the company was founded, appears on the northeast face of the north tower; "1917," the year of the factory's construction, appears on the northeast face of the east tower. Telephone antennae located on the roof are visible above the northeast and northwest elevations.

All four elevations are identical with regard to materials, organization of the façades, and arrangement of elements. The corbelled brick pilasters divide the building into regular bays, and the thin pilasters allow a high proportion of the wall plane to be given over to glazing, sometimes referred to as an "engineer's glass wall" design. Strong horizontals are expressed by the bands of metal sash windows and concrete lintels. Straight parapets run along all four sides with each tower terminating in a slightly gabled or peaked parapet with a painted wall surface within the gable. Despite the strong pair of corner towers, glazing dominates the exterior of the building conveying a generally lightweight feeling as opposed to that of heavy masonry bearing wall buildings.

The southwest, or rear, elevation overlooks the freeway and is now one of the building's most exposed and visible elevations, although this was not the case at the time of construction. The rear elevation is the location of an original stairwell, which protrudes from the square plan. The stairwell is not centered on the rear elevation and is smaller and less decorative than the building's two distinguished corner towers. On the rear elevation a roll-down grate has been installed in one of the original window openings near the south corner.

The southeast, or street, elevation looks toward parts of the Jingtowntown neighborhood with a mix of residences and light industrial buildings. The southeast elevation is consistent with the other elevations, as it has recently been restored to its

¹ Sanborn Map of Oakland, 1912-1952, updated, Volume 2, Sheet 223.

² Prelinger Archives, California Cotton Mills, 1924.

³ "Historic Context: Unreinforced Masonry Buildings in Oakland, 1850-1948," *URM Survey Volume 1*, Oakland Cultural Heritage Survey, 1994.

⁴ A.C. Griewank, "California Cotton Mills' New Building," *The Architect and Engineer*, November 1917, 71.

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historic appearance during the loft conversion. Window and door openings along the ground level that were previously bricked over were re-opened and reglazed using reclaimed windows from the southwest and northwest elevations.

The northwest elevation is consistent with the other elevations. Like the southeast elevation, the northwest elevation retains its historic appearance, except at the ground floor where, in the 1940s, an adjoining warehouse was created by roofing over a passageway between buildings. This attached wood trussed warehouse is part of the nominated property and is now used as a parking garage. The additional originally spanned from the exterior wall of the 1917 factory to the original 1880s mill. This addition to the mill complex was made in the 1940s and was used for the storage of finished material.⁵ Large wood trusses create a clear span barrel vault interior over what was formerly East Valdez Street. The trusses bear on wood columns which are tied back to the 1880s masonry wall. This northwestern wall has a series of corbelled pilasters in between fenestration openings with rounded brick jack arches. The brick pilasters of this 1880s remnant wall are partially intact and the fenestration openings have been filled with poured in place concrete, but still remain visible from what is now the interior of the building. The bricks are thinly coated in white paint which has worn off and has a moderate amount of staining. The northeast end of the building provides an opening to the exterior with a wide roll-up door and is the primary access to the space. A flat canopy of wood framing provides an overhang along the length of the northeast face, which retains its appearance as a loading dock. Skylights run along both edges of the low-arched roof within. The rear, or southwest, wall of the building is not perpendicular to the others. It is part of a long curved brick wall with multi-lite windows that parallels the highway, and was constructed at the time the highway bisected this warehouse.

In November 1917, *The Architect and Engineer* published an article titled "California Cotton Mills' New Building," written by the building's architect, A.C. Griewank. The article gives excellent information about the building at the time of its completion and provides insights into the architect's intent and concern for aesthetics for a strictly utilitarian building:

A pleasing exterior effect was obtained without extra cost by the use of concrete lintels over the windows and concrete coping on top of the parapet wall, which were painted white after being placed. Brick pilasters and the utility towers at the front corners, in which a clock and medallion are inset, add greatly to the appearance of the building.... One of the important features of the building is the abundance of light. Nearly the entire wall area on the four sides are Fenestra solid steel sashes with ribbed glass, which gives the maximum possible light for the openings. The interior surfaces are painted white with a final coat of egg-shell gloss which makes the light ideal.⁶

Noteworthy interior elements are composite girders with heavy timber webs and metal bottom chords, tongue and groove walls in the stairwells, suspended rolling fire doors, and the functioning clockworks on the top floor of the east tower. The building was also originally equipped with a sprinkler system.⁷ The concern for fire safety is evident in the use and construction of the towers. Two sets of stairs run from the roof to street level, making the circulation of entrances and exits from floor to floor and for fire escapes, "exceptionally fine" for its time.⁸ Each stair has a direct exit and brick fire walls separate the towers from the main floor areas. Suspended automatic fire doors remain in place at each opening to the stair towers. The doors were manufactured by the Yager Sheet Metal Company of Oakland. The floor and stairs on the southwest elevation are built of reinforced concrete and wind around a concrete conduit measuring 4' x 3', in which electric wires are brought to each floor.

Alterations

The four-story factory at 1091 Calcot Place stands at the former intersection of Railroad Avenue and Kennedy Street (now Calcot Place) that, upon its construction, was considered an addition to the mill's existing single-story buildings, adding 105,000 square feet of floor space to the plant.⁹ The lot upon which the new building was constructed was previously occupied by several dwellings including a two story building of flats, though other lots forming the parcel were vacant.¹⁰ In the 1880s the California Cotton Mills location was determined based on proximity to rail and water connections. Oakland's industrial areas expanded greatly during the interwar period, including the expansion of the mills with this new factory. California Cotton Mills stayed greatly intact until the 1953 construction of I-880, formerly State Highway 17. The freeway bisected the original parcel of the historic California Cotton Mills property at a diagonal, passing close to the west corner of the factory. Prior to the freeway construction, at the rear of the building were a number of

⁵ Sanborn Map of Oakland, 1912-1952, updated, Volume 2, Sheet 223.

⁶ Griewank, 71-74.

⁷ Griewank, 71.

⁸ Ibid.

⁹ Ibid.

¹⁰ Sanborn Map of Oakland, 1902-1903, Volume 2, Sheet 223.

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ancillary buildings, housing the separate functions of a crate shop, dye shop, boiler, and machine shop. The freeway now separates the factory building from the outbuildings on the west side of the freeway that were once part of the original mill complex. The California Cotton Mills Company Factory remains on the eastern corner of the historic parcel along with small remnants of the 1880s historic fabric. While the building remains set amidst a group of industrial and residential buildings that convey a sense of the original setting, the immediate surroundings were altered by the construction of the highway. California Cotton Mills closed in 1954, shortly after the highway bisected the site.

Modifications to the California Cotton Mills Company Factory include the removal of two single-story elements from the northeast elevation. Originally, the building had a single-story office block protruding from the main façade. More stylized than the larger utilitarian mill building, the office block differed in character and architectural style, as it was carried out in a Gothic Revival style with exterior elements of brick and stone and an elaborate recessed, arched entrance centered on the main elevation. The administrative office block was 3 bays deep and 9 bays wide with the entrance at the center. Just southeast of the office block, another single-story element projected from the main elevation at the eastern corner of the building. Smaller in size, and nearly square in plan, the employee entrance and time clock were housed in this extension at the building front.¹¹ The single story building that housed the administrative offices and the employee entrance at the east corner were removed at an unknown date between 1953 and 1979. In the place of the office block a somewhat makeshift, flat-roofed overhang supported by five tall poles was constructed to allow for covered parking. This overhang is presumed to have been constructed at the time the factory was adapted for use as a self-storage facility. The parking overhang was removed during the conversion to loft-residences.

The main elevation was oriented toward the railroad tracks along the northeast property boundary, originally the most exposed and visible side to passersby. The original signage over the main elevation read "California Cotton Mills" in prominent capital *sans serif* lettering that spanned the top of the parapet. The building's distinctive architecture, prominence of the signage, and the building's four story height made this the centerpiece of the cotton-producing complex. The original signage was removed during the same time span as the demolition of the gothic revival office space. The main elevation is perhaps the most changed from its original appearance. Ground floor openings on the northeastern face which had been filled in with brick were replaced with salvaged original windows as part of the loft conversion. It is unclear if these openings were at any time glazed, as they originally were abutted by the office space. It was also determined during the loft conversion that the northeast parking lot had been overlaid to raise the surface 6 to 10 inches above the level of the ground floor. A new concrete slab was poured in place of the asphalt overlay. A 2' square reveal pattern that was uncovered during the re-grading process was recreated in the new slab, and it also revealed two to three previously buried courses of brickwork on the northeast face. The general ground floor appearance of the northeastern side, while not matching the original condition, now more closely matches the historic conditions of the other three façades.

Original steel sash windows remained during the time the factory was used as a self-storage warehouse. In some areas, panes of opaque yellow fiberglass replaced the original wired glass. The replacement panes detracted from the building's integrity. As part of the loft conversion the windows on the southwest and northwest elevations were replaced with true-divided windows with sound absorbing insulated glass units to match the appearance of the original steel sash windows. All steel sash windows which remained in place have been restored to their original condition. The small amount of surviving original ¼ inch wire glass lites were used to re-glaze the stair tower on the southwest elevation. Salvaged windows from the southwest and northwest elevations were used to replace bricked over openings on the northeast and southeast elevations as previously discussed.

Originally, the building's two distinguished corner towers served a variety of purposes, heralding the presence of the successful textile company and using architecture to make a statement. The company was identifiable from a distance and from the trains that ran on the parallel tracks. In addition to being pleasing aesthetically, the clockface was positioned at the top of the eastern tower, the point of the building closest to, and within the sightlines of, the employee homes in Jingtletown. However, the towers were primarily designed to serve fully utilitarian purposes, housing stairwells, a service elevator shaft at the north tower, restrooms, and men's and women's locker rooms on each floor level. A third stairwell located off center at the rear elevation is smaller and less decorative, but part of the original construction. By moving services and circulation into the towers, the architect was able to maximize the open span and leave a clear floor space for manufacturing and production. The second and third floors were originally identical in plan, as was the fourth floor, though the columns on this floor are more slender.

¹¹ Sanborn Map of Oakland, 1912-1952, updated, Volume 2, Sheet 223.

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On the interior there have been significant changes over time. The factory building was converted to loft apartments in 2006. Prior to the conversion the factory served as a self-storage warehouse that was advertised as "business storage." Lightweight interior partitions had been installed as individual storage units. The partition walls, removed during the conversion, did not extend to the underside of the ceiling and were instead roofed with mesh over simple wood framing. The loft conversion project consisted of constructing 74 work live studios; 17 on the ground floor, and 19 on floors 2 thru 4. The live/work studios are all similar in layout in that they have one bathroom, an open kitchen, and either a small sleeping loft on floors 2 and 3, or a larger open mezzanine bedroom on floors 1 and 4. In all cases the interior partition work of the conversion was held back away from the windows, and all the interior walls follow the structural grid of the building. The conversion is largely invisible from the exterior. All existing lead-wrapped fire doors were retained in the units.

Additionally, two new stairways were installed, as was a new Americans with Disabilities Act (ADA) compliant passenger elevator. The building previously had three stair towers; the ones at the north and west corners of the building were incorporated into the work-live studios. Circulation is now via a central hallway that connects the new stairways, passenger elevator, and the original freight elevator.

Despite the repeated conversion of interior use, the interior finishes have remained the same. The interior brick walls were only washed if the original paint existed, or painted to match the historic off-white if they had subsequently been repainted. The post and beam heavy timber construction which defines the interior experience to the building is, in all spaces, readily visible. No posts or beams were buried inside new demising walls for the live/work studios. Where damaged hardwood floors had been replaced with plywood in the past, especially on the fourth floor, custom milled maple was installed in the same pattern as the original.

The appearance of the interior was also affected by the seismic retrofit that was carried out as part of the loft conversion. The most noticeable elements are the new interior reinforced concrete shear walls that rest on new two feet thick, 10 feet wide footings that are anchored by 60 foot long pilings sunk into the alluvial soils. These shear walls rise from the footings to the underside of the roof in two locations in the building. These shear walls decrease in size as they rise towards the roof. In conjunction with the shear walls, there are steel collectors and X-braces mounted in plane with floors to collect the building load back to the shear walls. Anchoring the brick walls to the building is accomplished by a complete steel frame on the inside of the building at every grid line and every floor that is attached to the brick via 22 degree angled bolts epoxied into the brick walls. These attachments are not visible from the exterior. Additionally, there are steel braces to support the parapets, and they are attached in a similar fashion.

Integrity

Location

The California Cotton Mills Company Factory retains its integrity of location. The building remains in its original footprint located southwest of the Southern Pacific Railroad right of way.

Design

The factory retains a high degree of design integrity. Originally designed by A.C. Griewank as a California Cotton Mills addition, this four-story building with prominent corner towers and a parapet is intact with the exception of the single-story administrative offices and employee entrance (now demolished) that were located off the main elevation. Though pedestrians use a side entrance on Calcot Place, the main elevation remains the principal entrance to the building for people arriving by car and serves as a loading bay. Apart from the removal of the office block and employees' entrance, the California Cotton Mills Company Factory retains all the key elements of the original design, such as the building's proportions, massing, architectural vocabulary, and architectural elements.

Setting

The factory retains a moderate degree of integrity in its setting. The immediate area retains its industrial setting with adjacent residential neighborhoods, similar to the character of the area at the time of the building's construction. While much of the original mill complex no longer exists, the factory maintains its strong relationship to the rail line. The southeast façade of the building maintains its original relationship to the street and the mixed industrial and residential Jingtowntown neighborhood. The original setting of the building has been significantly impacted by the Nimitz Freeway, other roadwork, and by the 1979 demolition of the 1880s brick mill buildings. The site between the factory and the 1880s raw material warehouse that once contained these outbuildings is now a gravel lot filled with vehicles. This use, the adjacent freeway, and the disconnect between the mill buildings on either side of the freeway detract from the setting's integrity.

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Materials and Workmanship

The factory retains a high degree of integrity of its materials and workmanship. Exterior building materials are original and include brick, concrete lintels and coping, and steel sash windows. On the interior, original timber columns and girders remain. The building retains a large amount of original materials and historic fabric. The original construction epitomizes early twentieth century "fire-proof" building technologies, construction techniques, and noteworthy craftsmanship, all of which contribute to its integrity.

Association

The factory is locally significant, not only for its architecture, but also for its emblematic role of the development of the cotton industry in the City of Oakland and the western United States. The building remains largely unchanged from its 1917 appearance and, despite the removed mill signage, continues to convey its historic associations.

Feeling

The California Cotton Mills Company Factory is an excellent example of an early twentieth century utilitarian building. Due to its industrial setting, retention of character defining features, and excellent condition, the factory largely retains its original feeling. The integrity is high as an individual building. As a part of the historic California Cotton Mills complex, integrity is impaired due to the removal of significant 1880s buildings and the re-configuration of the parcel due to the 1953 highway construction.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

INDUSTRY

ARCHITECTURE

Period of Significance

1917 to 1954

Significant Dates

1917

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Arthur C. Griewank, Civil Engineer

Period of Significance (justification)

Oakland reached its zenith as an industrial center from WWI to the end of WWII. The 1917 construction of the four story factory marked the beginning of a boom of industrial expansion in Oakland and Emeryville. California Cotton Mills closed operations at this site in 1954, one year after the Nimitz Freeway sliced the complex in half.

Criteria Considerations (explanation, if necessary)

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The California Cotton Mills Company Factory is significant at the local level under National Register Criteria A and C. Under Criterion A in the area of Industry, the California Cotton Mills Company Factory is significant as an early pioneer in the industrialization of the East Bay, a defining characteristic in the history of Oakland and the East Bay. The factory is also emblematic of the interwar boom of industrial development and was constructed on the leading edge of that boom. California Cotton Mills was instrumental in the development of the cotton and textile industry in the western United States, and was founded at a time when California was transitioning from a gold rush industry to one dominated by agriculture and manufacturing. Under Criterion C in the area of Architecture, the factory is one of the most important examples of early twentieth century "engineer's industrial" construction that remains in Oakland. The factory marks a key point in the development of this type of construction as a hybrid combining the use of brick masonry, precast concrete, and composite girders to achieve large open floor plans with façades predominantly composed of glazing. The design of the factory acknowledges the importance of the railroad in the development of industry in Oakland and the East Bay, in a manner that no other existing building does.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Industrial Significance

The California Cotton Mills Company Factory is significant at the local level under National Register Criterion A as an example of the interwar boom of industrial expansion. This industrial boom represents Oakland's zenith as a west coast industrial center, and remains key to the identity of Oakland and the East Bay today. The factory is also the most significant building of the California Cotton Mills Company, one of the pioneering industries founded at a time when California was emerging from an economy based on gold-mining into an era of agriculture and manufacturing.

The California Cotton Mills were inaugurated on August 22, 1883, in a series of single-story brick buildings. Textile manufacturing was considered one of the pioneering local industries at the vanguard of Oakland's tremendous industrial growth in the twentieth century. In the early 1880s California farmers were beginning to establish cotton crops. In 1883 William Rutherford, a Scotsman with experience in the linen and cotton industries, immigrated to Oakland seeing the potential of a cotton industry on the West Coast and recognizing Oakland's rail and water connections as ideal for establishing a cotton milling plant. The California Cotton Mills were founded as a cotton, flax, hemp, and jute manufacturing enterprise by Rutherford who became the superintendent of the plant. Rutherford was joined by his brother-in-law John Yule Millar in the mills' founding. The mills were set up at their present location along the southeast side of the Southern Pacific Railroad between 22nd Avenue and East Valdez (later renamed Cotton Street). The mills were said to be the largest textile mills west of Chicago throughout the mills' lifetime, and directly responsible for the initiation of cotton growing in the Imperial and San Joaquin Valleys of California.¹²

The initial success of the California Cotton Mills and the impressive quality of the cotton coming from Bakersfield prompted the mill owners to offer cotton seed free of charge to farmers for cultivation.¹³ By 1930, the cotton industry in the Imperial Valley and San Joaquin Valley totaled 319,000 acres. As conditions in the West changed, the plant altered its products to remain profitable and in later years no longer manufactured hemp, jute, or flax, but was solely a cotton-producing concern. During World War I and World War II, the plant played a role in the war effort, producing comforters, canvas, tents, toweling, and parachutes. At various periods in its history it employed as many as 1,000 workers and its products included towels, damask, and expensive patterned drapery cloth for distribution in the West, the Pacific Rim, New Zealand, and Australia. Other items were cotton and wool batts, table padding, upholstery felts, and comforters filled with cotton, wool, and down with silk, rayon, or cotton coverings. At its peak, it turned out a greater variety of cotton wares than any other plant in the United States. California cotton growers were unable to supply all the cotton the plant required. Subsequently, cotton was imported from Texas, Oklahoma, Arizona, Java, China, and India to supply the California Cotton Mills.¹⁴

¹² Betty Marvin, "CA DPR Resource Record for 1091 Calcot Place," September 30, 1995.

¹³ Beth Bagwell, "Inside Those Brick Walls," *The Montclarion*, February 14, 1979.

¹⁴ "California Cotton Mills to Close Historic Plant," *The Oakland Tribune*, June 30, 1954.

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In 1928, California Cotton Mills, which by then had three mills in Alabama, also expanded into the business of cotton products for automobiles, forming a new company National Automotive Fibres, Inc. National Automotive, founded by John Rutherford Millar, the son of founder John Yule Millar, was eventually headquartered in Detroit, but the Oakland Division was housed in the buildings on the west side of the freeway across from the California Cotton Mills Company factory. From four plants in 1928 the new company grew to include a total of ten plants, including three in Canada. Although National Automotive and California Cotton Mills merged in 1949, National Automotive was not affected when the mill closed in 1954. By that time the plant employed approximately 200 workers.¹⁵

While California Cotton Mills was active, it provided economic stability in the Fruitvale neighborhood. At the start, the company brought skilled textile workers from Scotland to train the locals. *The Oakland Tribune* reported in 1888 that the majority of the mill employees were girls and young women who were gaining expertise in operating mill machinery.¹⁶ During the Depression, the company maintained a payroll of over \$1.5 million. California Cotton Mills was described as a leading employer in east Oakland for 70 years.¹⁷

Oakland

During the interwar period, Oakland reached its zenith as an industrial center. Led by its expansion of the port and the development of the Oakland airport in 1920, Oakland outstripped San Francisco in terms of industrial production by the 1930s. The breaking of the Southern Pacific's monopoly of the Oakland waterfront in 1907 was also an early contributor to this period of growth, with the introduction of the Western Pacific Railroad in 1910. In their Historic Context Statements, the Oakland Cultural Heritage Survey cites California Cotton Mills as an example of this interwar expansion of waterfront industry, with the 1917 construction of the four story factory addition.¹⁸

A report prepared for the City of Oakland at the time the building received local landmark status states that the mill and its employees were holders of numerous patents for new processes and textile machinery designed, developed, and entirely built on the floor of the mill, including the world's largest dryer felt looms ever manufactured (later used by Crown Zellerbach paper company which converted them for use in producing paper products). Mill products were distributed worldwide under trade names including "Imperi" and "Seine Twine."¹⁹

The factory is located in close proximity to a residential neighborhood known as "Jingletown," also known as the North Kennedy Tract. The tract was named for the area's local farm owner and later developer who built the first homes in the area in the 1880s. The land previously cultivated as orchards and nurseries became known as the Fruitvale district. Bordered by East 11th Street, the Nimitz Freeway, 23rd, and 29th Avenues, the Jingletown neighborhood is adjacent to Fruitvale. The construction of California Cotton Mills at the corner of Railroad Avenue and East Valdez Street in 1883 must have been an impetus to development of the area as seventy houses were built on the Kennedy Tract by 1890.²⁰ Between the 1880s and 1940 the area shifted from agricultural uses and became an industrial cluster of canneries, factories, and mills, with smaller adjacent streets lined with homes of the workers employed by these companies. Originally a predominantly Portuguese neighborhood, other early settlers were German or Italian. The tightly-knit community centered around the neighborhood school, Lazear School, the parish church, Mary Help of Christians, and the industrial enterprises that employed the residents. This area did not officially become part of the City of Oakland until annexation in 1909, which explains the still-palpable sense of a separate neighborhood identity.

Now hemmed in by urban and industrial areas, Jingletown retains a small town character distinguished by Victorian houses and cottages with yards and trees. Until the 1960s the streetlights were fueled by gas.²¹ Over time, the ethnic composition of Jingletown changed as Latinos and African Americans arrived. The area now reflects primarily Hispanic influences, culture, and population.

¹⁵ "California Cotton Mills to Close Historic Plant," *The Oakland Tribune*, June 30, 1954; "A Cotton Pickin' Bit of History," *The Oakland Tribune*, March 27, 1965.

¹⁶ Bagwell.

¹⁷ "Oakland Mazda Lamp Division," (*Unreinforced Masonry*) URM Survey, Oakland Cultural Heritage Survey, 1994.

¹⁸ "Historic Context: Industry in West Oakland, 1840-1945," URM Survey Volume 30, Oakland Cultural Heritage Survey, 1994.

¹⁹ City of Oakland, Landmark status report on 1091 Calcot Place, 1979.

²⁰ Jingletown vertical file, Oakland History Room, Oakland Public Library.

²¹ "Jingletown," *The Catholic Voice*, August 19, 1971.

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Anecdotes referring to the origin of the name "Jingletown" vary, but all are based on a similar premise that the neighborhood was identifiable by the sound of jingling pocket change of the Portuguese-American residents. At the time, California Cotton Mills paid their daily wages in coin.²² The association of successfully employed immigrants and a prosperous California textile industry indicate the positive economic impact of California Cotton Mills in the first half of the twentieth century.

Architectural Significance

The California Cotton Mill Company Factory is significant at the local level under National Register Criterion C as one of the most important examples of early twentieth century "engineer's industrial" construction that remains in Oakland. The factory is a truly unique hybrid combining the use of brick masonry, precast concrete, and composite wood and metal girders to achieve large open floor plans with façades predominantly composed of glazing without the use of reinforced concrete.

California Cotton Mills was founded between the Southern Pacific railway and the Oakland estuary in an area that was not yet a part of Oakland. The industrial areas of west and central Oakland were heavily parcelized and not amenable to industries that demanded more than a city block in area for efficient operations. The agricultural land was easily converted in large swaths for industrial development as well as the co-location of housing for the factory employees whose numbers at some points topped 1,000. The mills were one of the earliest adopters of this type of development in east Oakland. The interwar boom period saw the construction of many other industries in a similar manner including the 1920s construction of the 57th Avenue industrial district comprised of various industries including General Electric. Most industries sprawled in low rise, often single story construction, across undeveloped east Oakland, while the California Cotton Mills Company Factory rises four stories with corner towers up to five.

Most of Oakland's early industrial developments were very closely associated with the transcontinental rail lines which terminated in Oakland. The California Cotton Mills Company Factory's massing and orientation are strong indicators of the importance of the rail lines at the time of construction with the primary façade and towers addressing passersby who were traveling by rail at that time. The mid-century development of the interstate highway system paralleled the original railroad lines, and thus had a large impact on many of Oakland's industrial properties, including California Cotton Mills.

There are very few Oakland industrial properties of the scale and monumentality of the California Cotton Mills Company Factory which remain today. One surviving example, the Oakland Mazda Lampworks, is located at 1614 Campbell Street in west Oakland. The Lampworks is a contemporary of the California Cotton Mills Company Factory. Constructed in 1910 and 1917 by a Division of General Electric Corporation, the Lampworks occupies a single city block in west Oakland. Within a few blocks of the Oakland Central Station, the Lampworks once had a rail spur to connect to the rail system. Smaller in size and having a façade dominated by brickwork rather than glazing, the Lampworks relies on 6' tall roof monitors to introduce light to the production floor. The Lampworks evokes a similar feeling to the California Cotton Mills Company Factory, despite the drastically different surroundings. The two buildings have similar brickwork and parapets, while the Lampworks uses pronounced features to set off the urban street entrances, compared to the California Cotton Mills Company Factory towers which make more of a further reaching address to the rail line. These two fine examples of early twentieth century construction are connected by more than aesthetics and vintage, as the Lampworks building was home to a 1963 revival of the California Cotton Mills Company. California Cotton Mills produced twine, rope, and maps in the former GE plant until about 1980.²³

Design

The California Cotton Mills Company Factory is a transitional design in the development of industrial construction in Oakland, between the older, brick bearing wall buildings, and the new industrial aesthetic of daylight, open plan, large span industrial space being pioneered by Albert Kahn in the 1903 Packard Motor Car Company factory building Number 10, which was the first major use of concrete framing in an automobile factory.²⁴ This was to accommodate flexibility and reconfiguration of large industrial process lines, but also to eliminate oil soaked heavy timber floors which represented a fire hazard. While the 1917 construction still made use of heavy timber wood floors, these prime concerns of fire protection and large-span daylight spaces are obviously present in the construction of the California Cotton Mills Company Factory. The factory's construction shows the very quick transition of construction methods that accompanied

²² "Walk Along the Water," Oakland Museum of California, October 1996 - May 1997.

²³ "Oakland Mazda Lamp Division," *URM Survey*, Oakland Cultural Heritage Survey, 1994.

²⁴ R.W. Steiger, "Albert Kahn: Pioneer in concrete industrial architecture," The Aberdeen Group, 1988.

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the interwar period of industrial expansion in the East Bay. Its design draws a link between the load bearing brick masonry buildings with small openings that were predominant in the East Bay at the turn of the century, to the predominantly concrete buildings that were built in the interwar period.

The American Bag Company warehouse, located at 288 Harrison Street in Oakland, is a contributing building to the Oakland Waterfront Historic District. This building was also constructed in 1917 and represents the historic scale and construction method of industrial buildings in the East Bay up to that point in time. Load bearing brick walls necessitate deep and narrow window openings, and result in a building façade that is dominated by brick. The American Bag Company warehouse is a lovely example of these design ideas, with glazed yellow brick details throughout and corbeled cornice brickwork similar to the type of ornamental corbeling what was used in the now mostly demolished 1880s portions of the mill complex.

The Western Paper Box Company building, located at 1155 Fifth Street in Oakland, was a very early example of the theme of transitioning away from the brick masonry bearing wall. This building, completed in 1905, also made use of heavy timber columns and framing. It, however, incorporated reinforced concrete block masonry construction using poured concrete and Ernest Ransome's patented cold twisted square steel reinforcing bars. This building is an extremely rare, if not unique, use of reinforced concrete block prior to 1906. The use of this construction did not appear to be for the same motivations as was present in the construction of the California Cotton Mills Factory, as the window openings remain relatively small in comparison to the factory. The Oakland Cultural Heritage Survey conjectures that it was employed for purposes of structural stability, considering the marshlands that bordered the site at that time. This building, similarly to the California Cotton Mills Company Factory, has been converted for use as loft apartments and artists' studios.²⁵

The Dalziel warehouse, located at 737 Second Street in Oakland, represents the final transformation of construction techniques from the load bearing masonry techniques of the American Bag Company warehouse to the modern ideals of an Albert Kahn automotive factory. The Dalziel warehouse is a 1920 construction that is part of the afore-mentioned Southern Pacific Railroad Industrial Landscape District. This four story building makes efficient use of the "newly acceptable" reinforced concrete. While taking advantage of the new building material, the façade of the Dalziel warehouse only offers a slightly more generous amount of glazing, and when compared to the California Cotton Mills Company Factory, shows just how remarkably light and airy the façade of the factory is, without the use of reinforced concrete. While not an outstanding example of a reinforced concrete building, the Dalziel warehouse's position in quick succession after the factory's construction shows how quickly the ideas of the automotive factory took hold. The majority of industrial buildings constructed after this time were of reinforced concrete, and show the unique and brief period of time where the factory's hybrid girders and large concrete lintels on load bearing brick masonry would have been used.²⁶

The California Cotton Mills Company Factory, while constructed the same year as the American Bag Company warehouse, has exceptionally large steel sash windows, with inset operable sashes, similar in operation to those widely used in concrete automotive factories. While the factory was not constructed of concrete frame, the large window openings are accomplished with the use of deep precast concrete lintels, whose construction was begun at the same time the foundation of the factory was started. Two holes were cast for hoisting and positioning the large lintels, and a continuous kerf was cast along the bottom to engage the steel sash windows.

The brick masonry exterior, while minimal, is disengaged from the heavy timber floors except at anchor locations. In the construction, the floors above were constructed before the exterior masonry walls. This eliminated the need for very tall scaffolding to construct the four story building. Masons instead worked from "low horses" to construct the exterior wall below each finished floor.²⁷ The floor girders are comprised of a composite of wood and metal. Heavy timber construction is augmented with the addition of metal tie arms with turnbuckle tensioners. These tie arms are swaged to through-bolts near the exterior walls and post off of a metal "T" at the midpoint, to form a rudimentary king post truss. These construction methods are certainly conscious efforts to introduce daylight and extend interior free areas in a similar manner as the modern building practices that were becoming wide-spread in the automotive industry.

²⁵ "Wempe Bros-Schmidt-Western Paper Box Co." *URM Survey*, Oakland Cultural Heritage Survey, 1994.

²⁶ "Southern Pacific Railroad Industrial Landscape District," *Historic Resource Inventory*, Oakland Cultural Heritage Survey, 1994.

²⁷ Griewank.

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The California Cotton Mills Company Factory was designed to be economical and cutting edge for its time. Its siting and development pattern was a self-conscious effort on the part of its founders to develop the East Bay as a manufacturing center. The founders sought state of the art advice from Scottish textile manufacturing experts. The completed complex was an integrated design that was intended for highly specialized functions. This was a true modern industrial construction, in contrast to construction such as for the American Bag Company warehouse, where all functions were contained in one multi-purpose facility. The modern design incorporated interstory penetrations, drive shafts, and belts running through tunnels in the floor, condensed distribution of utility services in the spine of stairways, a fire suppression system, and automatic fire doors.²⁸

Architect

The architect of the California Cotton Mills Company Factory was Arthur C. Griewank, C.E., a civil engineer with offices in San Francisco. At the time of the construction of the California Cotton Mills Company Factory, Griewank was a resident of Oakland and worked for the Harbor Commission in San Francisco.²⁹ By the early 1920s Griewank had moved to San Francisco and was residing at 1746 Bush Street, remaining a resident of the Lower Nob Hill/Western Addition neighborhood at various addresses throughout the 1940s.³⁰ In 1928 Griewank was listed as a building contractor and real estate agent working from offices at 46 Kearney Street.³¹ In 1942 Griewank was listed in the City Directory as a civil engineer with offices at 870 Market Street.³²

As an engineer working for the Port of San Francisco, Griewank was responsible for several waterfront projects, including Pier 3 and the shed building (1918), Pier 26, the bulkhead, façade and shed (1912 and 1915), and Pier 35, the bulkhead, pier and shed (1916).³³ In 1930 Griewank designed an impressive Art Deco office building, the Eng-Skell Company Building at 1035 Howard Street. The building displays dramatic Art Deco detailing in the form of pylons emerging from the pilasters above the roofline. Griewank was the architect of various apartment buildings in San Francisco including the Graymoor Apartments at 970 Geary Street (1922).

Developmental history/additional historic context information (if appropriate)

9. Major Bibliographical References

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²⁸ "Historic Context: Industry in West Oakland, 1840-1945," *URM Survey Volume 30*, Oakland Cultural Heritage Survey, 1994.

²⁹ R.L. Polk City Directory, San Francisco, 1917-1918.

³⁰ R.L. Polk City Directories, San Francisco, 1920-1942.

³¹ R.L. Polk City Directory, San Francisco, 1928.

³² R.L. Polk City Directory, San Francisco, 1942.

³³ Architectural Resources Group, *Port of San Francisco Historic Resources Data Base*, November 1996.

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: Oakland Cultural Resource Survey, Planning Department, City of Oakland.

Historic Resources Survey Number (if assigned):

10. Geographical Data

Acreage of Property 1.32 acres
(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>10</u>	<u>567 197</u>	<u>4181 648</u>	3	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u> </u>	<u> </u>	<u> </u>	4	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary Description (Describe the boundaries of the property.)

The property is bound on the southeast by Calcot Place. The southern boundary is formed by an extension of Livingston Street. The southwest boundary is the I-880 Nimitz Freeway. The northwest boundary is the property line that runs parallel to the 1880s remnant wall of the 1940s finished materials warehouse addition, and separates the factory property from the gravel lot. The northeastern boundary is again a property line, which runs along the northeastern face of the factory building, not the railroad, due to the fact that the adjoining gravel lot parcel extends to Calcot Place at this face and encompasses the northeastern parking lot.

Boundary Justification (Explain why the boundaries were selected.)

Extent of Alameda County assessor's parcel number 19-55-10

11. Form Prepared By

name/title Alan R. Dreyfuss, Associate Principal and Andrew J. Bishop, Associate II³⁴

organization Wiss, Janney, Elstner Associates, Inc. date 12 November 2012

street & number 2000 Powell Street, Suite 1650 telephone (510) 428-2907

city or town Emeryville state CA zip code 94608

e-mail adreyfuss@wje.com abishop@wje.com

³⁴ First draft June 2003 prepared by Architectural Resources Group; first submission May 2009 prepared by Francis M. Rush III.

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Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: California Cotton Mills
City or Vicinity: Oakland
County: Alameda County State: California
Photographer: Francis Rush (all photos)
Date: As noted

Photo Log

0001. East tower, looking west.	August-September 2012
0002. North tower, looking south.	August-September 2012
0003. North tower.	August-September 2012
0004. South corner looking north.	August-September 2012
0005. Southwest elevation, looking northeast.	August-September 2012
0006. Southwest elevation, looking north.	August-September 2012
0007. North entrance.	August-September 2012
0008. Northeast elevation, roll-up door.	August-September 2012
0009. East tower door, looking southeast.	August-September 2012
0010. Southeast elevation, entry to suite 115.	August-September 2012
0011. Southeast elevation, entry to suite 116.	August-September 2012
0012. Southeast elevation, main pedestrian entry.	August-September 2012
0013. Entrance to southwest stair tower.	August-September 2012
0014. Inside west corner of garage, looking west at 1880s wall fragment.	September 2010
0015. Inside garage, looking southeast at entry and new ramp.	September 2010
0016. Lobby with framed historical photos of California Cotton Mills.	September 2010
0017. Freight elevator door at second floor.	September 2010
0018. Second floor hallway.	September 2010
0019. Southeast suite 301, composite beam.	September 2010
0020. Southeast suite 301, composite beam.	September 2010
0021. Northeast suite 215, view of railroad beyond.	September 2010
0022. West corner suite 207, composite beam and mezzanine.	September 2010
0023. West corner suite 207, view of I-880 beyond.	September 2010

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- 0001. Site plan, map data ©2012 Google.
- 0002. Photo key, site survey, 2002.
- 0003. Photo key, ground floor plan.
- 0004. Photo key, second floor plan.
- 0005. Photo key, third floor plan.
- 0006. Fourth floor plan.
- 0007. California Cotton Mills Company Factory under construction, 1917. Image courtesy Calisphere.
- 0008. California Cotton Mills illustration. Image published in *The Oakland Tribune Year Book*, 1927.
- 0009. Aerial photograph, Nimitz Freeway under construction, 1953. Image courtesy Oakland Cultural Heritage Survey
- 0010. Photograph of 1880s remnants and Nimitz Freeway, 1979. Image courtesy Oakland Cultural Heritage Survey.
- 0011. Photograph of north tower clockworks, 1979 or earlier. Image courtesy Oakland Cultural Heritage Survey.

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name Removed at request of National Park Service
street & number _____ telephone _____
city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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Map Data ©2012 Google

Figure 1. Site Plan. The solid black outline indicates the present parcel boundary containing the 1917 factory and 1940's warehouse addition. The black dash dot outline is the extent of the pre-1903 cotton mill complex and the white dashed outline is the 1880's raw material warehouse on the adjacent parcel.

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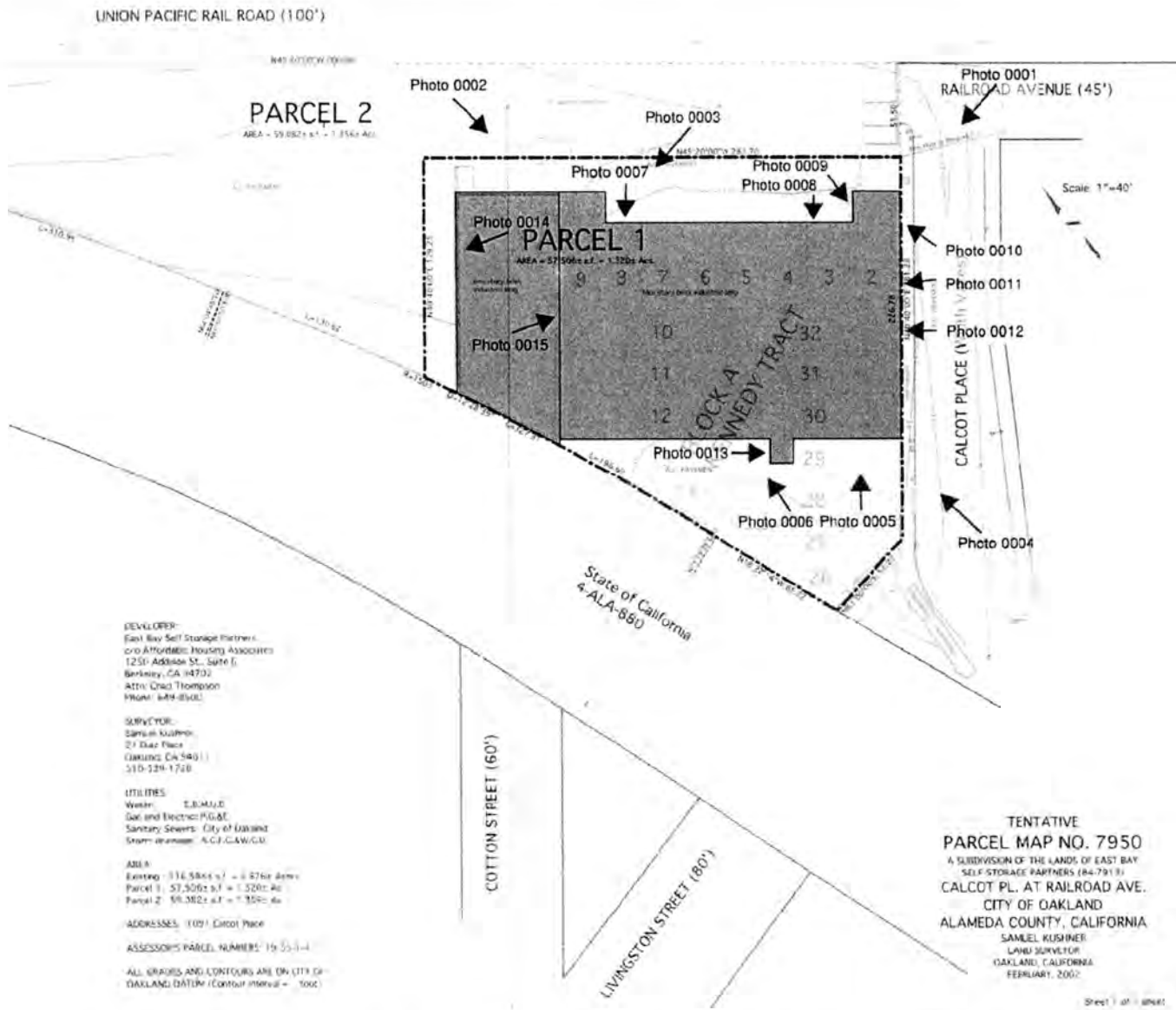


Figure 2. Photo Key: site survey from 2002, existing structures have been shaded in grey, and property highlighted with a dash/dot line; note that parcel number listed in survey is not the same as present.

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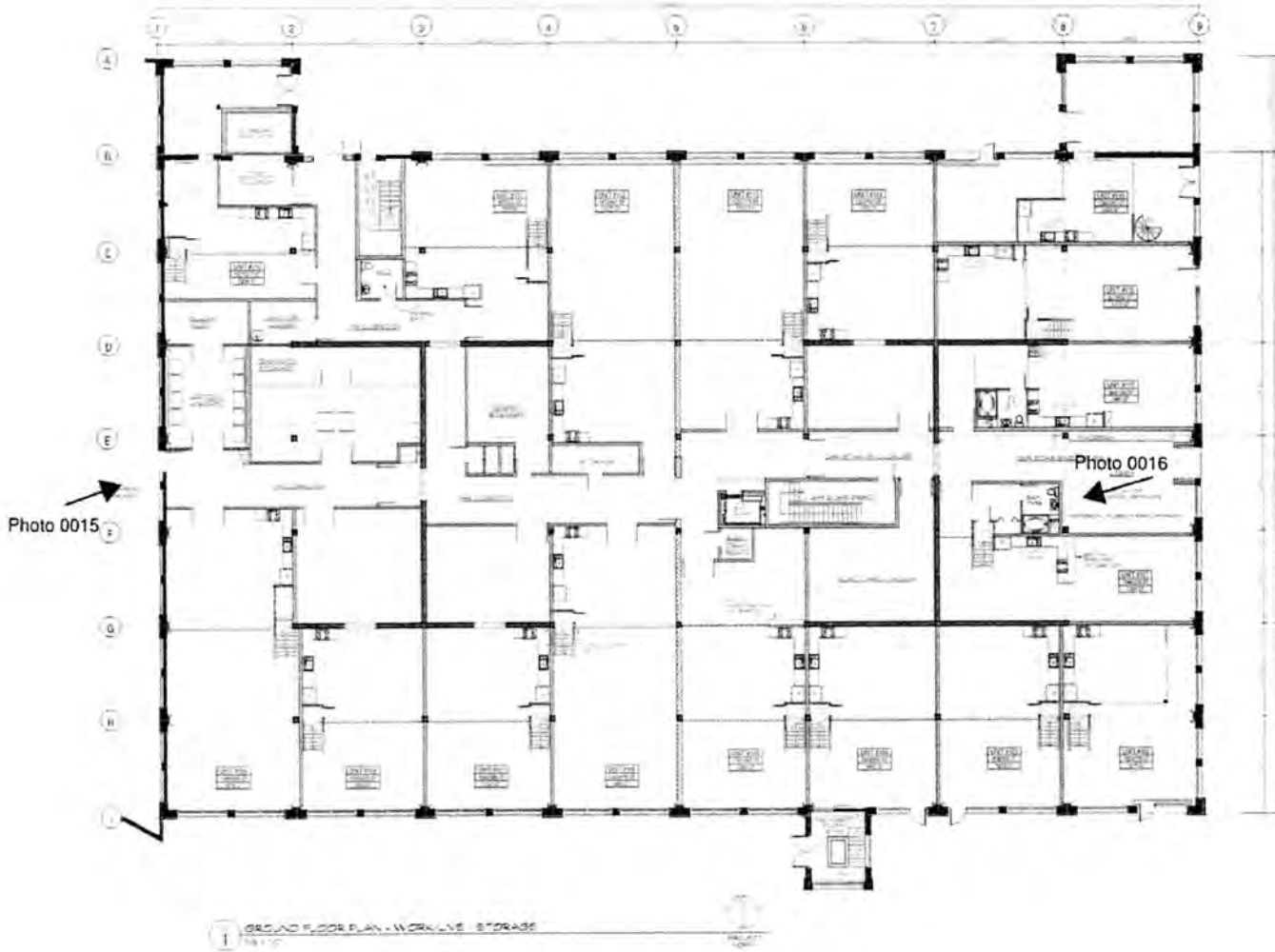


Figure 3. Photo Key: ground floor plan, note the attached garage to the west is not shown.

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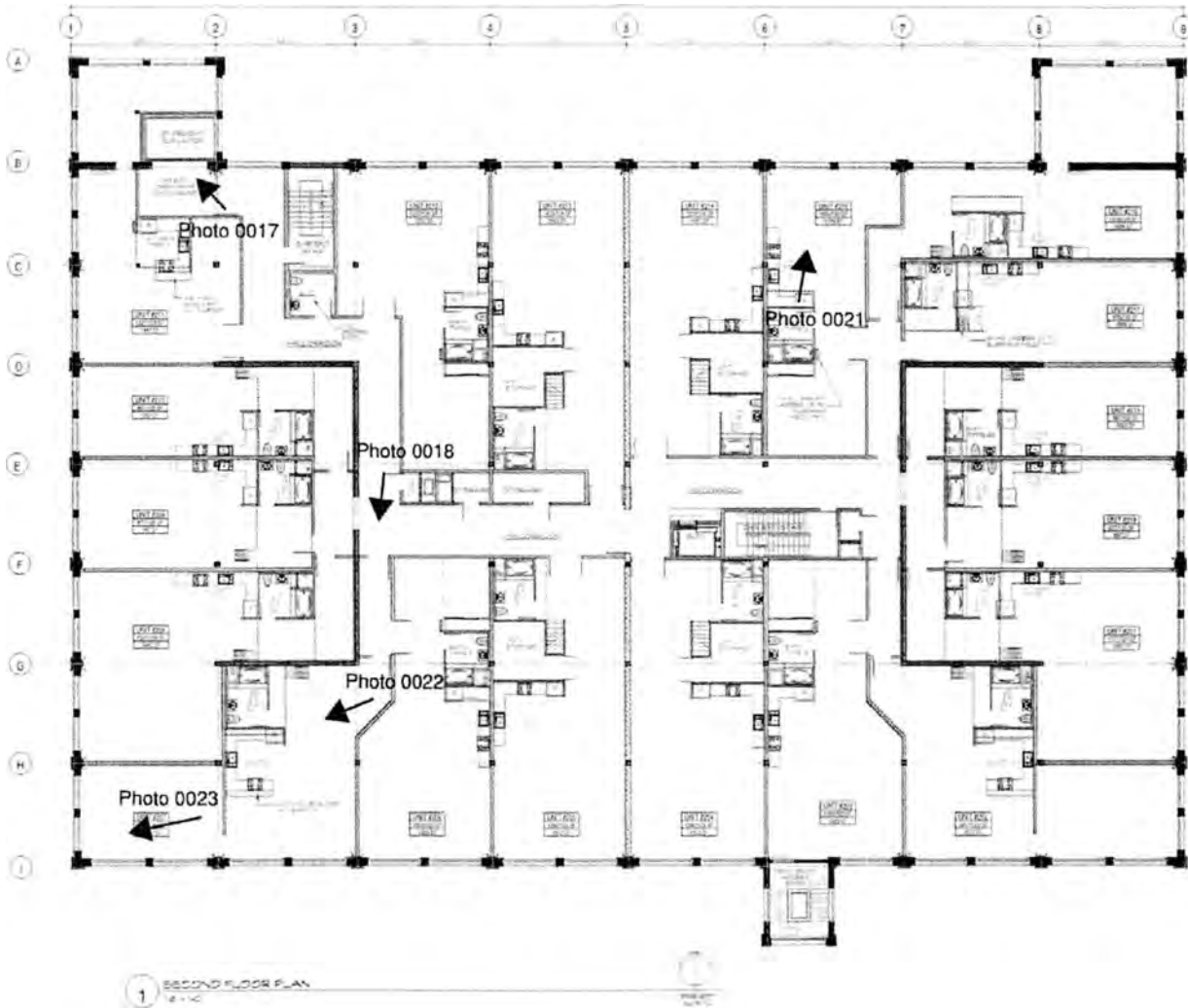


Figure 4. Photo Key: second floor plan.

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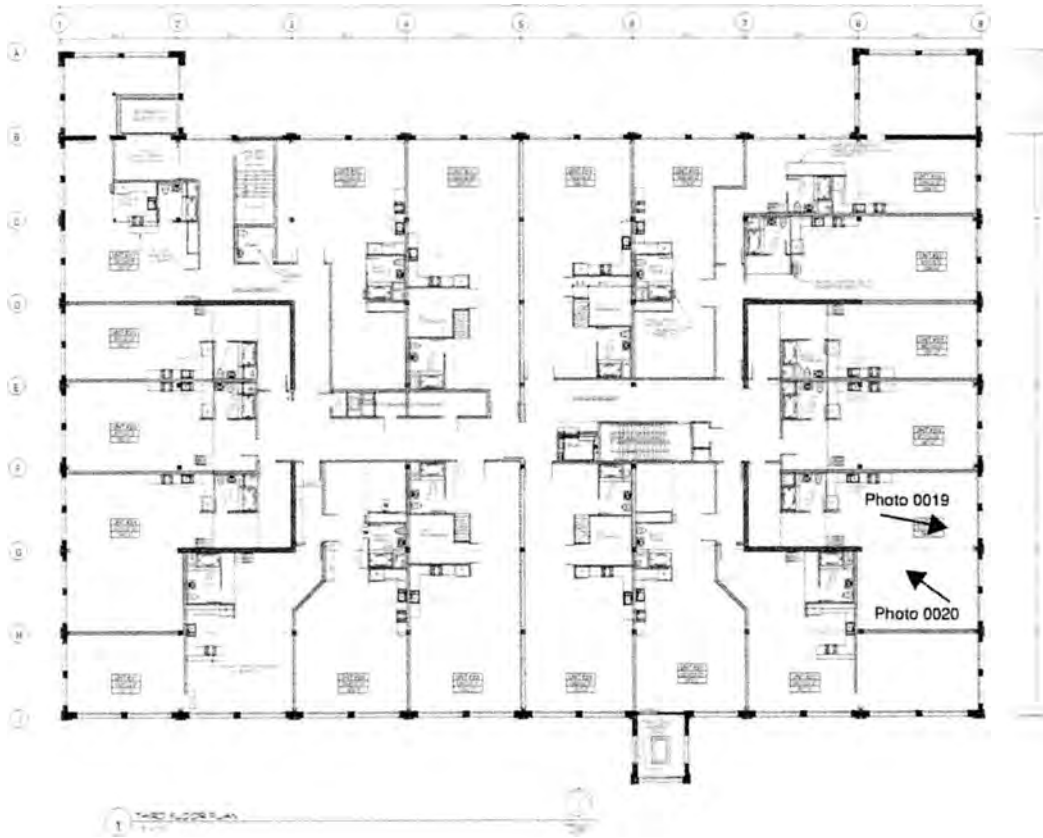


Figure 5. Photo Key: third floor plan.

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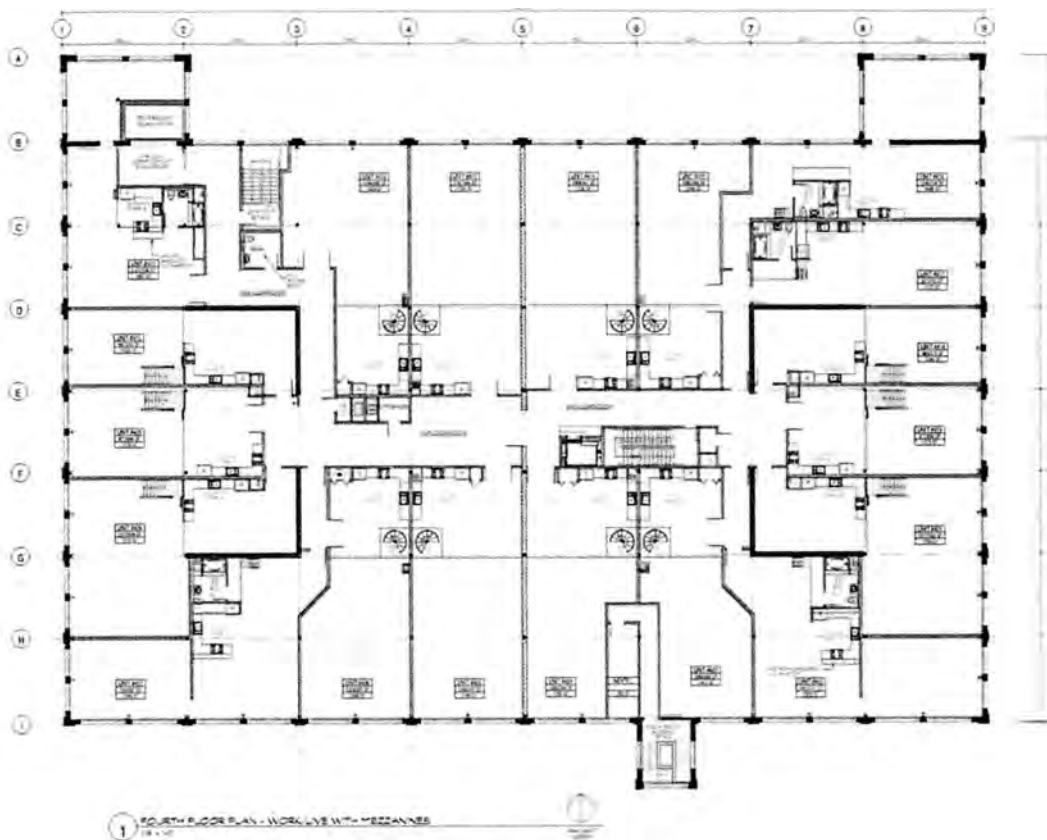


Figure 6. Fourth floor plan.

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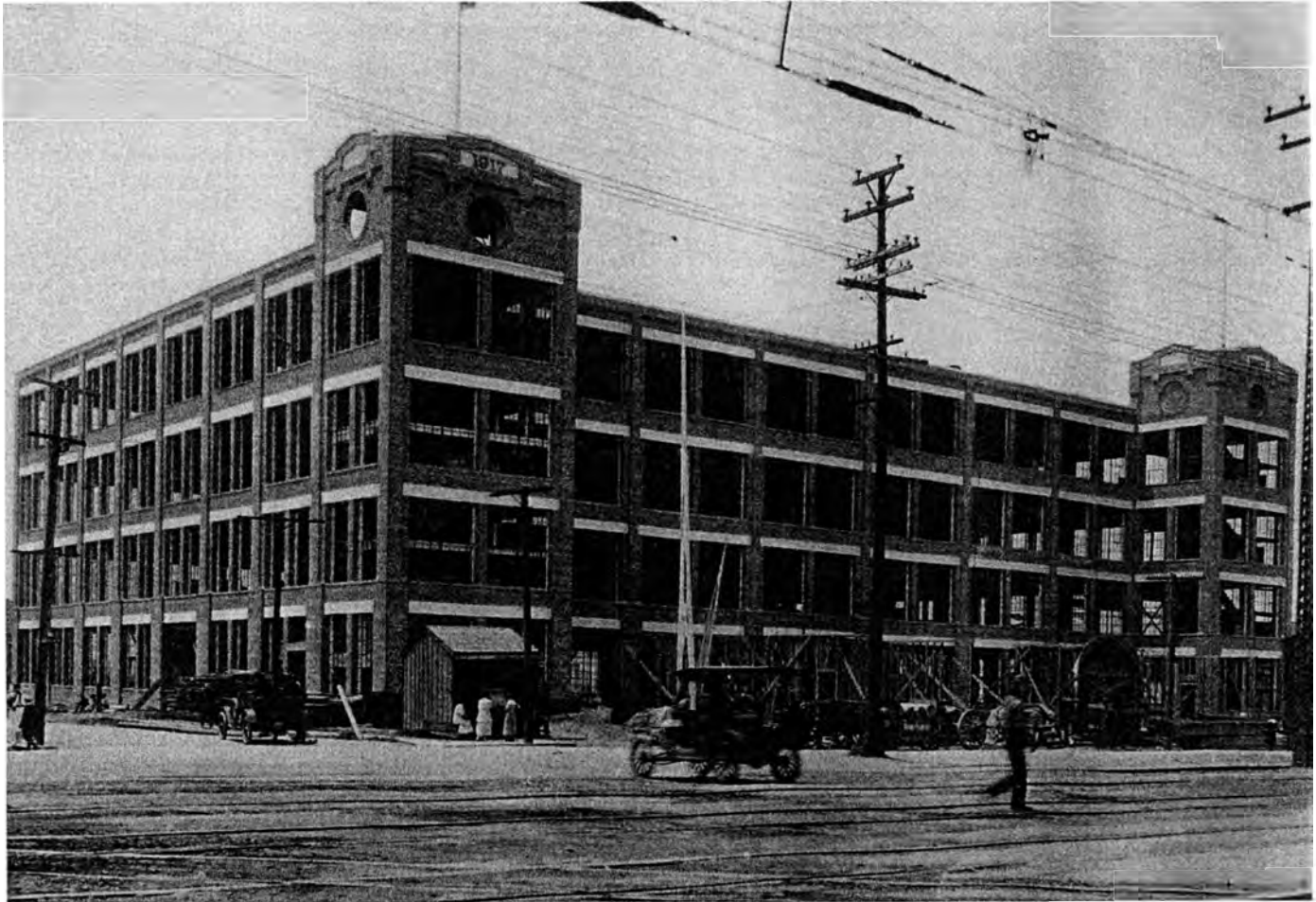


Figure 7. California Cotton Mill Factory under construction, viewed from the east. Image courtesy Calisphere.

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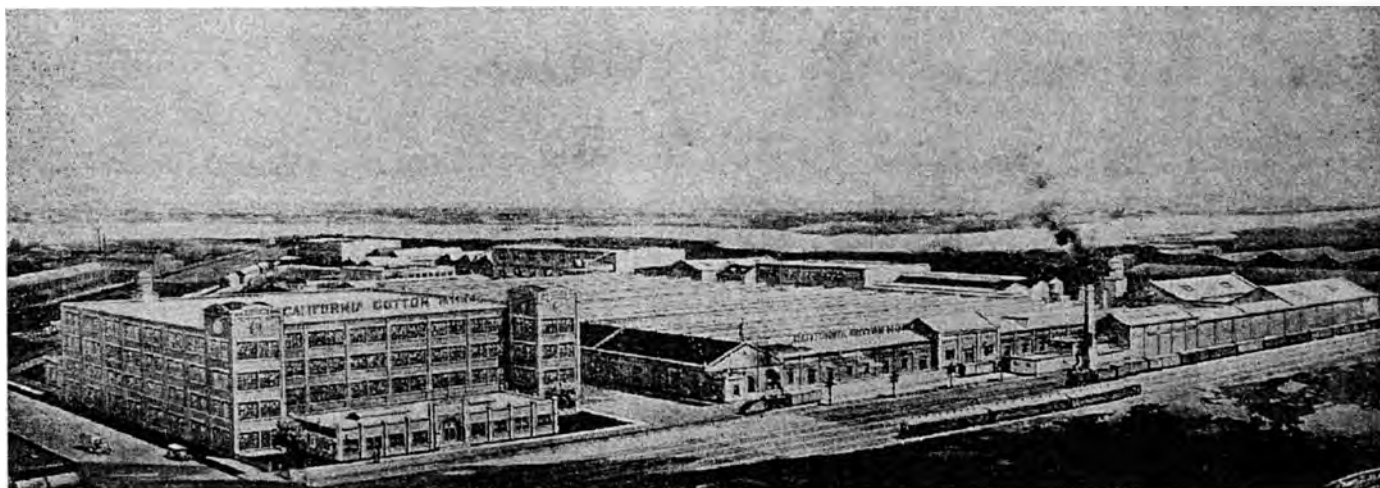


Figure 8. California Cotton Mills viewed from north. Image published in Tribune Year Book, 1927.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Name of Property
California Cotton Mills Co. Factory
County and State
Alameda County, California
Name of multiple listing (if applicable)

Section number Additional Documentation

Page number: 9



Figure 9. Aerial photograph, Nimitz freeway (I-880) under construction, 1953 or earlier. Image courtesy OCHS.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Name of Property
California Cotton Mills Co. Factory
County and State
Alameda County, California
Name of multiple listing (if applicable)

Section number Additional Documentation

Page number: 10



Figure 10. Photograph looking northwest, view of 1880's remnants and Nimitz freeway (I-880), 1979 or earlier. Image courtesy OCHS.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Name of Property California Cotton Mills Co. Factory
County and State Alameda County, California
Name of multiple listing (if applicable)

Section number Additional Documentation

Page number: 11

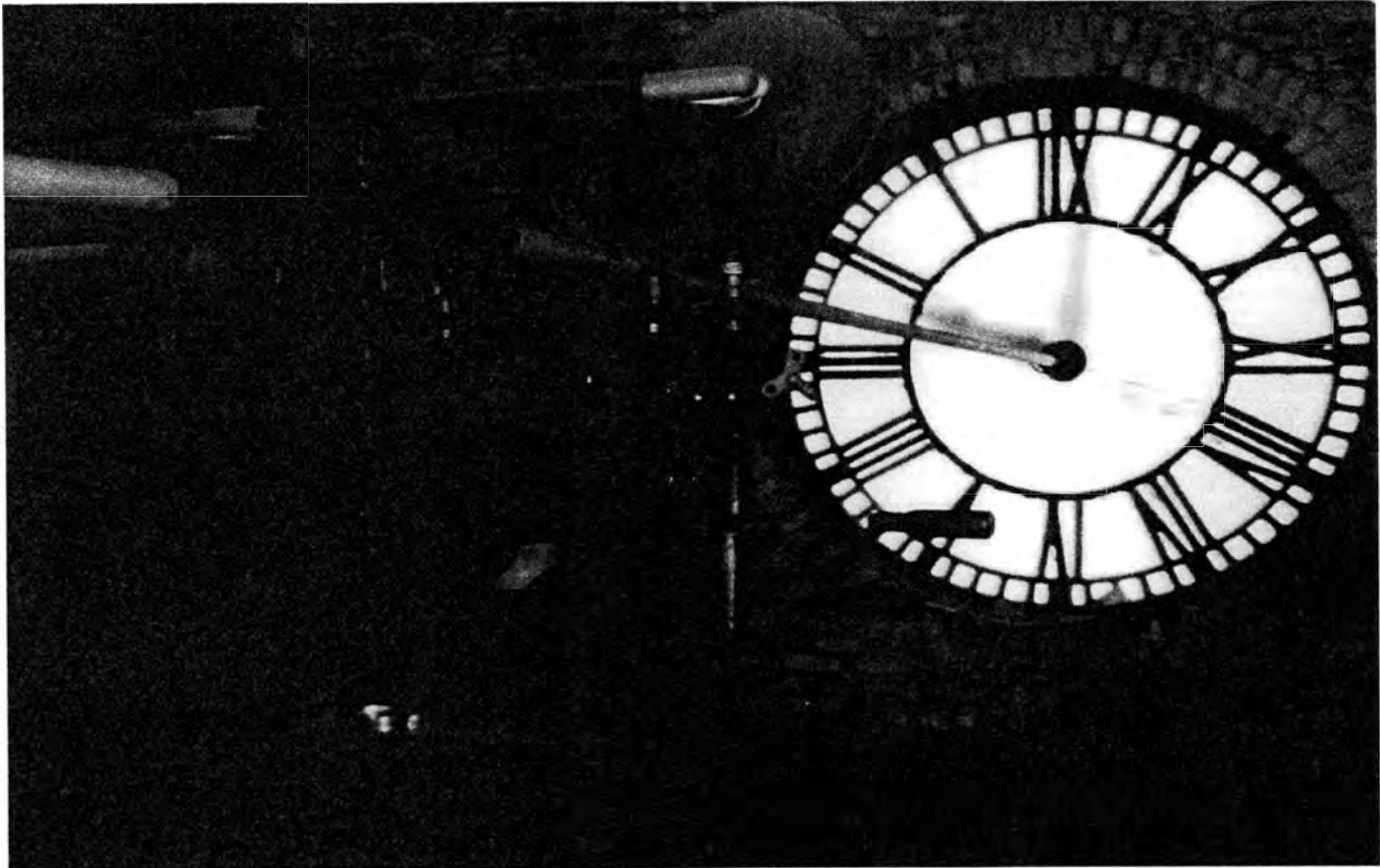


Figure 11. Photograph of north tower clockworks, 1979 or earlier. Image courtesy OCHS.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: California Cotton Mills Company Factory

MULTIPLE NAME:

STATE & COUNTY: CALIFORNIA, Alameda

DATE RECEIVED: 12/14/12 DATE OF PENDING LIST: 1/14/13
DATE OF 16TH DAY: 1/29/13 DATE OF 45TH DAY: 1/30/13
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 12001234

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: Y PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

 ACCEPT RETURN REJECT _____ DATE

ABSTRACT/SUMMARY COMMENTS:

The California Cotton Mills Company Factory is of local significance under National Register Criteria A and C in the areas of Architecture and Industry. Completed in 1917, the imposing four-story factory building was the centerpiece of a once prominent regional industrial concern. Operation of the mill during the historic period significantly impacted not only Oakland's industrial economy, but also that of other agricultural areas of the state incorporated into the firm's supply system for natural materials. The building represents an excellent local example of early twentieth-century industrial (daylight factory) design.

RECOM./CRITERIA Accept Criteria A+C

REVIEWER Paul R. Lusignan DISCIPLINE HISTORIAN

TELEPHONE _____ DATE 1/30/2013

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



CA_Alameda County_California Cotton Mills_0001



CA_Alameda County_California Cotton Mills_0002



CA_Alameda County_California Cotton Mills_0003



CA_Alameda County_California Cotton Mills_0004



CA_Alameda County_California Cotton Mills_0005



CA_Alameda County_California Cotton Mills_0006



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CA_Alameda County_California Cotton Mills_0013



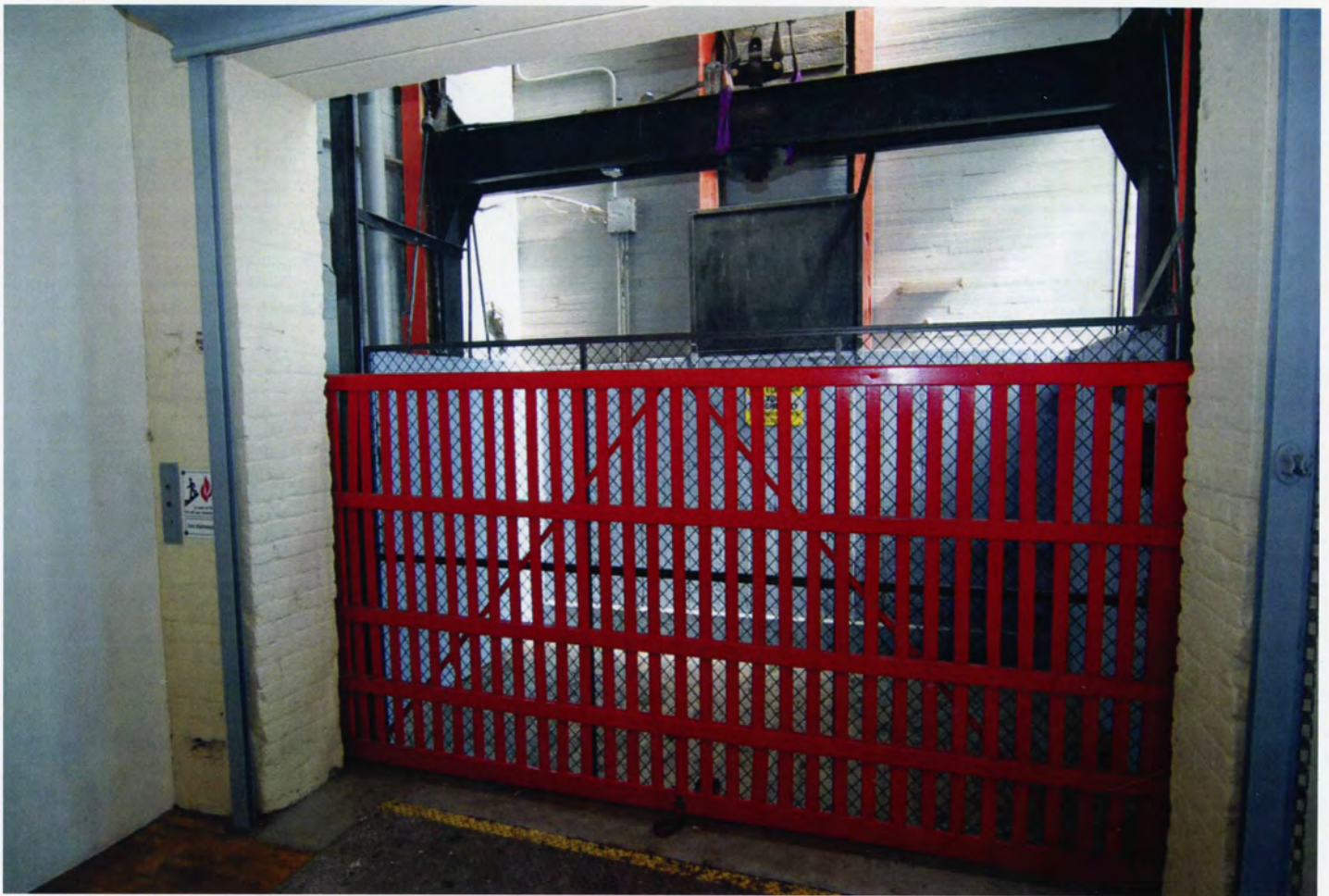
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CA_Alameda County_California Cotton Mills_0020



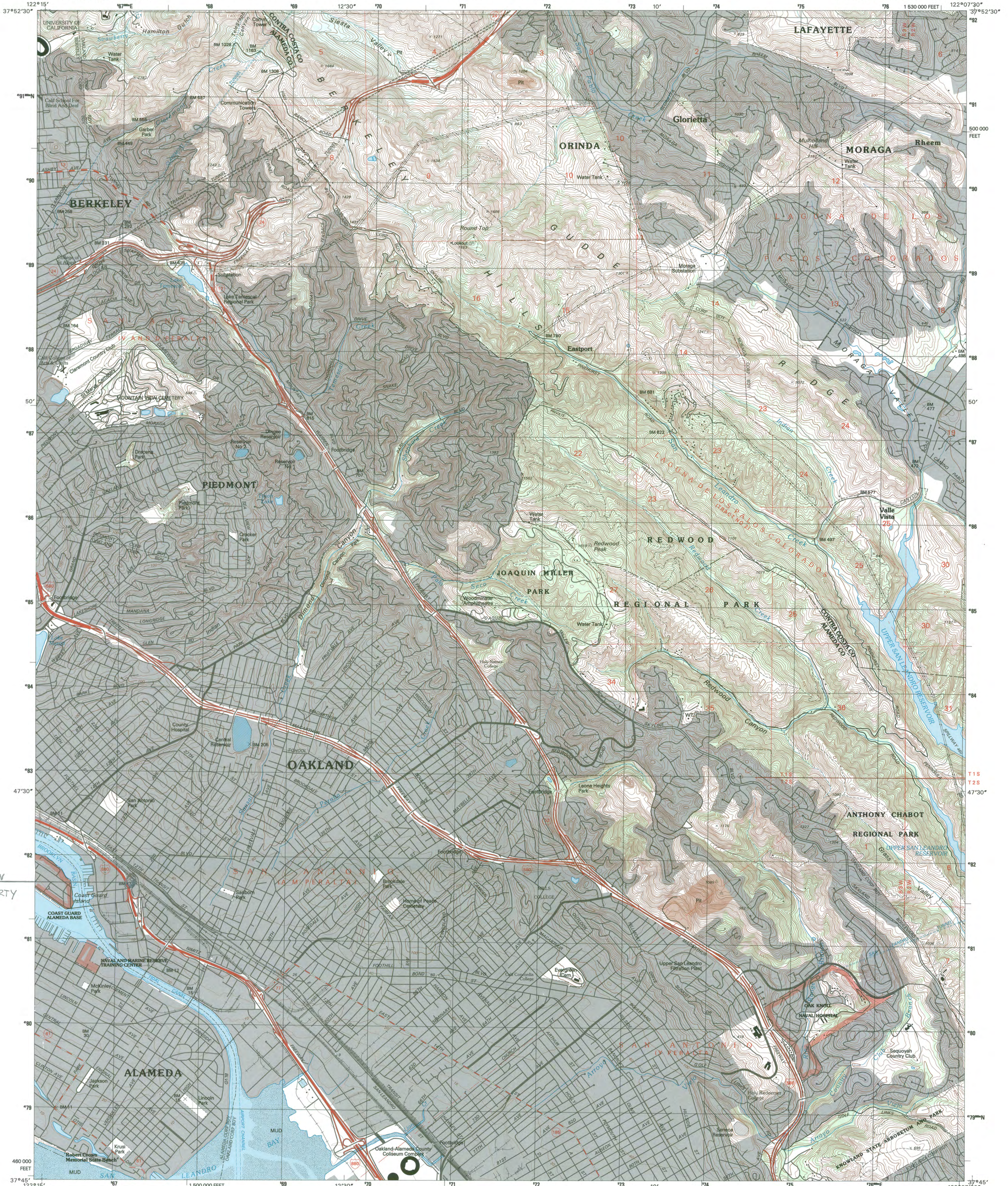
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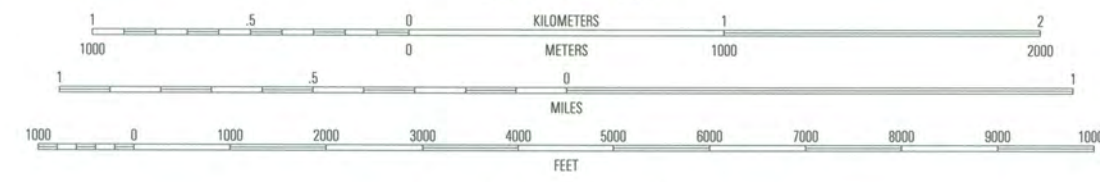
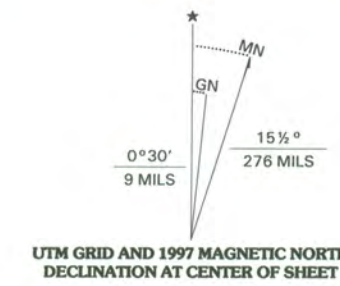


CA_Alameda County_California Cotton Mills_0023



LOCATION
OF PROPERTY

Produced by the United States Geological Survey
Compiled from imagery dated 1947. Revised from imagery
dated 1993. PLSS and survey control current as of 1959
Contours and elevations current as of 1947. Map edited 1996
North American Datum of 1927 (NAD 27). Projection and
1000-meter grid: Universal Transverse Mercator, zone 10
10 000-foot ticks: California Coordinate System
(zone 3)
North American Datum of 1983 (NAD 83) is shown by dashed
corner ticks. The values of the shift between National Geodetic
Survey NADCON software
There may be private inholdings within the boundaries of
the National or State reservations shown on this map



CONTOUR INTERVAL 20 FEET
SUPPLEMENTARY CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



QUADRANGLE LOCATION

1	2	3
4	5	6
7	8	

ROAD CLASSIFICATION

- Primary highway hard surface
- Secondary highway hard surface
- Light-duty road, hard or improved surface
- Unimproved road
- Interstate Route
- U.S. Route
- State Route

OAKLAND EAST, CA

1997

DMA 1559 1 SW-SERIES V895



**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov



December 6, 2012

Ms. Carol Shull, Keeper
National Register of Historic Places
National Park Service 2280
1201 I (Eye) Street, NW
Washington, DC 20005

Subject: **California Cotton Mills Company Factory
Alameda County, California
National Register of Historic Places Nomination**

Dear Ms. Shull:

Enclosed please find the **California Cotton Mills Company Factory** nomination to the National Register of Historic Places. On January 29, 2010 in Sacramento, California, the California State Historical Resources Commission unanimously found the building eligible for the National Register of Historic Places under Criteria A and C at the local level of significance.

In June 2010 the nomination was returned to the California State Office of Historic Preservation (OHP) for technical and substantive revisions. The nomination did not reflect the current condition of the property resulting from a substantial rehabilitation. The National Park Service determined the completed rehabilitation meets the Secretary of the Interior's Standards for Rehabilitation, per the August 2, 2007 letter from Antonio Aguilar, Technical Preservation Services.

OHP staff repeatedly contacted the property owner to offer assistance in completing a revised nomination. After two changes of preparer and several revisions, the resulting nomination is significantly stronger and brings to light new information about early twentieth century industrial development and architecture in the City of Oakland, California.

The **California Cotton Mills Company Factory** is nominated to the National Register on behalf of the owner, Francis M. Rush III, Rush Property Group, LLC.

If you have any questions regarding this nomination, please contact Amy Crain of my staff at (916) 445-7009.

Sincerely,

A handwritten signature in black ink, appearing to read "Carol Roland-Nawi". The signature is fluid and cursive.

Carol Roland-Nawi, Ph.D.
State Historic Preservation Officer

Enclosures

**California Cotton Mill Company Factory
Oakland, Alameda County
Staff Report**

The California Cotton Mills Company Factory, a City of Oakland Landmark, is an early twentieth century factory and attached warehouse. It was rehabilitated and now contains 74 live/work residential studios with the warehouse serving as parking garage. The factory retains its key original design elements of proportion, massing, architectural vocabulary, and elements. The factory is comprised of four similar brick elevations, and is rectangular in plan, measuring approximately 250' x 125' with clock towers at the north and east corners. The east tower has a functioning clockwork and retains its historic connection to the Jingtowntown neighborhood and the railroad line to the northeast. The elevations are marked by large bands of steel sash windows below white painted concrete lintels. The building is supported by regularly spaced wood columns and composite girders. The columns are knee braced to the girders, tied back to the masonry, and flanked by the elements of the seismic retrofit that was a part of the recent residential conversion. Steel X braces run below the original floors, which are wood framed, spanned by heavy timber, and topped with a maple finish floor. The factory/warehouse is located on one of two parcels in the triangular area between Calcot Place, the railroad, and the I-880 highway that divides the factory from other remnants of the California Cotton Mills complex. The northwestern wall of the attached finished materials warehouse turned parking garage is part of the original 1880s mill complex.

The factory/warehouse is significant at the local level under National Register Criteria A and C. Under Criterion A in the area of Industry, the California Cotton Mills Company Factory is significant as an early pioneer in the industrialization of the East Bay, a defining characteristic in the history of Oakland and the East Bay. The factory is also emblematic of the interwar boom of industrial development and was constructed on the leading edge of that boom. California Cotton Mills was instrumental in the development of the cotton and textile industry in the western United States, and was founded at a time when California was transitioning from a gold rush industry to one dominated by agriculture and manufacturing. Under Criterion C in the area of Architecture, the factory is one of the most important examples of early twentieth century "engineer's industrial" construction that remains in Oakland. The factory marks a key point in the development of this type of construction as a hybrid combining the use of brick masonry, precast concrete, and composite girders to achieve large open floor plans with façades predominantly composed of glazing. The design of the factory acknowledges the importance of the railroad in the development of industry in Oakland and the East Bay, in a manner that no other existing building does. Its period of significance is 1917 to 1954.

The California Cotton Mills Company Factory is nominated to the National Register on behalf of the owner, Francis M. Rush III, Rush Property Group, LLC. Neither the City of Oakland – a Certified Local Government – or the City's Landmarks Preservation Advisory Board Commission commented on the nomination. The property was previously found National Register eligible as part of a federal tax certification review. The National Park Service confirmed the rehabilitation project complied with the Secretary of the Interior's Standards for Rehabilitation on August 2, 2007.

The nomination was approved by the State Historical Resources Commission at their meeting on January 29, 2010 and returned by the Keeper for technical and substantive changes. The revised nomination describes the building post-rehabilitation, and provides stronger documentation and analysis of early twentieth century industrial development and architecture in the City of Oakland.

Staff recommends the State Historic Preservation Officer approve the nomination for forwarding to the National Park Service for listing in the National Register.

Amy H. Crain
State Historian II
December 6, 2012