



## **HISTORIC RESOURCE EVALUATION**

**FOR**

**THE FORMER JOSEPH C. LANEY TECHNICAL & TRADE INSTITUTE**

**314 E. 10<sup>TH</sup> STREET  
OAKLAND, CALIFORNIA**

**PREPARED FOR PMC  
BY  
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## Table of Contents

I. INTRODUCTION.....	1
II. METHODOLOGY .....	1
III. EXISTING HISTORIC STATUS .....	2
IV. ARCHITECTURAL DESCRIPTION .....	3
V. HISTORIC CONTEXT(S) .....	13
VI. EVALUATION FOR SIGNIFICANCE .....	27
VII. CONCLUSION.....	30
VIII. BIBLIOGRAPHY .....	32

## I. Introduction

This Historic Resource Evaluation (HRE) was prepared in April 2010 by Kelley & VerPlanck Historical Resources Consulting (KVP) for PMC. The subject of this HRE is the former Joseph C. Laney Technical & Trade Institute campus in the East Lake district of Oakland. The project site encompasses a little over two city blocks at East 10<sup>th</sup> Street and 4<sup>th</sup> Avenue, across the street from Laney Community College. The campus consists of two permanent reinforced-concrete buildings (the main building – now known as the Harper Building – and the auto shop), both designed by architect E. Geoffrey Bangs for the Oakland Board of Education and constructed in 1950 as a unit of the Oakland High School District of Alameda County. The site also encompasses 15 temporary portable buildings, several of which are in the process of being demolished. The campus is owned and operated by the Oakland Unified School District and is occupied by the Technology Services Department, Technology Learning Center, and after-school and continuing education classes. The proposed project entails the demolition of the existing buildings on the site and the construction of several new buildings to house the Downtown Educational Complex (DEC), which will include La Escuelita Elementary, MetWest High School, and Yuk Yau and Centro Infantil child day care centers (CDCs).

## II. Methodology

KVP surveyed the site on March 24, 2010. We photographed and recorded field notes on general site conditions, exterior elevations of the two Geoffrey Bangs-designed buildings, as well as selective photographs of the interiors of both structures. We did not document any of the temporary buildings that fill the rest of the site due to their apparent lack of age-eligibility – all appearing to be less than fifty years old. As part of researching the two Geoffrey Bangs-designed buildings, we obtained original blueprints from the Facilities Management Division of the Oakland Unified School District. Additional primary research was undertaken at the Northwest Information Center of the California Historical Resource Information System (CHRIS), the Oakland History Room of the Oakland Public Library, the University of California Berkeley Environmental Design Library and Archives, the City of Oakland Planning Department, the City of Oakland Building Services & Permit Center, Oakland Heritage Alliance, and the San Francisco Public Library. Other resources consulted include our own internal library of building and architectural journals, databases, and books dealing with Oakland history.

### III. Existing Historic Status

The Laney Trade and Technical Institute campus does not presently have any formal historic status. None of the buildings on the property appear in the State of California Historic Resources Inventory (HRI) database for Alameda County, maintained by the NWIC. It also does not appear to have any formal historic status at the local level because it does not appear in any local registers of historic resources maintained by the City of Oakland or Oakland Heritage Alliance. The campus was identified in a reconnaissance survey conducted by the Oakland Planning Department in 1986. In this survey, the Laney Trade and Technical Institute was rated F(c)\* indicating that it was less than 45 years old at the time of the survey, but that it may be potentially historic when older. Listed below is a summary of the Kalman-based survey methodology used by the Oakland Planning Department in the 1986 Survey.

A: Highest Importance: Outstanding architectural example or extreme historical importance (about 150 properties total). Examples: City Hall, Camron-Stanford House, 16th Street Station, Floral Depot.

B: Major Importance: Especially fine architectural example, major historical importance (about 600 total). Examples: Plaza Building, California Cotton Mills, Fruitvale Hotel, Herbert Hoover House.

C: Secondary Importance: Superior or visually important example, or very early (pre-1906). Cs "warrant limited recognition (about 10,000 total).

D: Minor Importance: Representative example. About 10,000 Ds are Potential Designated Historic Properties (PDHPs), either because they have a higher contingency rating ("Dc") or because they are in districts ("D2+").

E: Of no particular interest, \* or F: Less than 45 years old or modernized. Some Es, Fs, and \*s are also PDHPS because they have higher contingency ratings or are in districts.

Contingency Ratings (lower-case letter, as in "Dc" or "Fb"): potential rating under some condition, such as "if restored" or "when older" or "with more information."

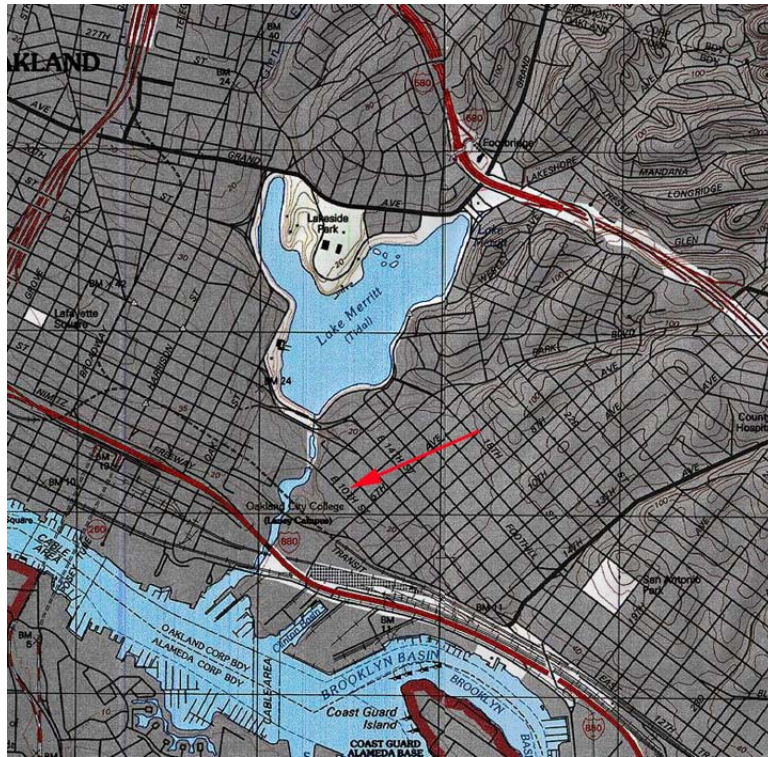


Figure 1.USGS map showing location of the Joseph C. Laney Technical & Trade Institute  
Source: United States Geological Society; annotated by KVP

#### IV. Architectural Description

The Joseph C. Laney Technical & Trade Institute is located in the East Lake neighborhood of Oakland, just southeast of Lake Merritt. The East Lake neighborhood is mostly residential, consisting primarily of two-and three-story, Victorian and Edwardian-era, single-family dwellings now mostly divided into apartments and flats. There are also several industrial buildings in the immediate vicinity of the subject property, including a large brick factory on the opposite (southeast) side of 4<sup>th</sup> Avenue that has been converted to the Eastlake Lofts. To the northeast of the project site is a 1950s-era high-rise apartment building and a contemporary two-story apartment complex. To the southwest of the site is the Frank Youell Athletic Field that serves the 1970s-era Laney College campus. To the northwest of the campus is the grand Beaux Arts-style Oakland Unified School District Administration Building.

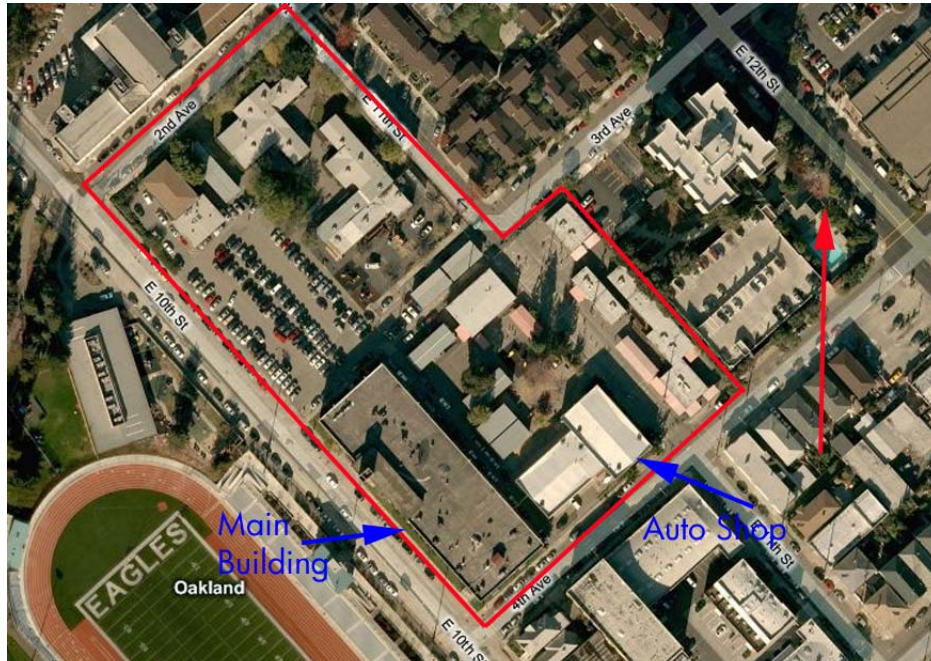


Figure 2. Boundaries of the Laney Technical & Trade School campus  
Source: Bing.com; annotated by KVP

### *Site*

The site of the former Laney Technical & Trade School campus is bounded by 2<sup>nd</sup> and 4<sup>th</sup> avenues and East 10<sup>th</sup> and 11<sup>th</sup> streets. Third Avenue, which originally bisected the site, was vacated and closed to traffic in 1964. The site also includes a portion of the adjoining block bounded by 3<sup>rd</sup> Avenue, East 12<sup>th</sup> Street, 4<sup>th</sup> Avenue, and East 11<sup>th</sup> Street. The main building (the Harper Building) is located at 314 East 10<sup>th</sup> Street, at the southwest corner of the site. Built in 1950, the building occupies nearly the entire block face of East 10<sup>th</sup> Street between 3<sup>rd</sup> and 4<sup>th</sup> avenues. Located immediately northeast of the main building, on the north side of 4<sup>th</sup> Avenue, is the auto shop, which was built in 1951 as part of the second phase of the project. The rest of the irregularly shaped campus is devoted to asphalt-paved surface parking lots and portable, “temporary,” wood-frame classroom buildings of various dates of construction. Demolition of several of these portable classroom buildings (portables) is already underway. This HRE evaluates only the two permanent concrete buildings erected between 1950 and 1951 as the Joseph C. Laney Technical & Trade Institute. We did not evaluate any of the portables. Although portables have been on this site since at least the 1930s, none appear to have been in their current locations for more than 50 years, the typical threshold for historical significance.

### *Main Building: General*

The main classroom building is a two-story, steel-reinforced, board-formed concrete building that sits atop a poured-in-place concrete foundation. It is capped by a flat asphalt and gravel roof concealed behind a raised concrete parapet wall. A portion of the roof features a one-story penthouse. Once open to the elements, this feature is now enclosed and used for storage. The northwest, southwest, and southeast elevations of

the main building are bordered by narrow planting strips featuring areas of lawn and mature evergreen shrubs. In addition, there are two semi-mature cypresses located next to the pedestrian entrances on the northwest façade. A flagpole is located slightly north of the main entrance along East 10<sup>th</sup> Street. Located near the southwest corner of the main building is a chain link enclosure housing mechanical equipment.

*Main Building: Southwest Façade*

The southwest façade of the main building faces East 10<sup>th</sup> Street. It is the primary public façade of the building and the campus as a whole, featuring the main entrance and the highest level of architectural detailing encountered on the site. It is divided into two wings bisected by a projecting concrete, steel, and wire-glass-clad stair tower that contains the main entrance at the first story (**Figure 3**). The first floor level of the north wing is articulated by three groupings of multi-lite steel sash windows punctuated by operable awning sash. The northernmost two windows are the same size; the southernmost is narrower than the other two. All are bounded by narrow, continuous, concrete sill and lintel moldings. The second story features an extruded band of windows consisting of a continuous bank of 12-light awning-sash windows surmounted by several courses of painted glass blocks. The window units are demarcated by a narrow, continuous concrete sill that matches the first floor.



Figure 3. Main building, west façade, March 2010  
Source: KVP Consulting

Bisecting the 10<sup>th</sup> Street façade is the stair tower (**Figure 4**). Articulated as a pair of overlapping vertical tower elements, the southernmost element is windowless and clad in board-formed concrete scored to resemble applied panels. These “panels” bow slightly outward toward the street and step inward at the edges. This element projects above the main body of the building by several stories, forming a visual landmark visible from the surrounding neighborhood (**Figure 5**). The upper portion of this element features three, flat-panel sculptures on its northwest and southeast faces. The sculptures depict in stylized Moderne forms the various departments originally housed in the building when it was a trade school, including, electricity, photography, and

woodworking (**Figure 6**). The smaller tower element to the north is clad in concrete and steel and partially glazed in blue-tinted wire glass (**Figure 7**). This element features the main entrance to the building, recessed within a vestibule at the first floor level. The main entrance is fitted with its original ribbed aluminum-clad double doors. Each door is punctuated by three small lights to illuminate the main lobby (**Figure 8**).



Figure 5. Stair tower, March 2010  
 Source: KVP Consulting



Figure 6. Sculptures on tower, March 2010  
 Source: KVP Consulting



Figure 7. Stair tower detail, March 2010  
 Source: KVP Consulting



Figure 8. Main entrance, March 2010  
 Source: KVP Consulting



The south wing of the southwest façade is nine bays wide. The first and second stories have a prominent continuous concrete sill and lintel with eight altered bays featuring three-part, aluminum, awning-sash type windows (**Figure 9**). According to the original plans and historic photographs, the fenestration in this area originally consisted of bands of multi-lite, steel, fixed and awning sash windows with glass block transoms, matching the north wing. The original fenestration was removed and replaced with the existing windows ca. 1970, probably after the Oakland Unified School District took over the property when Laney College moved to its new campus on the other side of East 10<sup>th</sup> Street. The remnant window openings were infilled with new wood-frame walls finished in stucco. However, the stuccoed infill walls were not installed perfectly flush with the surrounding concrete and the stucco finish does not match the texture of the board-formed concrete of the original building, resulting in an aesthetically unattractive and incompatible alteration. The ninth (corner) bay is without fenestration. Visible above the parapet is a one-story penthouse with a slightly overhanging roof/canopy. This element was originally open-air but was subsequently enclosed within painted T-111 plywood siding.



Figure 9. South wing of main building's west façade, March 2010  
Source: KVP Consulting

#### *Main Building: Northwest Façade*

The northwest façade of the main building faces a large surface parking lot occupying the former 3<sup>rd</sup> Avenue right-of-way. This elevation is the secondary public façade of the building, containing two pedestrian entrances and a slightly lower level of architectural detailing than the primary façade (**Figure 10**). It is four bays wide and the first story features a bank of fixed steel sash windows with operable awning sashes. The fenestration is bounded by a continuous concrete sill and lintel. The fenestration in the first and third bays is interrupted by two pedestrian entrances. Both are inset within extruded concrete bezel moldings that serve as protection from the weather. The area surrounding the doors is concrete formed in a decorative corrugated pattern. The doors are glazed aluminum with original brass hardware (**Figure 11**). The second story features a continuous band of multi-lite, steel, awning-sash windows surmounted by a continuous transom of painted glass block. The fenestration on the second floor

matches the primary façade in that it is slightly extruded beyond the primary façade plane.



Figure 10. Northwest façade, March 2010  
Source: KVP Consulting

*Main Building: Southeast Façade*

The southeast façade faces 4<sup>th</sup> Avenue. It is four bays wide. This façade is of tertiary significance; it has no public entrances and is detailed to a lesser extent than either the southwest or northwest facades (Figure 12). It has also been more heavily altered than any of the other three elevations. The extent of alterations in this area exceeds even that of the south wing of the southwest façade; all eight window openings have had their original steel and glass block fenestration removed and the openings have been either partially or entirely infilled with incompatible wood frame and stucco infill. The first story is entirely outlined within an extruded bezel molding matching the previously described elevations. The second floor fenestration has no ornamental detailing and the sections of infill wall are slightly recessed behind the plane of the original concrete exterior walls.



Figure 11. Pedestrian entrance on north façade, March 2010  
Source: KVP Consulting



Figure 11. Southeast façade, March 2010  
Source: KVP Consulting



Figure 12. Northeast façade, March 2010  
Source: KVP Consulting

*Main Building: Northeast façade*

The northeast facade faces an alley between the main building and the auto shop. It is 12 bays wide. This elevation is more utilitarian in character than the other three facades, probably due to its lack of visibility and as the location of “back-of-house” functions like loading, storage, and circulation (**Figure 12**). The first story features 11 large, multiple-light, steel sash awning windows with concrete sills and five pedestrian entrances filled with metal and wire-glass doors. Most of the windows on the first floor have been covered with steel security mesh. The second story features 12 large, multiple-light,

wire-glass, steel-sash awning windows with concrete sills. A large steel and sheet metal conduit bridges the alley between the main building and the auto shop. Its function is unknown, but it may contain acetylene piping systems or pneumatic high pressure air lines historically used by both the machine shop in the main building and the auto shop.

*Interior: General*

KVP surveyed the interior of the main building but we did not conduct an exhaustive room-by-room inventory due to the consistent character of interior features and the relatively low significance of extant interior spaces and finishes. Much of the interior has been altered over time in response to changing uses, with much of the original shop areas having been built out as offices or classrooms. When it was originally completed the building consisted of two full floors (first and second floors) and two partial floors (basement and penthouse). The basement, which was only partially excavated, contained a boiler room, storage, switchboard, and transformer room. The first floor consisted of a central lobby/stair hall and utility core containing men's and women's toilet rooms and locker rooms flanked by largely open shops, including the machine shop and printing shop (south wing) and food trades department (north wing). The second floor, by contrast, housed a greater range of departments, contained within a warren of offices, classrooms, and shops, most of which were concentrated along the southwest wall where lighting was optimal. Departments in this area included textiles and shoe repair, upholstery, radio technology, electricity, photography, art and jewelry making, and cosmetology. Most of the original floor plan appears intact on the second floor. In general, male-dominated trades were located in the larger southern wing, while traditionally female-dominated trades were located in the north wing.

In regard to materials and finishes, the interior of the main building was (and remains) largely utilitarian. The shops areas originally featured concrete and wood block flooring, exposed concrete walls, and wood-frame and plaster demising walls. Classrooms typically feature wood wainscoting and built-in cabinets and shelving, plaster walls, and resilient sheet flooring. The corridors are tiled with either terrazzo (first floor) or resilient sheet flooring (second floor). Visible throughout the building are sections of the mushroom capital columns that support the building. Sometimes they are exposed and other times they are fully or partially encased.

By far, the most significant interior spaces within the main building are the main lobby and the stair tower. The main lobby is finished in durable terrazzo on both the floors and the walls (**Figure 13**). The terrazzo is made with pink, tan, and other lighter earth-toned aggregate. Brass dividers are used to create patterns, including diamond-shaped accents, and a star-shaped design just inside the main entrance. The stairs from the first to the second floor are also terrazzo. The stair tower is less ornate than the lobby, and becomes less so as once ascends the stairs, but the space is somewhat significant for its materials (terrazzo flooring and tiled wainscoting). The space is also notable for its sculptural qualities provided by the windows of the stair tower (**Figure 14**).



Figure 13. Detail of lobby, showing floor, column, and stairs, March 2010  
Source: KVP Consulting



Figure 14. Interior of stair tower, March 2010  
Source: KVP Consulting

#### *Auto Shop: General*

The auto shop building is T-shaped in plan. Like the main classroom building, it is constructed of steel-reinforced, board-formed concrete. Unlike the main building it is capped by a shallow-pitched gable roof concealed behind a concrete parapet. The southeast and northeast facades are bordered by narrow planting strips featuring grass lawns and semi-mature cypress trees. The southwest wing of the building is one-story in height and oriented southwest-northeast. It historically contained Laney Technical & Trade School's auto repair shop and is presently used as the Oakland Unified School District's auto shop. The northeast section of the west wing contains a two-level mezzanine containing offices. The northeast wing is one-story in height and oriented northwest-southeast. It historically contained the auto body and fender shop.

#### *Auto Shop: Exterior Façades*

In contrast to the main building, the auto shop is entirely utilitarian in design. Due to the building's relatively simple façade articulation, the exterior of the building is described in one section. The southwest façade of the west wing faces the alley between the two permanent buildings; it has a large multi-lite, steel-sash window with operable awning sash. The northwest façade consists of a bank of seven wood, overhead garage doors on the southwest wing and a pair of steel pedestrian doors and a vehicular entrance on the northeast wing (**Figure 15**). This section also has a mural of relatively recent origin. The northeast façade is articulated by a bank of multi-light, steel industrial windows with operable awning sash. The southeast façade features a bank of wood overhead garage doors on the southwest wing (**Figure 16**), a steel staircase leading to the mezzanine level at the center, and a pair of metal pedestrian doors and a pair of steel awning sash

windows on the northeast wing. The exterior of the auto shop appears to have been changed very little since it was built.

*Auto Shop: Interior*

KVP surveyed the interior of the auto shop but we did not conduct an exhaustive room-by-room inventory due to the consistent character of interior features and the relatively low significance of extant interior spaces and finishes. The interior of the auto repair shop displays its original concrete flooring and interior walls, its wood-frame mezzanine and interior partitions, steel truss roofing system, and submerged oil change pits for accessing the underside of vehicles. It also retains the track of an overhead traveling crane that would have been used to haul or lift heavy items within the interior of the building (**Figure 17**). The interior of the auto shop appears to have been little changed since it was built.



Figure 15. Northwest façade, March 2010  
Source: KVP Consulting



Figure 16. Southeast façade (southwest wing), March 2010  
Source: KVP Consulting



Figure 17. Auto shop interior, March 2010  
Source: KVP Consulting

## V. Historic Context(s)

### *Historic Context: Background*

The Laney Trade & Technical Institute is located east of Lake Merritt in Oakland's San Antonio district, one of the oldest sections of the city. The San Antonio district is about three square miles and is bounded by Lake Merritt to the west, the MacArthur Freeway on the north, Sausal Creek to the east, and the Oakland Estuary to the south. The section west of 14<sup>th</sup> Avenue was originally called Clinton and the section east of 14<sup>th</sup> Avenue was called San Antonio. In 1870, the two sections were combined into the independent town of Brooklyn, which was annexed by Oakland in 1872. Today, the San Antonio district is defined in large part by its large stock of nineteenth and early twentieth-century dwellings, as well as by its major commercial strip along East 14<sup>th</sup> Street. Today the area is considered to be one of the most ethnically diverse neighborhoods in America.

### *Rancho San Antonio, granted to Luís María Peralta*

In 1820, the last Spanish governor of Alta California, Don Pablo Vicente de Sol, granted 44,800 acres to Sergeant Luís María Peralta (1759-1851) in recognition of his forty years of military service and his work in establishing the missions of Santa Clara, Santa Cruz, and San José. Peralta's land grant was confirmed by Mexico in 1822, and again by the United States in 1849. At that time, Rancho San Antonio extended from present-day Albany to the northern part of San Leandro, and now includes parts of seven present-day cities: Oakland, Albany, Berkeley, Emeryville, San Leandro, Piedmont, and El Cerrito.

### *Peralta Ranch*

Peralta never lived at Rancho San Antonio. His four sons, José Domingo, Vicente, Antonio María, and Ignacio, divided up the property among themselves in 1842. Antonio María Peralta received the portion that includes the San Antonio district of Oakland. Peralta used the rancho for cattle grazing and farming. With a boat dock located at the foot of what is now 13<sup>th</sup> Avenue, Peralta exported logs harvested from a stand of redwood trees located on the rancho in what is now Montclair.

### *Early American-era Settlements*

The area that came to be known as Brooklyn began as three separate towns: Clinton, San Antonio, and Lynn (Figure 19). One of the first American settlers was Moses Chase, who camped in the area during the winter of 1849-1850. In 1850, the three Patten brothers leased



Figure 18. Sketch map of the boundaries of Rancho San Antonio

Source: Seth Simpson

and then bought nearly 600 acres from Peralta. The men built cabins and farmed wheat and barley on the lands. The brothers called the small settlement Clinton, in honor of Chase's fiancée, Mary Ellen Clinton. In 1854, the Pattens and San Francisco Attorney William Strode created the Clinton Park subdivision out of their lands. The Joseph C. Laney Trade & Technical Institute campus is located in the former town of Clinton.



Figure 19. Oakland's future San Antonio district  
Source: Thompson & West's Atlas of Alameda County, 1877

Meanwhile, the town of San Antonio developed at the foot of 13<sup>th</sup> Avenue, at the site of Antonio Peralta's dock. In 1851, James Larue established a wharf and store to serve local lumbermen. He also initiated ferry service between the wharf and San Francisco. Larue purchased a large tract of land from Antonio Peralta and subdivided it in 1854, calling it the San Antonio Subdivision. By 1863, boats were running five times a day between the busy town of San Antonio and San Francisco. By the 1870s, an industrial area had developed along this waterfront area, with tanneries, breweries, potteries, lumberyards, and a planing mill all in operation. In addition, industrialists had established cotton and jute mills, with a jute sack factory that employed 450 men.

In 1867, a third town, Lynn, was established northeast of Clinton. The town was built around a shoe factory and named after Lynn, Massachusetts, the most important center of America's shoemaking industry during the nineteenth century.



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### *Brooklyn*

In 1856, Clinton and San Antonio were consolidated as part of Brooklyn Township. The name was derived from the “Brooklyn”, the first ship to bring American settlers to the San Francisco Bay Area. In 1868, Brooklyn was physically connected to Oakland by the completion of the 12<sup>th</sup> Street Dam that converted Lake Merritt from a tidal estuary into a freshwater lake. In 1869, the Transcontinental Railroad reached its terminus in Oakland, closely followed by the expansion of local rail service along the Oakland Estuary. This in turn spurred industrial and residential development in Clinton, San Antonio, and Lynn. In 1870, Brooklyn incorporated as a city, merging the towns of Clinton, San Antonio, and Lynn.

### *Brooklyn Annexed by Oakland*

In 1872, a majority of Brooklyn residents voted to allow their town to be annexed to Oakland, with the condition that the Alameda county seat would be moved from Alvarado (in present-day Union City) to Brooklyn. Although the county seat was moved from Alvarado, it wasn't to Brooklyn, but rather to downtown Oakland. Another result of annexation was that most of Brooklyn's streets were renamed. In Clinton and San Antonio the east-west streets had been named for U.S. presidents and the north-south streets for local founders. Because the president-named streets conflicted with Oakland streets of the same name, Brooklyn was given instead numbered avenues and streets with an “east” prefix.

### *Brooklyn becomes East Oakland*

Brooklyn was gradually engulfed by the fast-growing city of Oakland. Trolley service between downtown Oakland and Brooklyn (increasingly known as East Oakland) began in 1873. Residential development in the area took off with regular trolley service, particularly around East Oakland and Clinton stations. What had been Brooklyn became home to a mixture of modest workingmen's cottages, larger single-family homes, and even a few estates, including one constructed by the president of the Wells Fargo Express Company. The area also became an early resort destination; the Tubbs Hotel had its own streetcar line and attracted well-heeled long-term guests and Badger Park was a private estate opened to tourists.

### *Post-1906 Building Boom*

After the 1906 Earthquake and Fire, East Oakland, like the rest of Oakland, witnessed a population explosion as earthquake refugees from San Francisco took up residence in the largely undamaged East Bay. The resulting building boom lasted into the 1920s. The blocks closest to Lake Merritt became fashionable for new apartment buildings. Meanwhile, the rest of East Oakland became more working-class in character. As middle-class people moved away to the fast-expanding outlying suburbs of Elmhurst, Dimond Park, and the Oakland Hills, the old grand houses of former Brooklyn were converted to rooming houses. Meanwhile, residential builders constructed larger multi-family flats on infill lots and on the sites of smaller cottages.

### *World War II*

By the end of the 1920s, the district had taken on a thoroughly urban and commercial character as one of Oakland's most densely populated urban neighborhoods. During

World War II, most of the remaining single-family homes were converted to apartments to house an influx of defense workers, many of whom were African Americans from the American South. After World War II, the district became predominantly African American. The area had also gained a reputation for blight, largely as a result of its overcrowded, aging, and deteriorated housing stock.

### *Postwar Redevelopment*

In 1955, the Clinton Park neighborhood was selected as the first federal urban renewal rehabilitation project west of the Mississippi River. Between 1956 and 1962, over 100 buildings were demolished and 57 new apartment buildings were constructed in their place, adding a total of 1,108 new housing units to the area.<sup>1</sup> In 1979, neighborhood concerns over high density housing proposals resulted in the down zoning of a sixty-block area east of Lake Merritt. A growing appreciation for the area's history in the 1980s led to the creation of a local historic district in what had been downtown Brooklyn, located along East 12<sup>th</sup> Street between 13<sup>th</sup> and 10<sup>th</sup> avenues. In 1992, in response to development pressures in the neighborhood, the Oakland City Council enacted a moratorium on construction of high-density residential projects and recommended several additional areas for down zoning,

### *Today*

In the 1980s the Clinton Park area had become home to many recent Asian immigrants, earning it the name "New Chinatown." The area also attracted Mexican and Central American residents, as well as a handful of European (mostly Bosnian) refugees from the wars in the former Yugoslavia. Today the neighborhood is racially and ethnically diverse, with a population in 2000 that was 34 percent Asian, 27 percent Latino, 23 percent black, 12 percent white and 3 percent biracial.<sup>2</sup> More recently the disparate collection of neighborhoods has been renamed "East Lake" due to its location east of Lake Merritt.

### **Historic Context: Site History**

According to the 1903 Sanborn maps, what is now the site of the Joseph C. Laney Technical & Trade Institute was largely vacant (**Figure 20**). The block bounded by East 10<sup>th</sup> Street, 4<sup>th</sup> Avenue, East 11<sup>th</sup> Street, and 3<sup>rd</sup> Avenue (Block 373 - the site of the main building and the auto shop) was entirely vacant except for a two-story dwelling with a one-story cottage at the rear. The adjoining block to the northwest bounded by East 10<sup>th</sup> Street, 3<sup>rd</sup> Avenue, East 11<sup>th</sup> Street, and 2<sup>nd</sup> Avenue (Block 372 - the site of most of the portables) was occupied by the California Jute Mill Company factory. A third block bounded by East 9<sup>th</sup> Street, 3<sup>rd</sup> Avenue, East 10<sup>th</sup> Street, and Lake Merritt Channel (Block 364 - now the site of Laney College athletic field – not evaluated as part of this HRE) was occupied by the California Match Co. Meanwhile, the surrounding blocks contained two-story single-family dwellings and many vacant lots.

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<sup>1</sup> These buildings can still be seen just east of Laney Trade & Technical.

<sup>2</sup> Rona Marech, "Of Race and Place," San Francisco Chronicle (May 31, 2002).

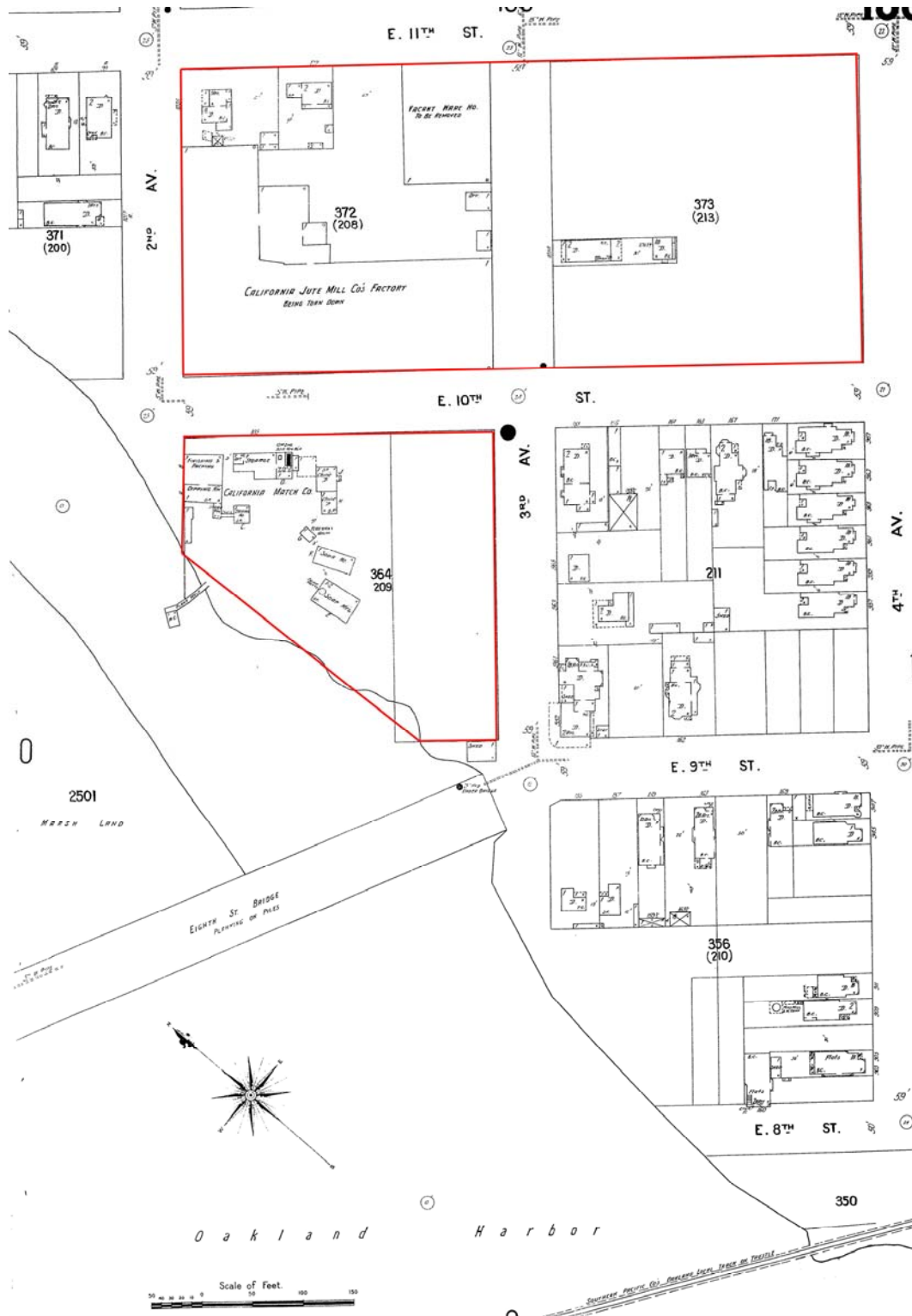


Figure 20. 1903 Sanborn map showing location of the future Joseph C. Laney Technical & Trade Institute in red



Figure 21. 1936 Sanborn map showing the Central Trade School on Blocks 372 and 373

The 1911 Sanborn map indicates that Block 372 was still occupied by a solitary dwelling and cottage. Block 373 – the former site of the California Jute Mill Company – contained several vacant sheds, tar kettles, and two houses. Block 364 remained vacant. Meanwhile, most of the surrounding neighborhood had been built out with single-family dwellings in the wake of the post-1906 Earthquake building boom.

The 1936 Sanborn map, with hand-drawn updates to ca. 1945, indicate that the Central Trade School, a predecessor to the Joseph C. Laney Technical & Trade Institute had moved to Blocks 372 and 373 in 1938. Block 372, located directly across the street from the headquarters of the Oakland Public Schools, consisted of a sprawling, one-story, wood-frame building containing shops for radio repair, general machine shop, upholstery, pattern making, cabinet making, electrical, auto repair, auto body repair, sheet metal, and welding. Also located on the block were several classrooms, including a converted Victorian dwelling and a two-story brick classroom building that was home to the Merritt Business School. Across 3<sup>rd</sup> Avenue on Block 373 were several one-story, wood-frame classrooms. Based on their size and configuration, they appear to have been portable structures. Other hand-drawn pencil sketches and notes denote building footprints of future buildings, including a new “Central Trade Building” and “Auto Shop” on Block 373 (Figure 21). The building footprints drawn on the map show both of the buildings that are evaluated in this HRE located roughly in their present locations, suggesting that they were planned at least five years before they were constructed.

The 1950 Sanborn map indicates that what had been the Central Trade School had been significantly expanded (**Figure 22**).<sup>3</sup> The facility had also been renamed the Joseph C. Laney Technical & Trade Institute, in honor of a recently deceased Oakland School Board member. Remaining from the 1936-45 Sanborn maps were the sprawling one-story, wood-frame shops building at the corner of 2<sup>nd</sup> Avenue and East 11<sup>th</sup> Street, the adaptively reused Victorian to the south of it, and several portable classroom buildings on both Blocks 372 and 373. The 1950 Sanborn map also shows the former home of Merritt Business School (now part of Laney). The map also shows several new temporary buildings, including a pair of one-story, wood-frame offices at 1000 2<sup>nd</sup> Avenue, multiple portable classrooms, toilet rooms, and other temporary buildings located throughout the site. The previously vacant Block 364 also acquired several portable classroom buildings. None of these structures remain. The map also shows the newly completed main building that is the subject of this HRE. The notes on the map indicate that two-story, reinforced-concrete structure housed machine, printing, and baking shops on the first floor and miscellaneous shops on the second floor. The map notes that the building was completed in 1950. The auto shop, labeled on drawings as Phase 2 of the project, was not in place.

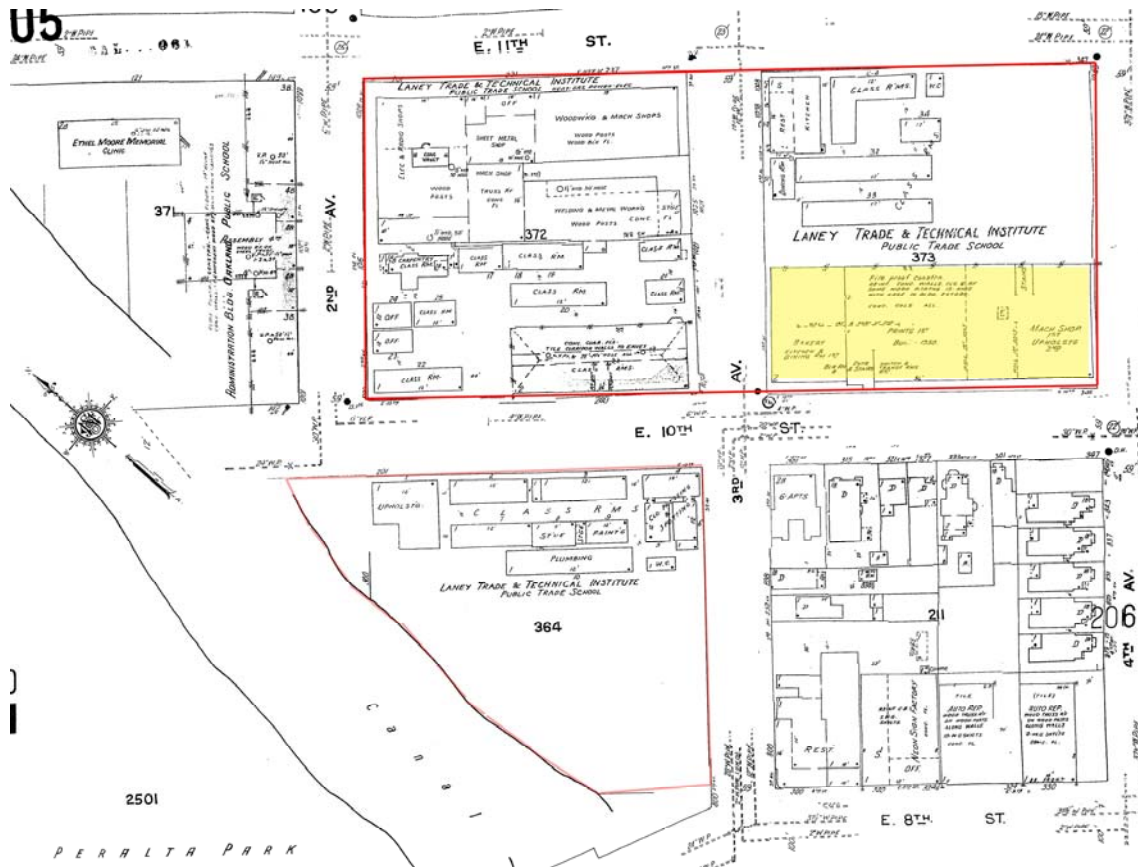


Figure 22. 1950 Sanborn map, showing location of the new Joseph C. Laney Technical & Trade Institute

<sup>3</sup> Oakland's population exploded with war workers from The South. In fact, a large grouping of war workers housing was located nearby on the Oakland Estuary on the site of the present-day Laney College.

The 1952 Sanborn map shows some significant differences from the 1950 map, published only two years earlier (Figure 23). In addition to the removal of several portable buildings from the site, several new permanent buildings were erected, most notably the auto shop, which was completed in 1951. The notes on the map indicate that the auto shop was a one-story, reinforced-concrete building composed of two wings: one housing the auto repair shop and the other housing the auto body shop. Both were separated by a two-story mezzanine.

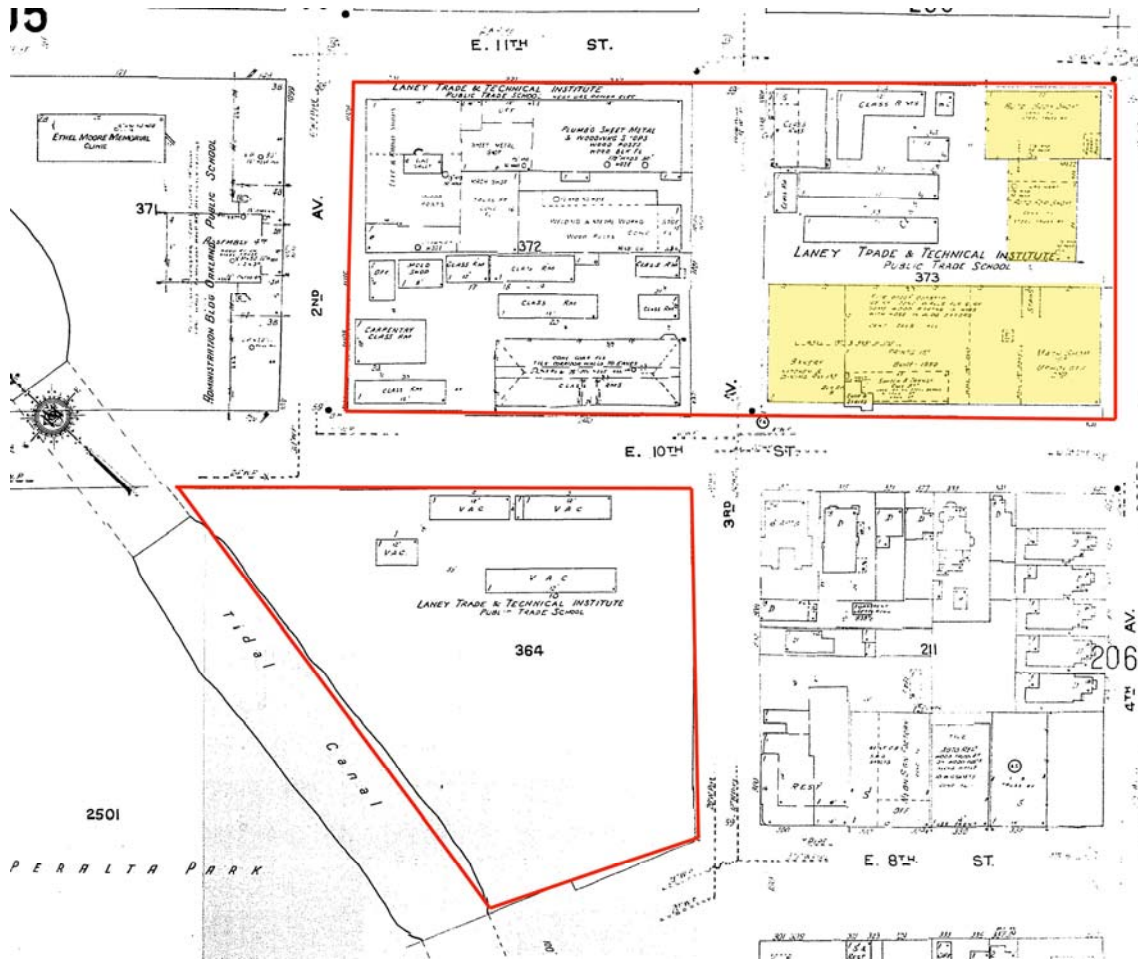


Figure 23. 1952 Sanborn map showing the site of the Joseph C. Laney Technical and Trade Institute

*Context: Joseph C. Laney Technical & Trade Institute*  
*Construction History*

The main building and auto shop of the Joseph C. Laney Technical & Trade Institute were designed by architect E. Geoffrey Bangs for the Oakland Board of Education. The institute was built as a unit of the Oakland High School District of Alameda County. The 100' x 300', two-story high, steel-reinforced concrete building was constructed in 1949-1950 by building contractors Louis C. Dunn Inc. of San Francisco. 72,000 square feet overall, the complex also included a 14,000 square foot, 60' x 120' concrete auto shop

with a wood on steel truss roof.<sup>4</sup> The complex cost of the entire two-phase project was \$1 million and built with local bond funds.

According to a newspaper article published upon their completion, the two new buildings were carefully planned through a “unique program in which shop instructors, trade advisory committees, and the school administrative, architectural, and engineering staffs all participated.”<sup>5</sup> The article went on to describe the modern building:

The stairways are of cast terrazzo with safety treads, and the walls in the main hallway and entrance foyer are faced with satin-finish pre-cast terrazzo. Acoustical ceilings are used in all classrooms, the halls, and in many of the shops. The dressing rooms and lavatory areas are finished in glazed tile in attractive modern colors. Power and complete heating units are in the basement area of the main building. The hot water space heating system included two fully automatic combination gas and oil fired boilers with provisions for additional boilers for three buildings to be constructed at a future date. Both buildings have pneumatic type temperature controls. Other central features of the training plant include: a domestic hot water heating system, a high pressure steam system for the clothes pressing department, a compressed air system, oxygen and acetylene piping systems for the auto shop.

A rendering by the architect shows the main building’s anticipated appearance (**Figure 24**). Although the image is grainy, one can see the building’s original materials, windows, landscaping, and ornament. One can just make out the metal awning sash windows, glass block transoms, and the open-air penthouse atop the roof. A photograph taken of the building in 1966 by Leroy M. Bergstrom (by this point it was part of Laney College), indicates that the main building was executed as designed. This photograph also indicates that no significant changes had been made to the exterior of the building (**Figure 25**).

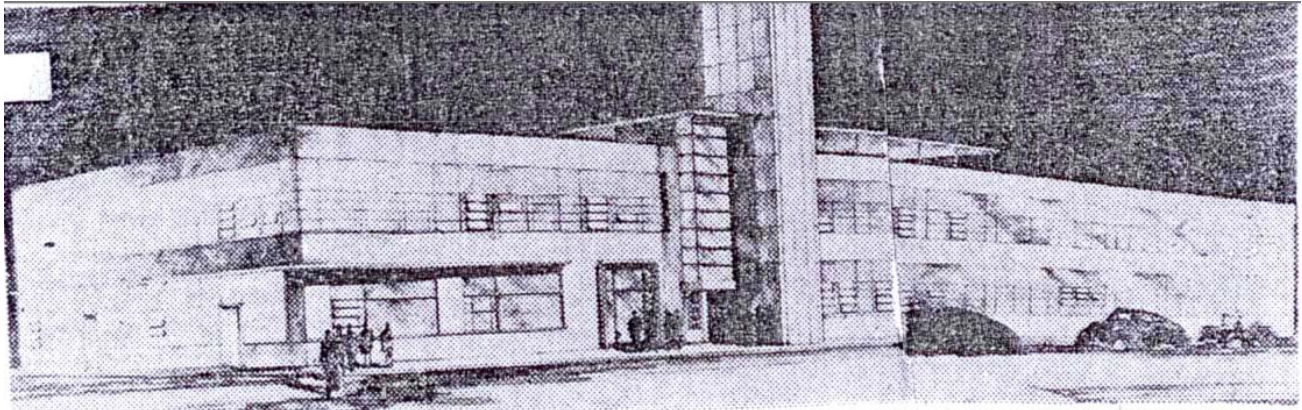


Figure 24. Architect’s rendering of the proposed Joseph C. Laney Technical & Trade Institute, 1950  
Source: Oakland Tribune

<sup>4</sup> Building permit dated 2/28/50

<sup>5</sup> Oakland Tribune, “Million-Dollar Laney Addition Now in Complete Operation,” January 29, 1950.



Figure 25. Title: "Oakland City College, Laney Campus, Memorial Day Weekend, 1966." Photographer: Leroy M. Bergstrom, Sacramento, CA. Note that the windows, glass block transoms, and open roof-top addition all remain intact.

The article mentions that three additional buildings were to follow the main building and the auto shop. Planned as later phases, the location, purpose, and conceptual design of these projected buildings is not known.

The Joseph C. Laney Technical & Trade Institute was a tuition-free public school offering vocational training in 37 trade and technical fields supplemented by evening trade extension and apprentice classes in 56 trades, including baking, commercial photography, machine shop, pressing and spotting, printing trades, radio repair, restaurant cooking, radio communications, auto mechanics, auto body and fender repair, upholstery, waitress and soda fountain work, cosmetology, and aircraft mechanics. Laney's pre-employment classes prepared students to enter employment as experienced workers, while other classes prepared them to take standard examinations for licenses. Still others allowed experienced workers to keep up with new developments in their field.

The 1953 Sanborn maps (with updates to 1969) show where each trade was taught in the building (**Figure 26**). The bakery, kitchen and dining room were located on the first floor level of the north wing. The machine shop and printing shop were located on the first floor of the south wing. Upholstery, radio repair, photography, cosmetology, and



several other trades were located on the second floor. Other trades were taught in multiple portables located throughout the site. The 1953-69 map also shows the closure of 4<sup>th</sup> Avenue and East 11<sup>th</sup> Street, as well as four portables that exist today: two portables that occupy a portion of the East 11<sup>th</sup> Street right-of-way (Buildings 3 and 13) and two located in the 3<sup>rd</sup> Avenue right-of-way (Buildings 8 & 9). Although they appear to be older portables dating to the 1940s, they were probably moved to the site in the mid-1960s when the streets were closed to vehicular traffic.

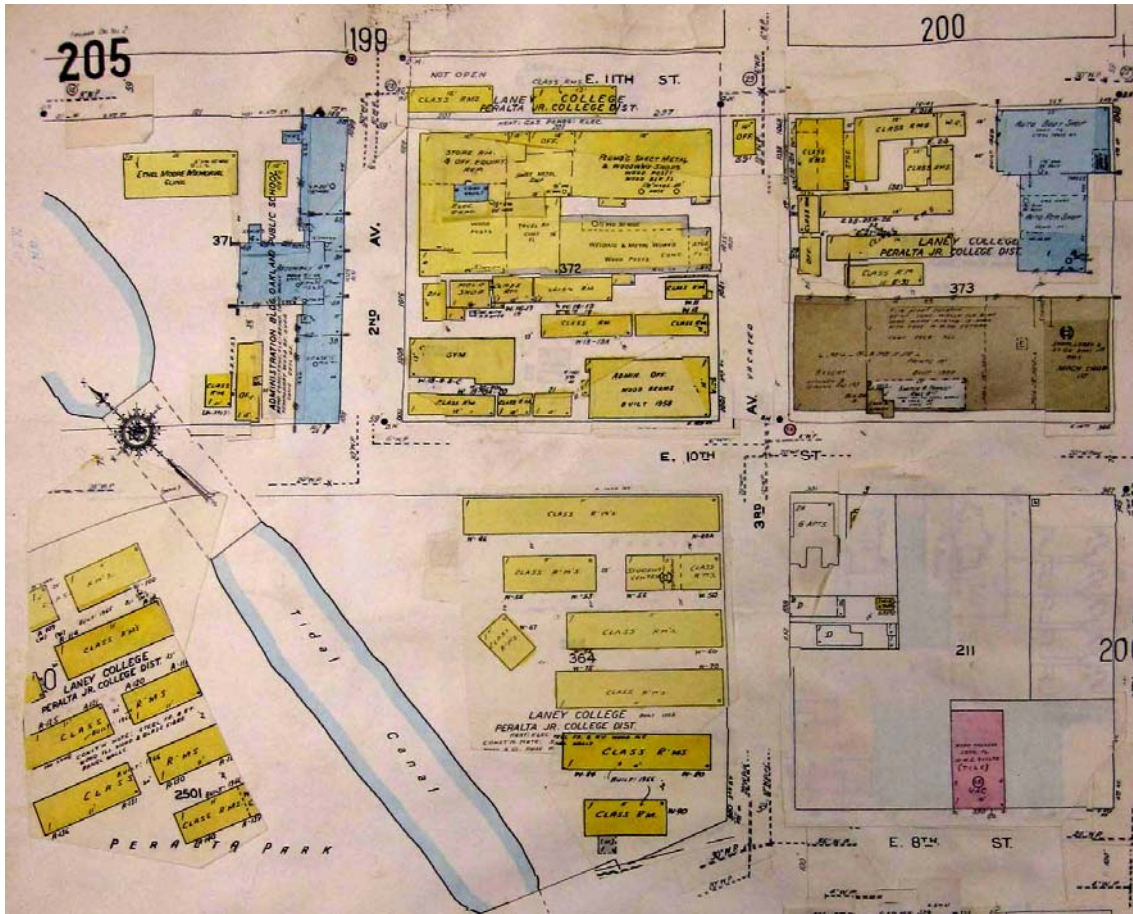


Figure 26. 1953 Sanborn map with updates to 1969 showing the Joseph C. Laney Technical & Trade Institute

*History of the Joseph C. Laney Technical & Trade Institute*

The Oakland Board of Education established Central Trade School in 1927. Initially the school was located at the former Oakland High School at 12<sup>th</sup> and Jefferson streets. Central Trade School moved to 237 East 11<sup>th</sup> Street (corner of 3<sup>rd</sup> Avenue, on the current site) in 1938, sharing Block 372 with the Merritt Business School, a two-story, brick and hollow clay tile building located at 240 East 10<sup>th</sup> Street. Classes were initially held in this building as well as in numerous portable classroom buildings brought to the site. The shops were located in a sprawling wood-frame building at 221 East 11<sup>th</sup> Street that appears to have been built in 1938. In September 1946, Merritt Business School moved to 57<sup>th</sup> and Grove streets to what had previously been University High School.

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Joseph C. Laney Technical & Trade Institute occupied the former Merritt Business School until 1953 when it became Laney College. The former Merritt Business College building was demolished in 1957 due to seismic safety concerns.

Central Trade School was renamed the Joseph C. Laney Trade and Technical Institute on September 7, 1948, by action of the Oakland Board of Education. Joseph C. Laney was a 10-year member of the Board and a strong supporter of trade and vocational education who led the founding of Central Trade School.

In July 1953, the Oakland Board of Education organized Oakland Junior College designated the Joseph C. Laney Trade & Technical Institute and Merritt School of Business as separate campuses of this new institution. The Laney campus was to continue to operate as a vocational school, while the Merritt campus was to operate as the liberal arts and business division. In 1958, at the request of students, faculty, and administrators, the name of the institution was changed to Oakland City College. Both campuses remained under the supervision of the Oakland Board of Education through June 1964, when the Peralta Junior College District was created. The District encompassed the East Bay cities of Alameda, Albany, Berkeley, Emeryville, Oakland, and Piedmont. As part of the Peralta Junior College District, Laney and Merritt colleges were to be separate, comprehensive schools offering vocational, occupational, and liberal arts courses. This decision resulted in the expansion of Laney's liberal arts program and the addition of over 5,000 students to Laney's enrollment. With facilities bursting at their seams, in 1965, Alameda County voters approved a bond of \$47 million to fund the new Peralta campuses. Construction of the new Laney College campus at 900 Fallon Street began in 1970 and was completed in time for spring semester 1971.

As surplus property, the former Joseph C. Laney Technical & Trade Institute was deeded to the Oakland Unified School District. Today the campus continues to be administered by the Oakland Unified School District. The main building is known as the Harper Building and is occupied by the Technology Services Department, Technology Learning Center, and after-school and continuing education classes. The former auto shop is used to maintain district vehicles, and the rest of the site is occupied by portables containing a variety of organizations and day care centers.

***Context: E. Geoffrey Bangs, Architect***

E. Geoffrey Bangs (1889-1977) was a San Francisco-based architect and a graduate of University of California, Berkeley. He earned his bachelor's degree in 1914 and obtained his master's degree the following year. His early career was spent working in the office of John Galen Howard, an accomplished architect and former supervising architect of the University of California. During his time with Howard, Bangs was the chief designer for Gilman, Hilyard, and Wheeler Halls, all Neoclassical designs intended to fit in with Howard's Beaux Arts plan for UC Berkeley. After leaving Howard's office, Bangs went on to design many larger scale public and private commissions, as well as several public housing projects in Northern California. Some of his notable projects include the Blackstone Apartments in Oakland (1924), the Women's Athletic Club in Oakland (1930), a proposed civic center for Oakland's Lake Merritt area (1945),

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UC Berkeley's Lewis Hall (1948), a four-story addition to Cowell Memorial Hospital in Berkeley (1960), the Contra Costa Hall of Records (ca. 1964), and courthouses for Shasta and Butte counties.

Bangs was also the author of *Portals West: A Folio of Late Nineteenth Century Architecture in California*, published in 1960 by the California Historical Society. The book includes 36 photographs of Victorian architecture in The West, including the Sanchez Adobe in San Mateo County, the Governors Mansion in Sacramento, Commerce Street in Auburn, as well as government, civic buildings, covered bridges and barns, along with a summary of architectural styles in California in the last half of the 19th century. The photographs for the book were selected from a larger collection that Bangs took over the course of his life. The E. Geoffrey Bangs Collection, ca. 1950-1969, is located at the University of California, Berkeley, Environmental Design Archives. It consists primarily of black and white photographs documenting numerous Bay Area residential and commercial buildings that Bangs took as part of the work for his book. As a committed modernist, it is somewhat surprising that Bangs took such an avid interest in historic nineteenth-century architecture.

***Context: Joseph C. Laney***

Joseph Clarence Laney (1880-1948) was born on a farm in Salt Lake City, Utah and raised a Mormon. After earning a graduate degree from Arizona State Normal College in 1900, Laney pursued his interest in journalism by obtaining employment with the *Phoenix Republic*. In 1904, Laney married Grace Saylor and relocated to Oakland, California and in 1909 Grace gave birth to twin boys, Howard and Clarence. Laney's journalistic career continued in Oakland with jobs at the *Alameda Argus*, the *Oakland Herald*, the *San Francisco Chronicle*, and the *Oakland Inquirer*. In 1909, Laney and his colleague Perry W. MacDonald founded the *Inter-City Express*, a legal publication for lawyers and building contractors. Laney was a dedicated member of the Masonic Lodge, Athenian Nile, and Kiwanis Clubs, exemplifying his concern for community affairs. This interest eventually led to his appointment to the Oakland School Board in July 1938 to complete the unexpired term of a former member. Laney successfully campaigned for a second term and was re-elected again in 1943 and 1947 – the latter term as Board President. Laney's belief in the value of vocational education led to the founding of Central Trade School in Oakland. Laney died on August 16, 1948 and a month later the Oakland Board of Education renamed Central Trade School the Joseph C. Laney Trade and Technical Institute in his honor.

***Context: Late Moderne Style***

The main building of the Joseph C. Laney Technical & Trade Institute buildings is an example of the Late Moderne style, a subset of the Streamline Moderne style. The Streamline Moderne style was not purely the outgrowth of Depression-era austerity. Ultimately it was a modernist aesthetic, related to the Art Deco style, which gained popularity during the late 1930s and early 1940s. The Art Deco style gained worldwide attention as a result of the 1925 *Exposition Internationale des Arts Decoratifs et Industriels Modernes* in Paris. The Art Deco style consciously broke from the past and sought to chart a new stylistic vocabulary based primarily on low-relief geometric designs—including parallel lines, chevrons, zigzags, stylized vegetation, circles and

linear motifs. By the end of the 1930s, the idealization of the machine, in particular the airplane and ocean liner, led toward the refinement of the Art Deco style. Called Streamline Moderne, WPA Moderne, or simply Moderne, this new style evolved in several different paths ranging from a literal application of the curved, aerodynamic vocabulary of airplanes, ocean liners and automobiles to a stripped classicism popular with government institutions. In the United States this latter version of the Streamline Moderne style (alternately referred to as Stripped Classicism or WPA Moderne) became the dominant mode endorsed by Depression-era New Deal agencies, particularly the Works Progress Administration.

### *Late Moderne Style*

The years of prosperity after World War II led to a boom in all types of real estate development as residential builders constructed tracts of new suburban housing, corporations built new office buildings, and state, local, and federal governments built new public institutions to serve the nation's citizenry. Many commercial and government buildings constructed after 1945 drew inspiration from both the Streamline Moderne and the budding International Style. It was only natural that elements of these two styles would appear in the same buildings since many of the architects who were commissioned to design the post-war buildings were practicing before and during the Depression. Characteristic trademarks of the style include boxy, horizontal massing with little of the contrived curviness of pre-war Moderne design. Fenestration was usually arranged in long, continuous bands of ribbon windows – usually aluminum or painted steel. Taking a cue from the International Style, superfluous ornament was almost non-existent, although horizontally proportioned elements, such as canopies, continuous sills and lintels, or rectangular bezel moldings were used to define breaks between floors, entrances, and areas of fenestration. Sometimes tower elements were used to break up the dominant horizontality of the composition. Otherwise, wall surfaces were usually plain concrete or smooth stucco. Occasionally stainless steel, brushed metal, or decorative concrete detailing was used to line canopies or formed into abstract sculptural motifs. Glass blocks were often used to provide additional accents around doors and windows.

Although examples of the Late Moderne can be found all over the world, the style became especially popular in California. The state's phenomenal growth after the war required the state government to build hundreds of new schools, libraries, office buildings, and utility buildings throughout the state. The Late Moderne style became popular for a number of reasons. First, it was easily adaptable to concrete construction, which was the preferred method for most postwar government buildings. What little ornament Late Moderne buildings had could be easily made using conventional form work and therefore required little specialized labor, saving both money and time. Second, it was an optimistic and forward-looking aesthetic that did not look to the past for inspiration. In a fast-growing state with a swelling population of transplants from across the continent (and eventually the world), it was important to embrace an aesthetic that could appeal to all through modern design, implying as it once did: rationality, order, technical competence, and progress.

## VI. Evaluation for Significance

### *Current Historic Status*

Currently neither the main building nor the auto shop has any formal historic status under local, state, or national regulations. In the section below, KVP evaluates the property for eligibility for listing in the California Register of Historical Places (California Register).

### *California Register of Historical Places*

The California Register is an authoritative guide to significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-eligible properties (both listed and formal determinations of eligibility) are automatically listed. Properties can also be nominated to the California Register by local governments and private organizations or citizens. This includes properties identified in historical resource surveys with Status Codes of 1 to 5 and resources designated as local landmarks or listed by city or county ordinance. The evaluation criteria used by the California Register for determining eligibility are closely based on those developed for use by the National Park Service for the National Register. In order to be eligible for listing in the California Register a property must be demonstrated to be significant under one or more of the following criteria:

*Criterion 1 (Event):* Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

*Criterion 2 (Person):* Resources that are associated with the lives of persons important to local, California, or national history.

*Criterion 3 (Architecture):* Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.

*Criterion 4 (Information Potential):* Resources or sites that have yielded or have the potential to yield information important to the prehistory or history of the local area, California or the nation.

### *Integrity*

In addition to being determined eligible under at least one of the four California Register criteria, properties deemed to be significant must also have sufficient historical integrity. The concept of integrity is essential to identifying the important physical characteristics of historical resources and hence, evaluating adverse change. For the purposes of the California Register, integrity is defined as “the authenticity of an historical resource’s physical identity evidenced by the survival of characteristics that existed during the

resource's period of significance" (California Code of Regulations Title 14, Chapter 11.5). A property is examined for seven variables or aspects that together comprise integrity. These aspects, which are based closely on the National Register, are location, design, setting, materials, workmanship, feeling and association.

### *Evaluation for Significance*

#### *Criterion 1 (Event)*

The former Joseph C. Laney Technical & Trade Institute does not appear eligible for listing in the California Register under Criterion 1. Neither the main building nor the paint shop are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States. Built between 1950 and 1951, the two buildings were designed as the cornerstone of a new trade school campus in East Oakland. However, in 1953, the campus became one of the two campuses comprising Oakland Junior College. After several name changes and reorganizations, Laney College emerged from Oakland Junior College, although this institution moved to its new campus in 1971. In summary, the campus appears, in many ways, to have been a way station for a series of relatively fluid educational institutions and uses.

The two buildings do have some significance under Criterion 1 for their association with the vocational school movement in the United States but by the late 1930s, the Bay Area had several important vocational/trade schools and the former Joseph C. Laney Technical & Trade Institute does not appear to have made a "significant contribution" to this broad pattern of local, state, or national history.

#### *Criterion 2 (Person)*

Neither the main building nor the auto shop of the former Joseph C. Laney Technical & Trade Institute appears eligible for listing in the California Register under Criterion 2. Although named for Joseph C. Laney, Laney died before either the main building or the auto shop were constructed and never had his office on the campus. No other persons important to local, California, or national history seem to be associated with the site or any of the buildings on it.

#### *Criterion 3 (Design/Construction)*

If it retained sufficient integrity, the main building of the former Joseph C. Laney Technical & Trade Institute would likely qualify for listing in the California Register under Criterion 3. Before it was altered during the early 1970s – in particular the removal and partial infilling of all window openings on the south wing – the main building was an excellent example of the Late Moderne style in Oakland, and indeed, the State of California. Built with a constrained budget during a period of massive public construction activity, architect E. Geoffrey Bangs used a limited palette of materials to create an attractive facility for a growing public trade school. The use of glass blocks for the transoms, the eye-catching tower element, and the WPA-style sculptures depicting the use of the building, carry this building beyond the range of typical government buildings of its era. In regard to its styling, the main building contains all of the elements of the Late Moderne style and, indeed, surpasses most contemporaries.

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Although not as well-known today, E. Geoffrey Bangs was certainly an important California architect from the 1930s until the 1960s. Based on his works, Bangs seems to have been a competent designer of large public buildings and campuses. In an arena all too often dominated by hacks, Bangs showed significant talents in making use of limited budgets to design buildings that would fulfill not only their given function but also contribute to the aesthetic enjoyment of their users. Based on the scale and quality of his projects, Bangs would likely be considered a “master architect” under the definition of the California Register.

Although the design of the former Joseph C. Laney Technical & Trade Institute does embody the characteristics of the Late Moderne style, with the exception of the sculptures mounted on the tower, it does not “possess high artistic values.”

The auto shop does not appear eligible for listing under Criterion 3. Its design is utilitarian and although its planning appears highly evolved for its building type, the type itself is not a rare or distinguished building type.

#### *Criterion 4 (Information Potential)*

The analysis of the former Joseph C. Laney Technical & Trade Institute for eligibility under Criterion 4 is beyond the scope of this report.

#### *Evaluation of Integrity*

As mentioned above, the exterior of the main building of the former Joseph C. Laney Technical & Trade Institute has undergone one major alteration, namely the removal of the original windows of the south wing and the partial infilling of the original openings during the early 1970s. In place of the rows of painted steel, multi-lite windows with operable awning sash are flat panels of stucco containing inexpensive aluminum units. In addition, the glass block transoms were entirely removed from the south wing and painted over on the north wing. Although theoretically reversible, the work was executed cheaply and significantly detracts from the building’s significance as an excellent example of the Late Moderne style. In summary, the main building retains the following aspects of integrity: location and setting. It does not retain integrity of design, materials, workmanship, feeling or association.

The auto shop of the former Joseph C. Laney Technical & Trade Institute appears to have undergone few, if any, significant exterior alterations. It retains all aspects of integrity.

In conclusion, neither the main building nor the auto shop appear eligible for listing in the California Register of Historical Resources or any other register of historic resources.

## VII. Conclusion

The former Joseph C. Laney Technical & Trade Institute buildings – the main building and the auto shop – were designed by architect E. Geoffrey Bangs and constructed in 1950 and 1951, respectively, for the Oakland Board of Education as a public trade school for both high school aged students and older continuing education students. The buildings appear to have been the first permanent structures in a proposed campus to be developed in East Oakland after World War II. The complex cost \$1 million and was built with bond funds. The rest of the campus consisted of buildings left over from the old Merritt Business College campus and temporary structures. Originally there were to be three additional new buildings, but this appears to have been placed on hold due to uncertainty over the future of the school. In 1953, the campus became part of the Peralta Junior College District as a junior college campus. Known as Laney Junior College, this use characterized the campus until 1970 when Laney moved to its new campus across East 10<sup>th</sup> Street. The Oakland Unified School District assumed control of the campus in 1971 and began remodeling the main building for use as offices and classrooms. Work carried out to accomplish this renovation diminished the building's original design significantly. Although the main building would likely have qualified for listing in the California Register under Criterion 3 (Design/Construction), at present it does not qualify due to these alterations.



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San Francisco History Center, San Francisco Public Library

University of California Environmental Sciences Library and Archives.