

Staff Report 40

PARTY:

California State Lands Commission

PROPOSED ACTION:

Authorization to contract for removal activities

AREA, LAND TYPE, AND LOCATION:

Sovereign land in the Carquinez Strait, adjacent to 501 Port Street, Crockett, Contra Costa County.

AUTHORIZED USE:

Bulkhead and bank protection.

BACKGROUND:

Crockett is a small unincorporated community in northwestern Contra Costa County. The Crockett waterfront is located on the south side of the Carquinez Strait where it meets San Pablo Bay. Over the decades, the Commission has authorized leases for various uses along and near the Crockett shoreline. The uses included marine oil terminals, a sugar refinery, an interstate highway crossing, a boat repair facility, a marina, a restaurant, a fishing club, a fishing pier, a horticulture center, and a wastewater treatment facility.

On December 3, 2018, the Commission terminated Lease Number 2649, issued to Crockett Marine Service, Inc., due to their inability to fulfil obligations to maintain the improvements ([Item 30, December 3, 2018](#)). Crockett Marine Service had operated a marina, boat repair facility, and the Nantucket restaurant. Only the Nantucket remained in use and good condition at the time of lease termination. The restaurant closed on February 17, 2019, and in March 2019, the Commission paid to board up the restaurant. Since that time, the restaurant has been broken into several times, and the building and fixtures have been stripped and vandalized. The Commission has expended more than \$18,000 securing the

building to date. On August 3, 2020, the derelict Crockett boat repair facility caught on fire and burned to the ground. In the months following the fire, the Commission completed an emergency clean-up with costs exceeding \$90,000.

On December 6, 2019, the Commission authorized a one-year General Lease – Other to The Nantucket Revitalization LLC to rehabilitate the existing restaurant and make it a regional destination ([Item 16, December 6, 2019](#)). Staff and the applicant hoped to restore and reopen the Nantucket restaurant. The short-term lease, however, was conditioned upon the applicant obtaining and maintaining a Union Pacific Railroad right-of-way access. The railroad crossing agreement had lapsed along with the former lease. The only means of accessing the restaurant from the upland required crossing an active railway. For safety purposes, a crossing signal would be required. Construction of the additional crossing signal was estimated at \$234,040, with annual maintenance costs of \$15,470 per year. This proved too costly for the applicant, and they withdrew their application in April 2021. Today, all the remaining facilities, including the restaurant building, are so dilapidated that there is no longer any economic value in repairing them. The Contra Costa Fire Chief has determined that the remaining derelict improvements along the waterfront are a health and safety hazard and need to be removed.

On December 9, 2020, Commission staff hosted a virtual town-hall meeting to discuss the current state of affairs at the Crockett waterfront, to notify the community and interested parties of staff's intent to request removal of the derelict restaurant building and marina facilities, and to solicit community input and feedback on staff's proposal. Public outreach included engagement with community leaders, district staff, and local businesses and residents of Crockett. The meeting was well attended.

In May 2021, staff contracted with Environmental Science Associates (ESA) to complete a Historic Resource Evaluation Report for the former Nantucket restaurant. The report concluded that the building is potentially historically significant under California Register of Historical Resources (California Register) Criterion 2 for its association with Tony Dowrelio, but it does not retain sufficient integrity to convey its significance. Because the property possesses significance but does not retain integrity, ESA concluded that the property is ineligible for listing on the California Register and Contra Costa County Historic Resources Inventory. The restaurant is, therefore, not considered a historical resource for the purposes of the California Environmental Quality Act (CEQA) as noted in Exhibit B. Staff also assessed the building to determine if contained asbestos. The assessment determined that there was asbestos. The asbestos will be remediated as part of the scope of the proposed contract and process for removal and disposal. On July 26, 2021, as part of outreach for the proposed Commission action, staff sent 575 letters

to the community and key stakeholders notifying them of the proposed action to remove the restaurant building and derelict marina facilities.

On October 18, 2018, the Commission authorized expenditures from three Kapiloff Land Bank fund subaccounts for the removal and disposal of abandoned vessels, marine debris, navigational hazards or obstructions, and derelict structures in the Crockett Marine Service marina area in Crockett, Contra Costa County ([Item 81, October 18, 2018](#)). The removal work contemplated herein, and any contracts awarded in furtherance of this work would be funded from the same Kapiloff subaccounts. The remaining amount of funds in the subaccounts is approximately \$598,000. Staff is requesting authorization to enter into contracts for removal work at Crockett up to the full amount of remaining funds in the subaccounts.

PROJECT DESCRIPTION:

Staff requests authorization to contract to remove the following derelict or abandoned remnants of the restaurant building and marina facilities in the interest of public health and safety:

Phase One: Removal of the Nantucket Restaurant. A contractor, Emergency Construction Services Inc. (ECS), will demolish the building. This will include the placement of temporary fencing, building security, danger signage, removal of exterior debris, asbestos abatement, permanent electrical swing/power disconnection, water lines capping, septic tanks removal and disposal at a hazardous waste site, and complete demolition of the building. This work will be performed from the upland. ECS will place signage restricting access in the construction areas during the demolition. Best management practices will be utilized, and care taken for all possible environmental concerns in the disposal of the hazardous materials. All methods proposed to be used for the demolition will be in accordance with general building demolition guidelines.

Phases Two and Three: Removal and disposal of: a) a sunken 45-foot CalBay workboat and sunken landing craft both located offshore of the Nantucket's patio deck; b) a partially sunken steel barge, boat section sitting on wood cribbing, and small pontoon boat; c) a small crane mounted to steel frame, timber piles, timber caps and stringers, and miscellaneous debris on the shoreline; and d) the "Army Pier" walkway and support piles. This will clean the Crockett shoreline of marine debris and return the shoreline to its most natural condition in decades.

CS Marine Constructors, Inc., will perform the in-water removal activities. In-water work will be done between August 1 and November 30 to protect fish species. A floating debris boom will be deployed around the perimeter of each timber

structure to be removed. Crews stationed on barges will monitor the boom and remove floating debris from within the barrier. A floating oil-containment boom will also be deployed around the perimeter of all vessels or barges to be removed. CS Marine will properly inspect and dispose of any fuel or oily water with the assistance of divers. Timber decking and stringers will be cut with gas-powered chain saws into pre-determined sections. Sections will then be lifted off the piles with heavy-duty slings and onto a debris barge for proper disposal. Timber piles will either be broken off at the mudline or extracted using a vibratory extractor with a timber pile clamp. Sunken vessels will be inspected by divers and evaluated before removal. Intact vessels that can be removed in one piece will be rigged and picked up by a derrick barge and transported to an off-site location for disposal. If a vessel cannot be removed safely in one piece, CS Marine will select the most practical and safe method of recovery.

The methods CS Marine uses will minimize impacts to the aquatic environment and biological ecosystem. All methods proposed to be used for the demolition will be in accordance with general building demolition guidelines. Best management practices will be utilized every step of the way. During demolition activities, flat barges loaded with debris will be shuttled by tugboats to the CS Marine yard located on Mare Island. The project will require a variety of marine equipment, including, but not limited to, the following: 100-ton derrick barge with crew and rigging, debris barges, work skiffs, diesel generators, vibratory extractor, chainsaws, and hand tools.

The proposed building and infrastructure demolition along the shoreline will have the appropriate construction protection barriers in-place to protect construction personnel and surrounding areas from debris. The area is tidally influenced which can be inundated during high tide events. The proposed demolition activity will be conducted within a short-term window and is not expected to exceed four weeks. The proposed demolition will incorporate appropriate construction shoreline protection barriers to reduce movement of demolition materials from the buildings and the area of debris containment. Fresh water from shore-based sources will be sprayed on materials as heavy equipment demolishes buildings to ensure all dust and any debris from the demolition activities are contained and will be collected to prevent any unwanted discharge. Once all the buildings and infrastructure are removed, the utilities will be permanently capped and disconnected.

STAFF ANALYSIS AND RECOMMENDATION:

AUTHORITY:

Public Resources Code sections 6005, 6216, and 6301.

PUBLIC TRUST AND STATE'S BEST INTERESTS:

On October 18, 2018, the Commission authorized expenditures from three Kapiloff Land Bank fund subaccounts for the removal and disposal of abandoned vessels, marine debris, navigational hazards or obstructions, and derelict structures in the Crockett Marine Service marina area in Crockett, Contra Costa County ([Item 81, October 18, 2018](#)). Pursuant to Public Resources Code sections 8612.5 and 8613, the Commission, acting as Land Bank Fund Trustee, is authorized to expend moneys deposited in the fund for management and improvement of real property held by the trustee to provide open space, habitat for plants and animals, and public access.

Removal of abandoned vessels and marine debris will be an improvement of real property that enhances both open space and public access. Such removal also improves navigability and recreational use while eliminating threats to public health and safety and the associated liabilities.

CLIMATE CHANGE:

Climate change impacts, including sea-level rise, are not limited to the open coast and may involve increased storm events and flooding. The lease area is located on the shoreline of the Carquinez Strait and naturally experiences daily tides, flooding, storm surge, and wave action.

The California Ocean Protection Council updated the State of California Sea-Level Rise Guidance in 2018 to provide a synthesis of the best available science on sea-level rise projections and rates. Commission staff evaluated the "high emissions," "medium-high risk aversion" scenario to apply a conservative approach based on both current emission trajectories and the lease location and structures. The San Francisco tide gauge was used for the projected sea-level rise scenario for the region as listed in Table 1.

Table 1. Projected Sea-Level Rise for San Francisco

Year	Projection (feet)
2030	0.8
2040	1.3
2050	1.9

Year	Projection (feet)
2100	6.9

Source: Table 13, State of California Sea-Level Rise Guidance: 2018 Update

Note: Projections are with respect to a 1991 to 2009 baseline.

This effect could increase inundation levels within the lease area. In addition, as stated in *Safeguarding California Plan: 2018 Update* (California Natural Resources Agency 2018), climate change is projected to increase the frequency and severity of future natural disasters related to flooding, fire, drought, extreme heat, and storms on the site (especially when coupled with sea-level rise); however, since the shoreline structures would be removed, they would no longer be subject to the effects of climate change, including sea-level rise.

CONCLUSION:

For the reasons above, staff believes the proposed authority for the Executive Officer to award and execute contracts for removal activities will not substantially impair public rights to navigation and fishing or substantially interfere with Public Trust needs at this location, at this time; is consistent with the common law Public Trust Doctrine; and is in the State's best interests.

OTHER PERTINENT INFORMATION:

1. This action is consistent with the "Meeting Evolving Public Trust Needs," "Leading Climate Activism", "Prioritizing Social, Economic, and Environmental Justice," and "Committing to Collaborative Leadership" Strategic Focus Areas of the Commission's 2021-2025 Strategic Plan.
2. The staff recommends that the Commission find that this activity is exempt from the requirements of CEQA as a categorically exempt project. The project is exempt under Class 4, Minor Alteration to Land; California Code of Regulations, title 2, section 2905, subdivision (d)(3) and Class 30, Minor Actions to Prevent, Minimize, Stabilize, Mitigate or Eliminate the Release or Threat of Release of Hazardous Waste or Hazardous Substances; California Code of Regulations, title 14, section 15330.

Authority: Public Resources Code section 21084 and California Code of Regulations, title 14, section 15300 and California Code of Regulations, title 2, section 2905.

APPROVALS REQUIRED:

San Francisco Bay Conservation and Development Commission (BCDC)
Contra Costa County

EXHIBITS:

- A. Site and Location Map
- B. Historic Resource Evaluation Report

RECOMMENDED ACTION:

It is recommended that the Commission:

CEQA FINDING:

Find that the activity is exempt from the requirements of CEQA pursuant to California Code of Regulations, title 14, section 15061 as a categorically exempt project, Class 4, Minor Alterations to Land; California Code of Regulations, title 14, section 2905, subdivision (d)(3), and Class 30, Minor Actions to Prevent, Minimize, Stabilize, Mitigate or Eliminate the Release or Threat of Release of Hazardous Waste or Hazardous Substances; California Code of Regulations, title 14, section 15330.

PUBLIC TRUST AND STATE'S BEST INTERESTS:

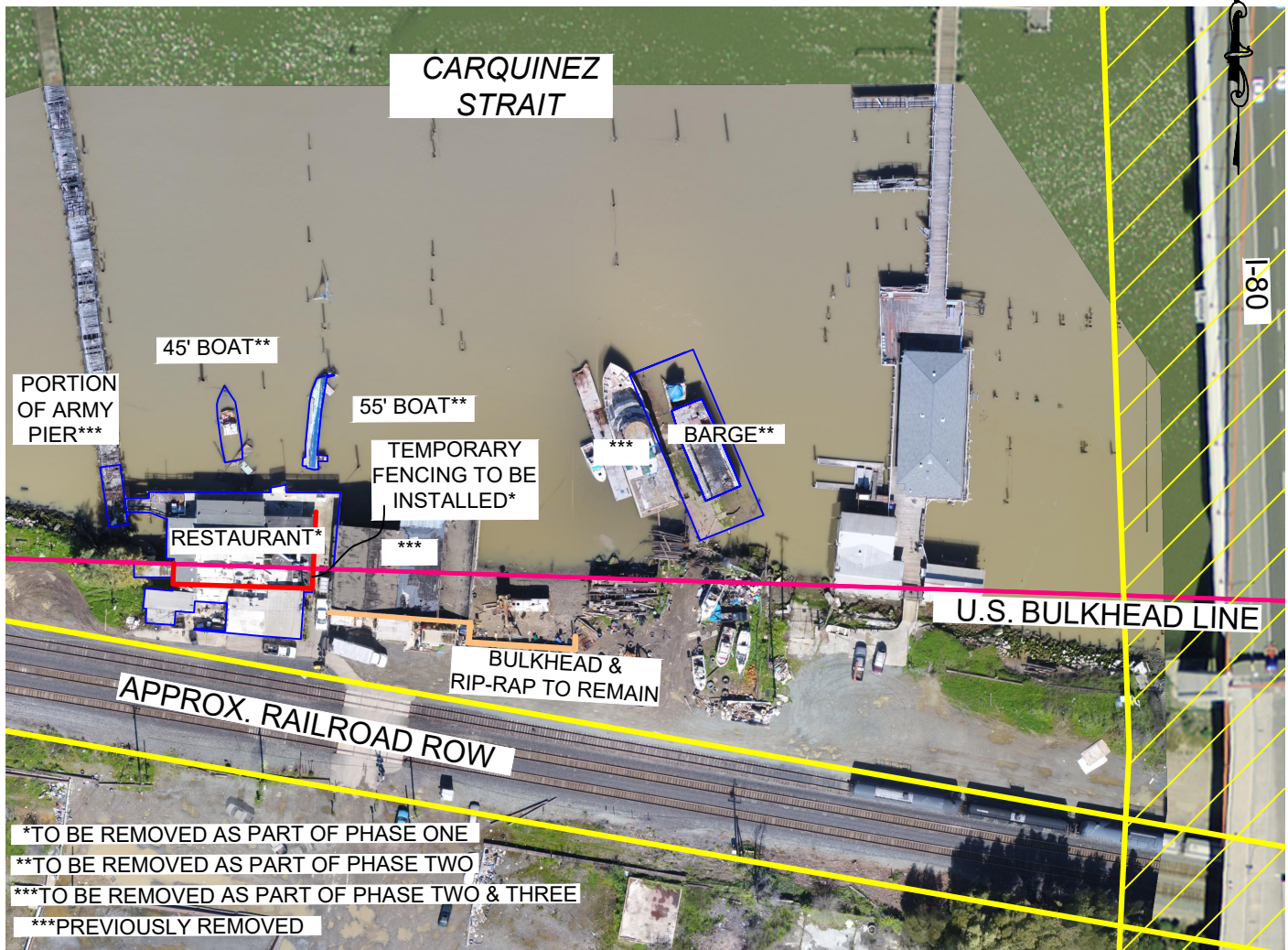
Find that the proposed action will not substantially impair the public rights to navigation and fishing or substantially interfere with the Public Trust needs and values at this location, at this time, and for the foreseeable future; is consistent with the common law Public Trust Doctrine; and is in the best interests of the State.

AUTHORIZATION:

Authorize the Executive Officer or her designee to award and execute contracts, to Emergency Construction Services Inc., and CS Marine Constructors, Inc., not to exceed a combined total of \$598,000, for the proposed Crockett removal activities, pursuant to the requirements of the Public Contract Code and current State policies and procedures.

NO SCALE

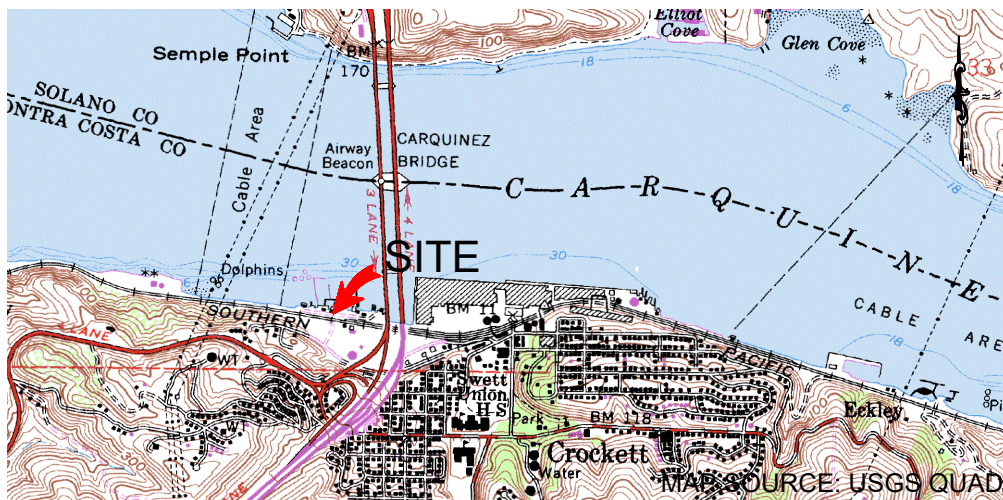
SITE



Crockett, Carquinez Strait

NO SCALE

LOCATION



THIS EXHIBIT IS SOLELY FOR PURPOSES OF GENERALLY DEFINING THE LEASE PREMISES, IS BASED ON UNVERIFIED INFORMATION PROVIDED BY THE LESSEE OR OTHER PARTIES AND IS NOT INTENDED TO BE, NOR SHALL IT BE CONSTRUED AS, A WAIVER OR LIMITATION OF ANY STATE INTEREST IN THE SUBJECT OR ANY OTHER PROPERTY.

EXHIBIT A

W 27249
CALIFORNIA STATE
LANDS COMMISSION
CONTRA COSTA COUNTY



MJF 7/29/2021

FINAL

501 PORT STREET CROCKETT, CALIFORNIA

Historic Resource Evaluation Report

May 2021

Prepared for:
California State Lands Commission
Environmental Planning and Management Division
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825



FINAL

501 PORT STREET CROCKETT, CALIFORNIA

Historic Resource Evaluation Report

May 2021

Prepared for:
California State Lands Commission

Prepared by:
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SUMMARY OF FINDINGS

This Historic Resource Evaluation Report (HRER) documents the historic resource survey and evaluation completed by Environmental Science Associates (ESA) for the former restaurant located at 501 Port Street in Crockett, California. The subject property includes assessor parcel number (APN) 354-320-004.

On March 16, 2021, an ESA architectural historian conducted a survey of the subject property using intensive survey methods. One historic-age building—a former restaurant constructed ca. 1943—occupies the subject property and would be demolished under the proposed project. The historic-age building is documented in the attached California Department of Parks and Recreation (DPR) 523 form-set (Appendix A). Archival review identified no previously identified historic architectural resources on the subject property or in the immediate vicinity. The subject building appears to be historically significant under California Register of Historical Resources (California Register) Criterion 2 for its association with Tony Dowrelio, but it does not retain sufficient integrity to convey its significance. California Register criteria are also applied to determine eligibility for listing in the Contra Costa County Historic Resources Inventory. Because the property possesses significance but does not retain integrity, ESA recommends the property ineligible for listing on the California Register and Contra Costa County Historic Resources Inventory, and it is therefore not considered to be a historical resource for the purposes of the California Environmental Quality Act (CEQA).

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Chapter 1

Introduction

ESA has prepared this HRER, which documents the methods and results of the historic resource survey and evaluation completed for the subject property located at 501 Port Street (APN 354-320-004) within the Town of Crockett, California (**Figure 1**). The subject property includes one historic-age building that requires evaluation.

This HRER documents the existing conditions of the subject property with regard to historic resources for use in CEQA analysis. The work performed for this HRER consists of a review of property records on file at the California State Lands Commission (SLC), online research, and an intensive-level built resource survey of the project site. It was conducted in order to preliminarily evaluate the potential historical resource at 501 Port Street according to the criteria set forth by the California Register. California Register criteria are also applied to determine eligibility for listing in the Contra Costa County Historic Resources Inventory

The author of this HRER is Johanna Kahn, M.Ar.H., and Becky Urbano, M.S., provided technical review and quality assurance. All contributors meet the Secretary of the Interior's Professional Qualification Standards for Architectural History.

1.1 Subject Property

The subject property is located in Crockett, California, approximately 5.5 miles northwest of Martinez and four miles southeast of Vallejo. It is a waterfront property located at the mouth the Carquinez Strait near the confluence with San Pablo Bay. Union Pacific Railroad tracks run east-west immediately south of the subject property. One historic-age building occupies the subject property: 501 Port Street.



The subject building is outlined in a dashed red line. The west (southbound) span of the Carquinez Bridge is visible at the far right. The Crockett Striped Bass Club is located to the left (west) of the bridge. The Union Pacific Railroad tracks span the photograph south of the subject building.

SOURCE: Google Maps, 2021; edited by ESA

501 Port Street / D201900909.02

Figure 1
Location of Subject Property, 2021

Chapter 2

Regulatory Framework

2.1 State Regulations

The project is subject to review under CEQA, with the SLC as lead reviewing agency for CEQA purposes. The State implements provisions in CEQA through its statewide comprehensive cultural resources surveys and preservation programs. The California Office of Historic Preservation (OHP), as an office of the California Department of Parks and Recreation, oversees adherence to CEQA regulations. The OHP also maintains the California Historic Resources Inventory. The SHPO is an appointed official who implements historic preservation programs within the State's jurisdiction. Typically, a resource must be more than 50 years old to be considered as a potential historical resource. The OHP advises recordation of any resource 45 years or older, since "there is commonly a five-year lag between resource identification and the date that planning decisions are made."¹

California Environmental Quality Act

CEQA (*codified at Public Resources Code [PRC] § 21000 et seq.*) is the principal statute governing environmental review of projects occurring in the State. CEQA requires lead agencies to determine if a project would have a significant effect on historical resources, unique archaeological resources, or tribal cultural resources (TCR[s]).

Historical Resources

CEQA Guidelines recognize that a historical resource includes: (1) a resource in the California Register of Historical Resources [California Register]; (2) a resource included in a local register of historical resources, as defined in PRC § 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC § 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational,

¹ State of California Office of Historic Preservation. *Instructions for Recording Historical Resources*, March 1995, p. 2.

social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

California Register of Historical Resources

The California Register is "an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC § 5024.1 [a]). The criteria for eligibility for the California Register are based upon National Register of Historic Places (National Register) criteria (PRC § 5024.1 [b]). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.

To be eligible for the California Register, a cultural resource must be significant at the local, State, and/or federal level under one or more of the following four 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.
- **Criterion 2 (Person):** Resources that are associated with the lives of persons important to history.
- **Criterion 3 (Design/Construction):** Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possess high artistic values.
- **Criterion 4 (Information Potential):** Resources or sites that have yielded or have the potential to yield information important in prehistory or history.

In addition to meeting at least one of the four criteria, a resource must retain integrity, meaning that it must have the ability to convey its significance through the retention of seven aspects, or qualities, that in various combinations define integrity. Consideration of integrity for California Register eligibility closely follows the seven aspects of integrity that apply to the National Register. These are:

- *Location:* Place where the historic property was constructed;

- *Design*: Combination of elements that create the form, plans, space, structure, and style of the property;
- *Setting*: The physical environment of the historic property, inclusive of the landscape and spatial relationships of the buildings;
- *Materials*: The physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property;
- *Workmanship*: Physical evidence of the crafts of a particular culture or people during any given period in history;
- *Feeling*: The property's expression of the aesthetic or historic sense of a particular period of time; and
- *Association*: Direct link between an important historic event or person and an historic property.

The California Register includes resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally Determined Eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward; and
- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:

- Historical resources assigned a California Register Historical Resource Status Code (CRHSC) rating of 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);
- Individual historic resources;
- Historic resources contributing to historic districts; and
- Historic resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

2.2 Local Regulations

Contra Costa County Historic Resources Inventory

The Town of Crockett is a census-designated place in unincorporated Contra Costa County. The county's Historical Landmarks Advisory Committee (HLAC) has drafted a historic preservation ordinance, but it has not been adopted by the Board of Supervisors at this writing.²

The county maintains a historic resources inventory. HLAC staff confirmed that criteria for designating a property for listing on the historic resources inventory are based on the California Register criteria.³ As of July 2019, 16 resources in the North Coast Area are listed on the inventory.⁴ The subject property is not listed on the Contra Costa County Historic Resources Inventory.

² Dominique Vogelpohl (Contra Costa County Historical Landmarks Advisory Committee staff), telephone call with Johanna Kahn (ESA), April 5, 2021.

³ Dominique Vogelpohl (Contra Costa County Historical Landmarks Advisory Committee staff), telephone call with Johanna Kahn (ESA), April 5, 2021.

⁴ The 16 resources are located in the communities of Crockett, Valona, Selby, Oleum, Port Costa, Rodeo, and Hercules. Contra Costa County Conservation and Development, Community Development Division, *Historic Resources Inventory, Fifth Draft*, July 2019, <https://www.contracosta.ca.gov/DocumentCenter/View/1116/Historic-Resources-Inventory-HRI?bidId=>, accessed April 5, 2021.

Chapter 3

Historic Context

3.1 Historic-Period Setting

Town of Crockett

The subject property is located in the community of Valona, which was historically separate from the town of Crockett immediately to the east. Today, Valona, along with other communities including Selby and Tormey, are located within the Crockett town limits in unincorporated Contra Costa County.

In 1842, the 13,354-acre Rancho Cañada del Hambre was granted to Teodora Sota. In 1860, she sold half of the land holdings to J.B. Crockett, a San Francisco attorney who later became a Supreme Court Justice in 1868. In turn, Crockett sold a portion of his land in 1866 to Thomas Edwards, who established a townsite named after Crockett, and to J.B. Strentzel (a partner of John Muir), who established a neighboring townsite named Valona ca. 1877.⁵

Crockett has a long history of manufacturing. Beginning in 1882, John Loring Heald established the short-lived Loring Agricultural Works on a wharf at the foot of Bay Street (the site of present-day Crockett Cogeneration).⁶ In 1884, the Starr & Co. Flouring Mill was in operation at the foot of Eppinger/West Street.⁷ In 1897, the California Beet Sugar and Refining Co. established a large refinery and occupied the earlier Loring and Starr & Co. factories. After briefly closing in 1903, the refinery reopened in 1906 as the reorganized California and Hawaiian Sugar Refining Corp. (C&H). For more than a century, C&H has been the largest and most significant commercial operation in Crockett, employing generations of residents. In the early 20th century, C&H funded many improvement projects in the town and purchased tracts of land for development by its employees (e.g., Tenney Terrace and Crockett

⁵ Mae Fisher Purcell, *History of Contra Costa County* (Berkeley, Calif.: Gillick Press, 1940), pp. 714-715.

⁶ Mae Fisher Purcell, *History of Contra Costa County* (Berkeley, Calif.: Gillick Press, 1940), pp. 714-715.

⁷ 1889 Sanborn map.

Heights).⁸ In 2021, more than 700,000 tons of cane sugar is processed at C&H's Crockett refinery.⁹

In 1927, the first span of the Carquinez Bridge opened to automobile traffic between Crockett and Vallejo. While Crockett experienced tremendous growth in the first half of the 20th century, development has slowed, and it remains a small community. Since 1940, the population of Crockett has steadily decreased from 4,464 to 3,094 in 2010.^{10, 11}

Dowrelío's Harbor and Boat Works

Much of Contra Costa County is surrounded by water. By the early 20th century, the San Pablo Bay, Carquinez Strait, and Sacramento River Delta had become popular destinations for subsistence fishing and later recreational fishing and boating.¹² In 1927, there were seven fishing "resorts" located around the county's coastline, and this number increased to 46 by 1940.¹³

In 1929, Antone "Tony" Dowrelío subleased a portion of the coastal land from C&H,¹⁴ whose factory and headquarters were located immediately east of the Carquinez Bridge, the first span of which was completed and opened to automobile traffic in 1927. (See biography of Dowrelío and Site History below.) He built a harbor immediately west of the bridge and adjacent to the Southern Pacific Railroad tracks. Because the landside approach to the harbor required crossing the tracks, he negotiated a lease with the railroad to create a pedestrian crossing (sometimes referred to as Dowrelío Crossing) and a parking lot on the south side of the tracks.¹⁵ By 1946, physical improvements to Dowrelío Harbor included a wood wharf, restaurant (i.e., the subject building), fuel tank, 85 berths, walkways,

⁸ Interactive Resources, Inc., *Historic Resources Evaluation for Memorial Hall, Crockett, California*, prepared for Crockett Community Services District, May 2012, p. 2, <https://crockettcsd.specialdistrict.org/files/8433dc5f3/Memorial+Hall+HRE+final+5+2+12.PDF>, accessed April 8, 2021.

⁹ "Our History," *C&H Sugar*, <https://www.chsugar.com/our-history>, accessed April 8, 2021.

¹⁰ Mae Fisher Purcell, *History of Contra Costa County* (Berkeley, Calif.: Gillick Press, 1940), p. 714.

¹¹ 2010 U.S. Census, <https://archive.ph/20140715024314/http://www.census.gov/2010census/popmap/ipmtext.php?fl=06:0617274>, accessed April 8, 2021.

¹² Hank Dowrelío, telephone conversation with Johanna Kahn (ESA), March 22, 2021.

¹³ Mae Fisher Purcell, *History of Contra Costa County* (Berkeley, Calif.: Gillick Press, 1940), p. 557.

¹⁴ California Court of Appeal, First District, Division 1. *Simmons v. Southern Pacific Transportation Co.* Civ. 35721, September 28, 1976. Accessed March 12, 2021, <https://caselaw.findlaw.com/ca-court-of-appeal/1830618.html>.

¹⁵ California Court of Appeal, First District, Division 1. *Simmons v. Southern Pacific Transportation Co.* Civ. 35721, September 28, 1976. Accessed March 12, 2021, <https://caselaw.findlaw.com/ca-court-of-appeal/1830618.html>.

breakwater, and fishing dock.¹⁶ In its early years, the restaurant was actually an informal lunch counter that primarily served fishermen.¹⁷

According to numerous newspaper mentions over several decades, the operation was alternately known as Dowrelío's (sometimes spelled Dow-relío) Wharf, Marina, Harbor, Pier, Resort, and Boat Works. By 1953, it was reported that "the Dow-Relío Boat House [...] has the only crane available in the area."¹⁸ A 1963 directory listing for Dowrelío's Boat Works Dock included the following details:

Purpose for which used: Mooring small vessels for repair; and mooring company-owned floating equipment.

Type of construction: Timber pile, timber-decked wharf with row of timber mooring piles along face; 50-foot-long approach from shore.

Mechanical handling facilities: One 12-ton, gasoline, traveling, revolving crane with 60-foot boom; crane travels on rails extending from face of wharf to shore at rear. Crane used for handling piling from storage area in rear to floating piledriver moored at wharf face, and also is equipped with slings for lifting small boats into and out of the water.

Railway connections: Southern Pacific Company tracks in rear.

Highway connections: Via road from Dowrelío Drive (marginal), asphalt, 25 feet wide, from foot of Port Street (approach), asphalt, 35 feet wide.

Remarks: Operator has machine shop, 2 small marine railways extending into building on shore, a side-haul marine railway, hoisting equipment, and protected boat basis for mooring recreational craft, small commercial craft, and party fishing boats. An abandoned ferry slip is located at the outer northwest corner of the boat basin.¹⁹

By 1969, "the harbor complex consisted of a fishing club with approximately 225 members, a restaurant, a boat repair yard, a Sea

¹⁶ "Summary of Lease/Negotiations, PRC #2546, Crockett Marine Service," April 24, 1996, p. 2, on file at SLC.

¹⁷ Hank Dowrelío, telephone conversation with Johanna Kahn (ESA), March 22, 2021.

¹⁸ U.S. Army Corps of Engineers, *The Ports of Oakland, Alameda, and Richmond and Ports on San Pablo Bay, Carquinez Strait, and Mare Island Strait, Calif.*, Port Series No. 31 (Washington, DC: United States Government Printing Office, 1953), p. 176, https://www.google.com/books/edition/Port_Series/-cf0KfehWQ0C?hl=en&gbpv=1&kptab=overview, accessed April 8, 2021.

¹⁹ U.S. Army Corps of Engineers, *The Ports of Oakland, Alameda, and Richmond and Ports on San Pablo Bay, Carquinez Strait, and Mare Island Strait, Calif.*, Port Series No. 31, Part 2, (Washington, DC: United States Government Printing Office, 1963), p. 105, https://www.google.com/books/edition/_/SzrmLa3XpisC?hl=en&gbpv=1&kptab=overview, accessed April 8, 2021.

Scout meeting building and a boat marina.”²⁰ In 1972, Dowrelio subleased the subject building in the harbor complex to Roland and Nadine Reghadi, who operated a short-lived restaurant known as La Bouillabaisse. The State of California did not approve this sublease, and in 1974 it was renegotiated and authorized by the State.²¹ La Bouillabaisse closed in 1975, and a new sublease was signed by Pat Furlong and Duane Kime, co-owners of the Nantucket Fish Co. that opened in July 1975.

Tony Dowrelio (1890–1977)

The following posthumous biography of Tony Dowrelio was provided to ESA by his grandson, Hank Dowrelio (emphasis added):

Dowrelio had an abiding affection for Crockett and a strong sense of commitment to serve the community and its people to the best of his ability. It is exemplified by his record of 39 years as a member of the elementary district school board, reportedly a state-wide record for continuous service on such a body; 26 years as a commissioner on the Valona Fire District Board; 25 years on the Crockett-Valona Sanitary District Board, and 24 years as a member of the Contra Costa Development Association board of directors. In addition, he was an active participant in many short-term community projects.

His broad-based understanding of engineering concepts, mechanical and construction skills was utilized by the school board in its many deliberations pertaining to remodeling of Carquinez Elementary School in 1936; in construction of a building to house manual training classes, and whenever any problems arose in the district involving construction or mechanical operations.

He worked closely with the county public works department at the time Crockett Boulevard was constructed. At that time the former entrance to the school grounds was unchanged to the present Pomona Avenue entrance.

Following a flood in 1942 which dumped 30 inches of water inside the elementary school building, Dowrelio worked intensively with the County and C&H officials to obtain construction of a dam behind the school to avert such disasters in the future. [...]

He was a charter member of the Crockett Sanitary District Board, elected in 1952 and still serving at the time of his death. He played

²⁰ California Court of Appeal, First District, Division 1. *Simmons v. Southern Pacific Transportation Co.* Civ. 35721, September 28, 1976. Accessed March 12, 2021, <https://caselaw.findlaw.com/ca-court-of-appeal/1830618.html>.

²¹ California State Lands Commission. Meeting minutes, April 4, 1974. Accessed March 12, 2021, https://www.slc.ca.gov/Meeting_Summaries/1974_Documents/04-04-74/Items/040474C29.pdf.

an active role during the planning and construction of the sewage treatment plant in 1958-59 and a similar role for construction of the new facility. [...]

Apart from his contribution to Crockett by his long service on public bodies, Dowrelio's development of the harbor as a key recreation facility for the community and the area is of outstanding significance. His interest and generosity also extended to the Sea Scouts and was expressed by his active support of the unit which took the form of keeping their vessel in seaworthy condition, without charge.

In his lifetime, Dowrelio emerged from a humble beginning, achieved a position of prominence in the community and gave generously of his time and talents in the service of his fellow man. He lived a good and useful life and his presence will be missed.²²

Crockett Marine Services

In 1978 (the year following Dowrelio's death), the sublease of the subject property was transferred from the Dowrelio family to Crockett Marine Services, Inc. (CMS),²³ which was owned by Kenneth Carver II and Jacqueline Carver, and in 1984, the master lease was transferred from C&H to CMS.²⁴ CMS operated the Nantucket Fish Co., which was renamed The Nantucket in 1994.

In 2011, an audit of the SLC revealed that CMS owed more than \$660,000 in unpaid back rent since 1989 and that it unlawfully subleased the dock to another business for profit.²⁵ In 2013, the terms of the CMS lease were amended to exclude the Sea Scout building (no longer extant) and a boat repair facility (probably the old machine shop; no longer extant), and the lease was renewed until 2023.²⁶

²² "A Tribute to Antone 'Tony' Dowrelio," from an unidentified publication in the collection of Hank Dowrelio, estimated publication date 1977

²³ California State Lands Commission, "Assignment of Sublease" (Calendar Item C19), November 27, 1978, accessed March 12, 2021, https://www.slc.ca.gov/Meeting_Summaries/1978_Documents/11-27-78/Items/112778C19.pdf.

²⁴ California State Lands Commission, "General Lease – Commercial Use" (Calendar Item C74), September 20, 2013, p. 2, accessed March 12, 2021, https://www.slc.ca.gov/Meeting_Summaries/2013_Documents/09-20-13/Items_and_Exhibits/C74.pdf.

²⁵ California State Auditor, *State Lands Commission: Because It Has Not Managed Public Lands Effectively, the State Has Lost Millions in Revenue for the General Fund* (Report 2010-125), August 2011, pp. 16-17. Accessed March 12, 2021, <https://static1.squarespace.com/static/5ce6d9cfa5b72300013b3d46/t/5dc1682b1b95127a7f462aee/1572956231389/2019+-+11.04+-+Request+for+Judicial+Notice.pdf>.

²⁶ California State Lands Commission, "General Lease – Commercial Use" (Calendar Item C74), September 20, 2013, pp. 3-4, accessed March 12, 2021, https://www.slc.ca.gov/Meeting_Summaries/2013_Documents/09-20-13/Items_and_Exhibits/C74.pdf.

In December 2020, the SLC reported the following:

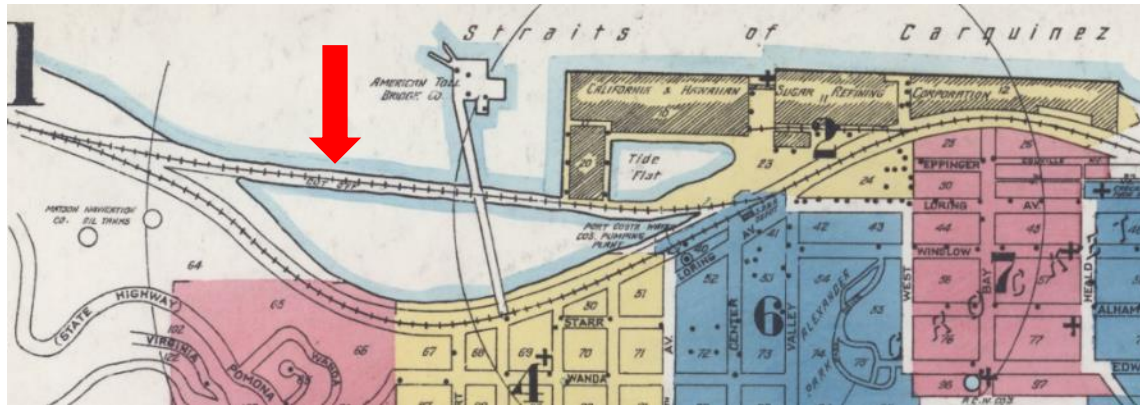
The Crockett waterfront has been in disrepair for years. In December 2018, the Commission authorized the termination of the Crockett Marine Services lease, which included closing of the Nantucket Restaurant. In December 2019, the Commission authorized a one-year lease to The Nantucket Revitalization, LLC to possibly rehabilitate the restaurant and waterfront if a future public access right-of-way could be obtained from the Union Pacific Railroad. This past summer, the Marine Boat Repair facility adjacent to the Nantucket burned to the ground and staff completed emergency removal of the debris. The Nantucket Revitalization, LLC no longer plans to reopen the restaurant due to the exorbitant costs associated with obtaining a right-of-way from the railroad. There is no longer a viable tenant for the restaurant building and there is no viable access to the building because of challenges and restrictions associated with the railroad. The building itself is in significant disrepair and poses a health and safety risk for the public. Staff is gathering the required information, including cost estimates, to assess the feasibility of removing the restaurant building.²⁷

Site History

According to a review of historic Sanborn Fire Insurance Co. maps (Sanborn maps), the portion of Valona west of 6th Avenue was separated from the south shore of the Carquinez Strait by a steep hillside. At the base of the hill was the main line of the Southern Pacific Railroad, which followed the curve of a natural basin. A manmade land bridge was built across the basin for a railroad cutoff ca. 1913, and the rails were laid by 1924 (**Figure 2**). The area enclosed by the shoreline and the railroad cutoff would remain an undeveloped marsh until the early 1940s, by which time approximately 200 acres of land was reclaimed from marshes along the southeast shore of San Pablo Bay (i.e., from Point Pinole to Crockett).²⁸

²⁷ California State Lands Commission. Executive officer's report, December 17, 2020, pp. 1-2. Accessed March 12, 2021, https://slcprdwordpressstorage.blob.core.windows.net/wordpressdata/2020/12/12-17-20_EO_Report.pdf.

²⁸ U.S. Department of Commerce, *Economic Aspects of Comprehensive Survey of San Francisco Bay and Tributaries: Future Development of San Francisco Bay Area, 1960-2020*, prepared for U.S. Army Engineer District, San Francisco Corps of Engineers, December 1959, p. 83, <https://babel.hathitrust.org/cgi/pt?id=uc1.b4030153&view=1up&seq=7&q1=crockett>, accessed April 8, 2021.



The approximate location of the subject property is shown with a red arrow.

SOURCE: Library of Congress

501 Port Street / D201900909.02

Figure 2
1924 Sanborn Map

Beginning in February 1920, the Six-Minute Ferry Co. operated an automobile ferry between Morrow Cove in Vallejo (the site of the California Maritime Academy) and a terminal in the Crockett basin that featured a “wharf, slip, ferry building, residence for employees and two and one-half acres of land adjacent to C&H.”²⁹ The Crockett terminal was abandoned in August 1921.³⁰ Between 1923 and 1927, the Carquinez Bridge was constructed by the American Toll Bridge Co., and the south anchorage was built in the same location as the ferry terminal. The bridge connected Crockett on the south shore and Vallejo on the north shore and fulfilled the much anticipated need for vehicular access between the San Francisco Bay Area, Sacramento, and northern California. It was the first major bridge built for automobile traffic in the San Francisco Bay Area, predating both the San Francisco-Oakland Bay Bridge (1936) and the Golden Gate Bridge (1937).³¹ The south end of the bridge terminated approximately 600 feet east of the subject property.

Following the completion of the Carquinez Bridge, the subject property was readily accessible by rail and automobile, and several maritime establishments were built on the north side of the railroad cutoff. These included the Crockett Striped Bass Club, which was founded ca. 1928 and located on a pier constructed immediately west of the new bridge

²⁹ Thomas Lucy, “The Six Minute Ferry,” *Solano History*, Vol. 1, No. 2 (May 1986), p. 17, <https://archive.org/details/SolanoHistorianMay1986/page/n15/mode/2up>, accessed April 13, 2021.

³⁰ Thomas Lucy, “The Six Minute Ferry,” *Solano History*, Vol. 1, No. 2 (May 1986), p. 17, <https://archive.org/details/SolanoHistorianMay1986/page/n15/mode/2up>, accessed April 13, 2021.

³¹ California Department of Transportation, Historic American Engineering Record: Carquinez Bridge (HAER No. CA-297), 2000.

(extant; the facility was enlarged at an unknown date) (**Figure 3**).³² By 1932, Tony Dowrello, an automobile and boat salesman, established a fishing marina on the subject property immediately west of the Crockett Striped Bass Club. The marina may have been established earlier, but research did not confirm this.³³



The subject property occupies the left (west) side of the photo and was undeveloped in 1928. The short pier to the left (west) of the newly constructed bridge is the Crockett Striped Bass Club (visible at the center of the photograph). The railroad cutoff spans the photograph in the middle ground, and the undeveloped marsh/basin is visible in the right foreground.

SOURCE: Contra Costa County Historical Society, Photo ID 9040

501 Port Street / D201900909.02
Figure 3
Subject Property, 1928

³² U.S. Department of Transportation Federal Highway Administration, Caltrans, and U.S. Coast Guard, *I-80/Carquinez Bridge Project Final Environmental Impact Statement/Statutory Exemption, Vol. 1*, January 1998, p. 3-19, https://www.google.com/books/edition/Carquinez_Bridge_Project_Replace_retrofi/iKM1AQAAAJ?hl=en&gbpv=1&kptab=overview, accessed April 13, 2021.

³³ A 1976 lawsuit mentions that “Antone Dowrello subleased the present site of the harbor facilities in 1929 from the C&H Sugar Company and built a wharf on the premises” (California Court of Appeal, First District, Division 1. *Simmons v. Southern Pacific Transportation Co. Civ. 35721*, September 28, 1976. Accessed March 12, 2021, <https://caselaw.findlaw.com/ca-court-of-appeal/1830618.html>). However, according to SLC records, C&H Sugar Co. didn’t become the lessor of the subject property until 1937 (see Ownership and Occupancy History below).

Chapter 4

Methods and Results

4.1 Archival Research and Field Survey

This study was initiated after Governor Gavin Newsom issued Executive Order N-33-20, a statewide shelter-in-place order. This has limited travel and forced the closure of publicly accessible archives; therefore, conducting in-person research at various repositories (including the Crockett Historical Museum and the Contra Costa County Historical Society) was not possible. Archival research was successfully conducted at the SLC headquarters in Sacramento, which retains all property records for 501 Port Street. Additionally, ESA staff communicated with Hank Dowrelio, the grandson of Tony Dowrelio, who provided photographs and personal recollections of the subject property.

Review of archival information available online included:

- Historic aerial photographs available from HistoricAerials.com and UC Santa Barbara Library's FrameFinder database;
- Historic maps (e.g., Sanborn Fire Insurance Co. maps, assessor maps)
- Historical newspapers and periodicals; and
- Other online research (e.g., local histories, Internet Archive).

On March 16, 2021, ESA architectural historian Johanna Kahn conducted a pedestrian field survey of the project site. Staff took field notes and digital photographs to document the building on the subject property and the surrounding neighborhood.

4.2 Results and Evaluations

An ESA architectural historian identified one historic-age building on the subject property at 501 Port Street and documented it using digital photography and field notes. Archival research does not indicate that the subject property has been previously evaluated for listing in the National Register, California Register, or Contra Costa County Historic Resources Inventory. An architectural description of and eligibility recommendations

for 501 Port Street are provided below. **Appendix A** provides the California Department of Parks and Recreation (DPR) 523 form-set detailing the findings.

Architectural Description

Exterior

The subject property at 501 Port Street is located on the south shore of the Carquinez Strait, north of and adjacent to Union Pacific Railroad (formerly Southern Pacific) tracks, and approximately 600 feet west of the west span of the Carquinez Bridge. The property is occupied by a one-story commercial building with an irregular footprint. The building is primarily of wood-frame construction and supported by a wood dock on timber and concrete piles with a concrete topping. The overall form of the building is the result of many additions and alterations over time. For this reason, it is clad in various types of wood siding (including V-groove, T-11, and board and batten) and corrugated metal siding and is capped by a combination of gabled, shed, and flat roofs.

For the purposes of this HRER, the south façade is considered the primary façade. Although it does not contain the public entrance, it faces the public right-of-way, and the former restaurant was historically approached from the south. The south facade faces the Union Pacific Railroad tracks; patrons of the former restaurant parked in an unpaved lot south of the tracks and walked over a pedestrian crossing (extant) to reach the subject building (**Figure 4**). From west to east, the façade is composed of a commercial walk-in cooler clad in corrugated metal and T-11 siding and capped with a flat roof, a recessed rear entry to the kitchen capped with a gabled roof covered with mechanical equipment, a refrigerator unit clad in V-groove wood siding and capped with a flat roof, and a metal shipping unit containing a commercial freezer and capped with a flat roof.³⁴ Most window and door openings have been boarded up, and the rear entry is obscured by debris.

³⁴ SLC staff confirmed in the field what the various building components were used for. Chris Huitt and Vicki Caldwell (SLC), conversation with Johanna Kahn (ESA), March 16, 2021.



501 Port Street / D201900909.02

SOURCE: ESA, 2021

Figure 4
South (Primary) Façade, Facing North

The north (secondary) façade faces the Carquinez Strait and contains the public entrance to the former restaurant. The oldest portion of the building is the gable-roofed segment at the center of the façade. It is five structural bays in width; the easternmost bay features a doorway surrounded by V-groove wood siding. The rest of the bays have been completely boarded up. The eave of the roof extends to form a covered porch along this portion of the façade. It is supported by wood posts that align with equidistant curved brackets along the wall. Two additions flank the center portion of the façade: the east addition features a canted wall and is capped by a flat roof (**Figure 5**), and the west addition is clad in T-11 siding and is capped by a shed roof (**Figure 6**). Both additions feature a single doorway that has been boarded up.



SOURCE: ESA, 2021

501 Port Street / D201900909.02

Figure 5
North Façade, Facing Southwest



SOURCE: ESA, 2021

501 Port Street / D201900909.02

Figure 6
Composite View of North Façade, Facing Southeast

The east façade faces an asphalt walkway and wood dock (**Figure 7**). It is composed of two additions capped with flat roofs: the south addition is clad in T-11 siding and incorporates a metal shipping container, and the north addition is clad in board and batten wood siding. The original gable-roofed portion of the building is visible behind the north addition. All window and door openings have been boarded up.



SOURCE: ESA, 2021

501 Port Street / D201900909.02

Figure 7
East Façade, Facing West



SOURCE: ESA, 2021

501 Port Street / D201900909.02

Figure 8
West Façade, Facing East

The west façade is composed of a number of additions to the original gable-roofed portion of the building (**Figure 8**). From north to south, the façade is composed of an addition clad in T-11 siding and capped with a shed roof, an addition clad in plywood and capped with a flat roof, and a commercial walk-in cooler clad in corrugated metal and capped with a flat roof.

Overall, the building's exterior is severely dilapidated and in very poor physical condition.

Interior

As a former restaurant that was open to the public, the publicly accessible interior spaces were also surveyed. These include two primary spaces: the dining room and the entry/bar. The dining room is one large space and occupies the oldest portion of the building (**Figure 9**). It features a carpeted floor and plastered walls, and the roof trusses and underside of the gabled roof are visible overhead. The windows on the north wall are boarded up, and all walls are covered with graffiti. The entry/bar is located immediately east of the dining room and occupies addition constructed ca. 1958 (**Figure 10**). It features a tiled floor (possibly concrete pavers), plastered walls, and a dropped plywood ceiling. The space is separated by pony walls into an entry, dining area, and bar. The windows on the north and east walls are boarded up, and all walls are covered with graffiti.

Overall, the building's interior is severely dilapidated and in very poor physical condition.



SOURCE: ESA, 2021

501 Port Street / D201900909.02

Figure 9
Dining Room, Facing East



501 Port Street / D201900909.02

SOURCE: ESA, 2021

Figure 10

Bar, Facing Southeast

Neighborhood Description

The neighborhood in which the subject building is located is largely developed and predominantly industrial in character. Union Pacific Railroad tracks run east-west immediately south of the subject building, and an unpaved parking lot that was historically used by patrons of the subject building is located south of the tracks. During the late 19th and early 20th centuries, the shoreline west of the subject property was the location of the Port Costa Lumber Co. lumberyard and Vallejo Junction, a passenger ferry terminal and railroad whistle stop. Today, these sites are no longer extant. To the east of the subject property is the Crockett Striped Bass Club, which has operated in the same location since the late 1920s.³⁵ Farther to the east is the Carquinez Bridge (I-80)³⁶ and the C&H refinery, which has existed in the same location since 1906.³⁷

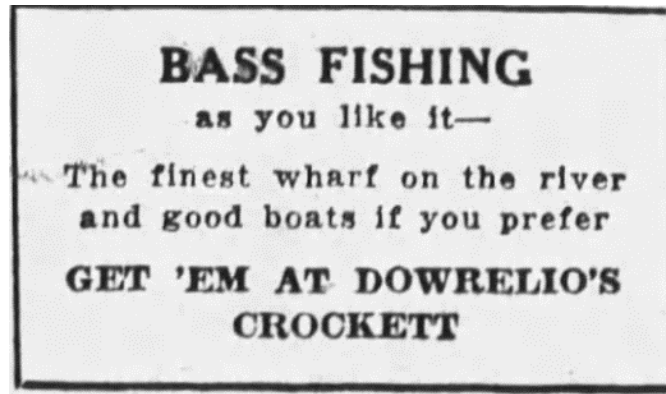
³⁵ The Crockett Striped Bass Club was determined not eligible for listing on the California Register in 1994. California Office of Historic Preservation, *Built Environment Resource Directory (BERD) for Contra Costa County*, March 2020.

³⁶ The Carquinez Bridge was determined eligible for listing on the National Register in 1994 and is listed on the California Register. California Office of Historic Preservation, *Built Environment Resource Directory (BERD) for Contra Costa County*, March 2020.

³⁷ The California & Hawaii Sugar Co. was determined eligible for listing on the National Register in 1994 and is listed on the California Register and the Contra Costa County Historic Resources Inventory. California Office of Historic Preservation, *Built Environment Resource Directory (BERD) for Contra Costa County*, March 2020;

Construction Chronology

Prior to construction of the subject building, Tony Dowrelío had established a marina in the immediate vicinity by 1932 (**Figures 11 and 12**). The marina may have been established earlier, but research did not confirm this.³⁸



This is the earliest mention of Dowrelío's Harbor identified by archival research.

SOURCE: *Oakland Tribune*, September 30, 1932, p. 33

501 Port Street / D201900909.02

Figure 11
1932 Advertisement for Dowrelío's Harbor

Contra Costa County Conservation and Development, Community Development Division, *Historic Resources Inventory, Fifth Draft*, July 2019, <https://www.contracosta.ca.gov/DocumentCenter/View/1116/Historic-Resources-Inventory-HRI?bidId=>, accessed April 5, 2021.

³⁸ A 1976 lawsuit mentions that "Antone Dowrelío subleased the present site of the harbor facilities in 1929 from the C&H Sugar Company and built a wharf on the premises" (California Court of Appeal, First District, Division 1. *Simmons v. Southern Pacific Transportation Co.* Civ. 35721, September 28, 1976. Accessed March 12, 2021, <https://caselaw.findlaw.com/ca-court-of-appeal/1830618.html>). However, according to SLC records, C&H Sugar Co. didn't become the lessor of the subject property until 1937 (see Ownership and Occupancy History below).



Dowrelío's Harbor can be seen at the left (west), the Striped Bass Club is located on the wharf to the right (east), and the first span of the Carquinez Bridge is visible at the far right (east).

SOURCE: UCSB FrameFinder, C-5750_289-90

501 Port Street / D201900909.02

Figure 12
1939 Aerial Photograph

The subject building first appears in a photograph dated ca. 1943 (**Figure 13**). It was originally a one-story roof with a rectangular footprint and was capped by a low-pitched gable roof (**Figures 14 and 15**). The first of several additions to the restaurant was constructed ca. 1958. The addition was built on the east side of the restaurant (where the present-day bar is located) and essentially doubled the building's area. The enlarged restaurant was shown in a ca. 1958 print advertisement for Dowrelío's Boat Harbor and Fish Grotto (**Figure 16**), a 1959 aerial photograph (**Figure 17**), and a 1960 panoramic photograph of Dowrelío's Harbor (**Figure 18**).



The subject building is visible in the left foreground, and the machine shop is visible in the right background.

SOURCE: Hank Dowrelio

501 Port Street / D201900909.02
Figure 13
Dowrelio's Harbor, ca. 1943

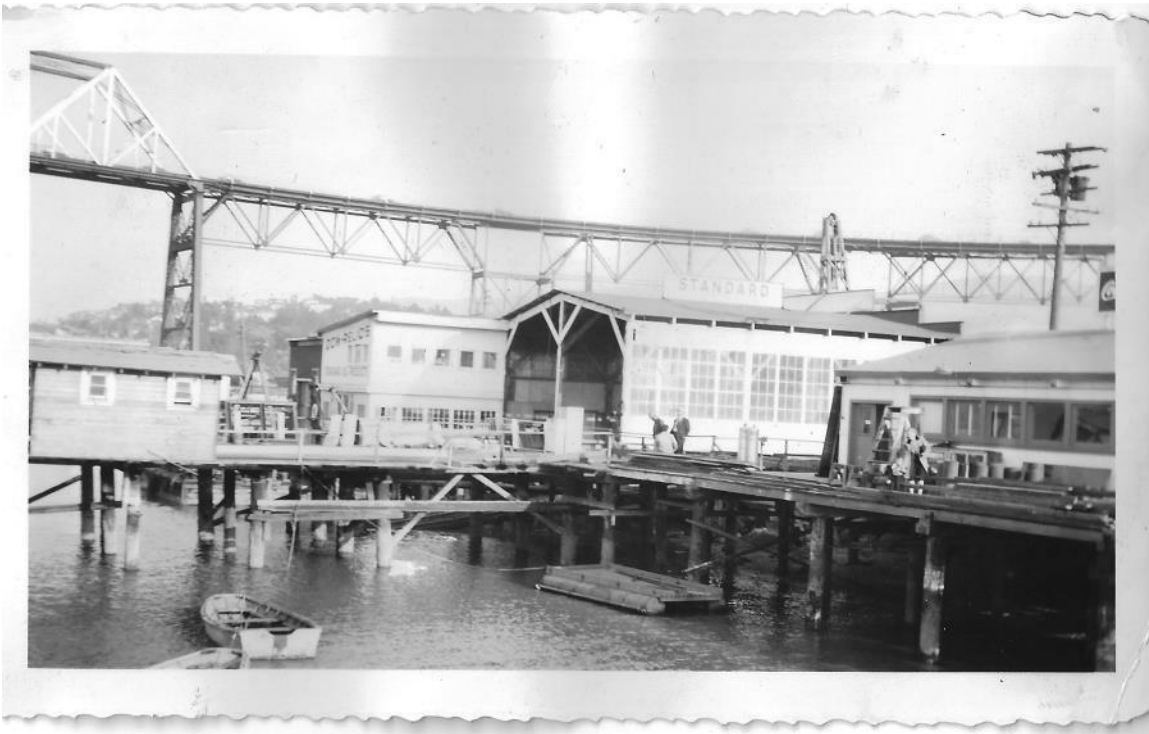


The subject building is visible at the left.

SOURCE: Hank Dowrelio

Figure 14
Dowrelio's Harbor, ca. 1946

501 Port Street / D201900909.02



The north façade of the subject building is visible at the right.

501 Port Street / D201900909.0nort2

SOURCE: Hank Dowrelio

Figure 15
Dowrelio's Harbor, pre-1958

**FUN
FOOD
FISHING**

Widely known by Sportsmen of the Bay Area, Dowrelío's Boat Harbor was started by Antons Dowrelío in 1929. Because of the popularity of the establishment and its proximity to good boating and fishing waters, new facilities have been added to meet every need of Sportsmen. Large or small fishing parties can be accommodated with guides at reasonable rates.

ENJOY EXCELLENT FOOD IN OUR GROTTTO.

FOR FISHING INFORMATION AND BOAT RESERVATIONS PHONE CROCKETT 450

DOWRELIO'S
BOAT HARBOR AND FISH GROTTTO
UNDER CROCKETT BRIDGE (Crockett, Sidal)

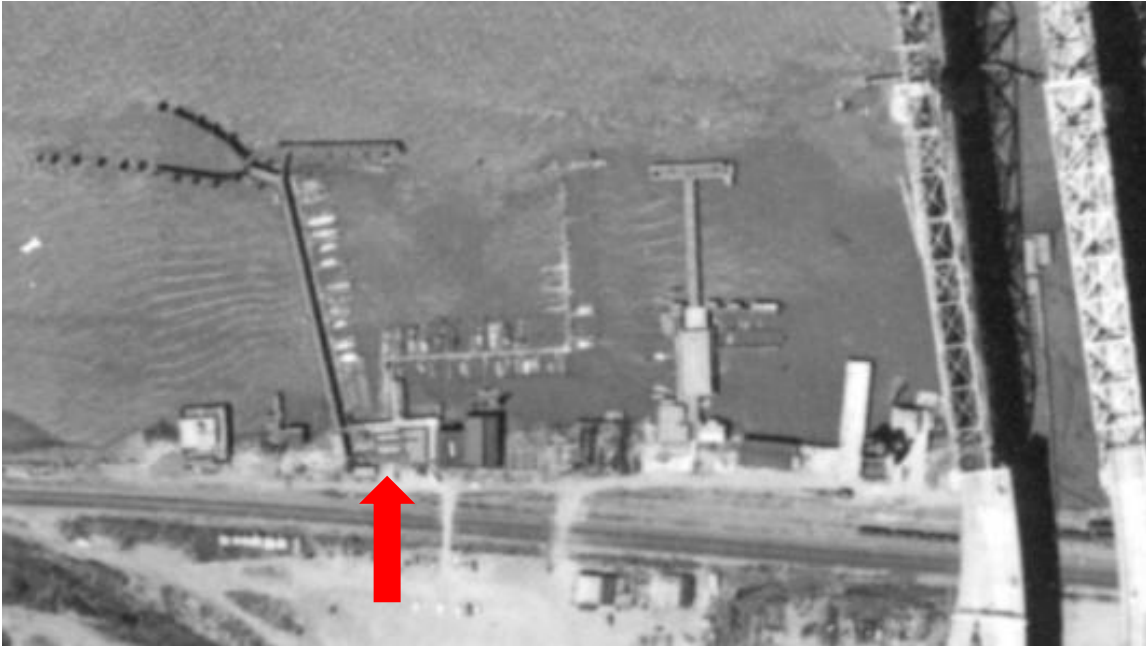
The subject property is visible at the left of the center image with the rooftop sign "Steaks – Seafood."

SOURCE: Vintage Newspaper Advertising, Black Diamond Collection (Facebook post, February 15, 2017)

501 Port Street / D201900909.02

Figure 16

Ca. 1958 advertisement for Dowrelío's Boat Harbor and Fish Grotto



The original gable-roofed portion of the subject building is identified with a red arrow; a flat-roofed addition is visible on the east (right) side of the restaurant. The expanded Dowrelio's Harbor occupies the left (west) half of the photograph, the Striped Bass Club is located to the right (east), and both spans of the Carquinez Bridge are visible at the far right (east).

SOURCE: UCSB FrameFinder, BUU-1958_12v-51

501 Port Street / D201900909.02

Figure 17
1959 Aerial Photograph



The subject building is visible at the left and has the rooftop sign "Friscia's Sea Food." In 1960, it housed a restaurant and the harbor office. The machine shop (no longer extant) is visible at the right.

SOURCE: SLC

501 Port Street / D201900909.02

Figure 18
Dowrelio's Harbor, 1960

A March 1974 list of capital improvements related to the leased restaurant include the building itself (\$23,800), equipment and fixtures (\$9,000), new restaurant restrooms (\$11,839), new restaurant guest dock (\$5,000), and dredging and bulkheads, two-fifths of which was related to the restaurant (\$23,371). At that time, the restaurant building was estimated to be 30 years old (i.e., constructed ca. 1944), which is consistent with the information presented above.³⁹

A 1996 lease for the subject property determined that the subject building was constructed at an unknown date before 1946, concurrent with other improvements that are no longer extant (i.e., the machine shop and Sea Scouts building), but assigned it an effective age of 1961 due to extensive alterations. The following physical description and analysis of the effective age and condition of the subject buildings and other no-longer-extant buildings is from that document:

Description of Upland Building Improvements: [...] The wood frame restaurant building is approximately 3,300 square feet in size, is of flat roof type construction, includes kitchen, dinning [sic] room and bar. The building includes a sixteen (16) foot wide deck along the water side and is built on a fixed wharf supported by pilings. Various sheds and storage containers are attached or in use nearby the restaurant. Attached to the North side of the restaurant is a 320 square foot rest room building. [...]

Effective age: Based upon available information in the file and the appearance of the improvements, it is assumed that the restaurant and shop structures [(the shop is no longer extant)] were built at or about the same time as the harbor improvements, before 1946. [...] Expansion, remodeling, and/or rehabilitation has been undertaken on all structures to one extent or another. The restaurant appears to have received the most modernization over the years. Generally the estimated effective ages of the improvements range from approximately 35 to 45 years with the restaurant showing the lowest effective age [(i.e., 1961)].

Condition: The building improvements show significant deferred maintenance and a rustic “run-down” appearance. A need for paint and minor finish work is evident on the restaurant and bathrooms. [...] Overall, the improvements are typical of older waterfront locations in the area and are functional.⁴⁰

³⁹ Hardin, Cook, Loper, Engel & Bergez, “Re: Dowrelio Boat Works – Restaurant Lease, Your File: WP 2546,” to State Lands Commission, March 13, 1974, on file at SLC.

⁴⁰ “Summary of Lease/Negotiations, Crockett Marine Service, PRC# 2546,” April 24, 1996, pp. 7-8, on file at SLC.

Lease and Occupancy History

Table 1 presents a summary of the lease and occupancy history of the subject property.

Table 1. Lease and Occupancy History of 501 Port Street

Occupant	Sublessee	Lessee	Lessor	Date	Source
			"Patent of tidelands attempted to convey submerged lands to a predecessor of Matson Navigation Co."	1903	Memorandum "Re: Crockett Marine Services," Feb. 8, 2011, File PRC 2546. On file at SLC.
		Antone Mercurio	"Matson leased premises to Antone Mercurio"	Jan. 1923-May 1937	Memorandum "Re: Crockett Marine Services," Feb. 8, 2011, File PRC 2546. On file at SLC.
		C&H Sugar Co.	Matson grants lease to C&H	May 1937	Contra Costa County Assessor Map, Book 354, p. 32
			C&H Sugar Co.	May 1937-Feb. 1946	
		Antone Dowrelio	C&H Sugar Co.	Feb. 20, 1946-1978	Memorandum "Re: Crockett Marine Services," Feb. 8, 2011, File PRC 2546. On file at SLC.
Unnamed restaurant		Dowrelio Boat Works	C&H Sugar Co.	Ca. 1943-58	Historic photos; "Row Boat Used in Silent Theft," <i>San Rafael Daily Independent Journal</i> , August 18, 1952, p. 9
Fish Grotto		Dowrelio Boat Works	C&H Sugar Co.	Ca. 1958	Vintage Newspaper Advertising, Black Diamond Collection (Facebook post, Feb. 15, 2017)
Friscia's Sea Food		Dowrelio Boat Works	C&H Sugar Co.	Ca. 1958-ca. 1960	Historic photos; "Vallejo Angler, 73, Son Are Rescued," <i>Sacramento Bee</i> , Nov. 4, 1958, p. 21
La Bouillabaisse	Roland and Nadine Reghadi	Dowrelio Boat Works	C&H Sugar Co.	1972-74	Agreement terminating sublease (March 12, 1974). On file at SLC.
Crab Pot	Hayden Co. (L. Patrick Furlong and Duane L. Kime II)	Dowrelio Boat Works	C&H Sugar Co.	Apr. 1974-Feb. 1977	Sublease under P.R.C. 2546.1 (File Ref. WP 2546, March 1, 1974). On file at SLC.
Nantucket Fish Co.	Hayden Co.	Dowrelio Boat Works		Feb. 1977-Nov. 1978	Memorandum "Re: Crockett Marine Services," Feb. 8, 2011, File PRC 2546. On file at SLC.
Nantucket Fish Co.	Kenneth Carver II and Jacqueline Carver	Crockett Marine Services, Inc.	C&H Sugar Co.	Nov. 1978-Sept. 1984	Memorandum "Re: Crockett Marine Services," Feb. 8, 2011, File PRC 2546. On file at SLC.

Nantucket Fish Co.	Kenneth Carver II and Jacqueline Carver		Crockett Marine Services, Inc.	Sept. 1984-1994	Memorandum "Re: Crockett Marine Services," Feb. 8, 2011, File PRC 2546. On file at SLC.
The Nantucket	Kenneth Carver II and Jacqueline Carver		Crockett Marine Services, Inc.	1994-Feb. 2019	Cover of menu for The Nantucket
Vacant			SLC	Feb. 2019-present	

Evaluation

The building located at 501 Port Street is evaluated below for potential historic significance according to California Register Criteria 1-4. Contra Costa County applies California Register criteria to determine eligibility for the Contra Costa County Historic Resources Inventory.

Criterion 1 (Event)

The subject building was originally part of the Dowrelío Harbor and Boat Works, which existed from ca. 1932 (the date of the earliest advertisement identified by archival research) to 1978 (the year following Tony Dowrelío's death). By the early 20th century, the San Pablo Bay, Carquinez Strait, and Sacramento River Delta had become popular destinations for subsistence fishing and later recreational fishing and boating.⁴¹ In 1927, there were seven fishing "resorts" located around Contra Costa County's coastline, and this number increased to 46 by 1940, and the county had earned a reputation "as a leader among the counties of the north central part of the state in this respect [i.e., recreational fishing and boating]." ⁴²

In 1940, Crockett was identified as one of several coastal communities in the county with "berths for hundreds of boats in yacht harbors that are sheltered and improved."⁴³ Besides Dowrelío's Harbor, other boating and fishing resorts operating in Crockett included:⁴⁴ the Striped Bass Club (extant and in operation; adjacent to the subject property), Terry's Pier (no longer extant; formerly located at the foot of Port Street),⁴⁵ and Hallisy's/Eckley's Resort (no longer extant; formerly located at the Eckley

⁴¹ Hank Dowrelío, telephone conversation with Johanna Kahn (ESA), March 22, 2021.

⁴² Mae Fisher Purcell, *History of Contra Costa County* (Berkeley, Calif.: Gillick Press, 1940), pp. 557-558.

⁴³ Other "larger communities" included Richmond, Martinez, Antioch, and Port Chicago. Mae Fisher Purcell, *History of Contra Costa County* (Berkeley, Calif.: Gillick Press, 1940), p. 558.

⁴⁴ Mae Fisher Purcell, *History of Contra Costa County* (Berkeley, Calif.: Gillick Press, 1940), p. 558.

⁴⁵ Advertisement for Terry's Pier, *San Francisco Examiner*, October 3, 1938, p. 21.

Pier, a public fishing pier one mile east of downtown Crockett).^{46, 47} While Dowrelío's was certainly a large and well-known operation in Contra Costa County (as established by numerous newspaper mentions from the 1930s to the 1970s), it was one of dozens of similar businesses that operated concurrently, including at least four in Crockett. Dowrelío's was neither the first fishing and boating resort (it was predated by the Crockett Striped Bass Club and certainly others), nor was it the longest in operation (the Crockett Striped Bass Club is still in operation in 2021).

Although Dowrelío's was associated with the trend of recreational fishing and boating establishments that contributed to the local economy and were collectively considered to be a significant recreational asset, its specific association with the trend is not considered to be particularly important. For this reason, 501 Port Street does not appear to be eligible for listing in the California Register or the Contra Costa County Historic Resources Inventory under Criterion 1.

Criterion 2 (Person)

Review of archival materials indicates that Tony Dowrelío was a prominent businessman and civic leader in Crockett. While historical newspaper articles allude to the important role he played in his community at the local and county levels, a posthumous biography confirms it in no uncertain terms:

Apart from his contribution to Crockett by his long service on public bodies, Dowrelío's development of the harbor as a key recreation facility for the community and the area is of outstanding significance. [...] In his lifetime, Dowrelío emerged from a humble beginning, achieved a position of prominence in the community and gave generously of his time and talents in the service of his fellow man.⁴⁸

Besides Dowrelío's Harbor, his biography identifies two projects that exemplify his key civic contributions within Crockett (see Chapter 3). First, he played an instrumental role in remodeling and enlarging the Carquinez Elementary School (currently known as the Carquinez Middle School;

⁴⁶ Mike Dwyer, "Striper Anglers Reap Catches," *Oakland Tribune*, January 10, 1958, p. E39.

⁴⁷ In 1988, buildings and structures that remained in the vicinity of Eckley's Resort were evaluated and found eligible for listing in the National Register. East Bay Regional Park District, *Carquinez Strait Regional Shoreline Land Use Development Plan Environmental Impact Report*, adopted November 1993, p. 51, <https://www.ebparks.org/civicax/filebank/blobdload.aspx?BlobID=23480>, accessed April 8, 2021.

⁴⁸ "A Tribute to Antone 'Tony' Dowrelío," from an unidentified publication in the collection of Hank Dowrelío, estimated publication date 1977.

extant and slated for demolition).⁴⁹ Second, as a charter member of the Crockett-Valona Sanitary District board, he was actively involved during the planning and construction phases of the sewage treatment plant located approximately 1,940 feet northwest of the subject property (extant).⁵⁰

Of these three principal undertakings completed during Dowrelío's productive life, the harbor that bears his name appears to be the one most commonly associated with his legacy in Crockett. Even after the property was sold to Crockett Marine Service following his death, newspapers and locals continued to call it Dowrelío's. The street located on the south side of the unpaved parking lot used for patrons of the marina and restaurant was named Dowrelío Road. When considered together, these facts confirm that Tony Dowrelío was an important person in Crockett's history, and Dowrelío's Harbor (including the subject building) was one of his most important contributions. For this reason, the subject property appears to be eligible for listing in the California Register and the Contra Costa County Historic Resources Inventory under Criterion 2 at the local level. The period of significance under this criterion is ca. 1943-77, which corresponds to the estimated construction date and the year of Dowrelío's death.

Criterion 3 (Design/Construction)

The subject building at 501 Port Street is not significant for its design or construction. When it was constructed in ca. 1943, the building functioned as a lunch counter for fishermen who docked their boats in Dowrelío Harbor.⁵¹ It was an informal establishment that was designed simply (a one-story building with a rectangular footprint) and built using basic wood-frame construction methods. For this reason, it does not embody distinctive characteristics of a type, period, or method of construction. By 1959, the restaurant had been enlarged with a simple one-story, flat-roofed addition. Other additions were constructed during the late 20th century, and the building ultimately appeared as a patchwork of uncoordinated additions surrounding the original gable-roofed building. For this reason, it does not possess high artistic value. Furthermore, the original architect and builder of 501 Port Street are unknown, as are design professionals responsible for later additions. For this reason, it is not believed to be the work of an important creative individual. For these reasons, 501 Port Street does not appear to

⁴⁹ State of California, "Carquinez Middle School Replacement," *CEQAnet*, <https://ceqanet.opr.ca.gov/2018072003/3>, accessed April 8, 2021.

⁵⁰ The first sewage treatment plant was constructed in 1960 on the shoreline a short distance west of the subject property. It was replaced in 1979 by a new joint treatment plant (extant). "History of the Sanitary Department," *Crockett Community Services District*, <https://www.town.crockett.ca.us/history-of-the-sanitary-department>, accessed April 8, 2021.

⁵¹ Hank Dowrelío, telephone conversation with Johanna Kahn (ESA), March 22, 2021.

be eligible for listing in the California Register or the Contra Costa County Historic Resources Inventory under Criterion 3.

Criterion 4 (Information Potential)

Criterion 4 generally refers to a property's information and research potential in terms of archaeological values. Because the subject building was constructed on a manmade superstructure connected to a part of the shoreline that was reclaimed in the early 20th century, it is unlikely that it has the potential to yield more information. Therefore, 501 Port Street does not appear to be eligible for listing in the California Register or the Contra Costa County Historic Resources Inventory under Criterion 4.

Character-Defining Features

Character-defining features of the subject building, which is recommended as eligible for listing in the California Register and the Contra Costa County Historic Resources Inventory under Criterion 2 with a period of significance of ca. 1943-77, include:

- Pedestrian access from the south (via crossing the railroad tracks) and public entrance on the north façade;
- One-story height;
- Combination of gabled and flat roof forms; and
- Orientation toward the water.

Integrity

In order to be considered a historical resource, a property must have significance under one or more of the above criteria and retain sufficient integrity to convey its significance. The California Register defines integrity 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. Integrity is not the same as physical condition.

As discussed above, 501 Port Street appears to be individually eligible under Criterion 2 at the local level for its association with Tony Dowrelío and has a period of significance of ca. 1943-77. According to the National Park Service, "A basic integrity test for a property associated with an important [...] person is whether a historical contemporary would recognize the property as it exists today."⁵²

⁵² National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, 1997, p. 48, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf, accessed March 22, 2021.

The subject building occupies the site on which it was originally constructed, and it therefore retains **integrity of location**.

The combination of many alterations made to the building over time (most of which have not been documented in property records), deferred maintenance spanning decades, and extensive vandalism support a conclusion that the building no longer reflects its historic design as it existed during Dowrelio's lifetime. It therefore does not retain **integrity of design**.

For similar reasons, it is believed that many of the historic materials and details have been removed from the subject building. All windows and doors have been removed, and the openings have been boarded up. Some of the original V-groove wood siding on the oldest portion of the building and board and batten siding on the first addition (constructed during Dowrelio's lifetime) have been removed. Few characteristic details remain intact. These include the open-truss ceiling in the dining room and the carved wood brackets on the north façade, although it is unknown if the brackets were added during Dowrelio's lifetime. For these reasons, **integrity of materials and workmanship** has been compromised.

The subject building was constructed as part of the Dowrelio Harbor. With the exception of the former restaurant, all buildings constructed during Dowrelio's lifetime have been demolished. Additionally, all docks have either been demolished or are severely deteriorated. It therefore does not retain **integrity of setting**.

The subject building no longer expresses an aesthetic or historic sense of an early 20th-century lunch counter or a mid/late 20th-century restaurant that primarily served patrons of a fishing and boating resort. It is vacant and not open to the public) It therefore does not retain **integrity of feeling**.

As the sole remaining building constructed as part of Dowrelio Harbor that is severely deteriorated, the subject building does not retain the essential physical features that made up its appearance during Tony Dowrelio's lifetime. To use the "basic integrity test" presented above, it seems highly unlikely that Dowrelio or his historic contemporary would recognize the subject property as it exists in 2021. As one author quipped in 2008, "Mr. Dowrelio would be outraged to see the harbor in its current state."⁵³ It therefore does not retain **integrity of association**.

In conclusion, 501 Port Street retains a very low degree of integrity.

⁵³ James V. Easterday and Daniella M. Easterday, *Postcard History Series: Around Crockett* (San Francisco, CA: Arcadia Publishing, 2008), p. 45.

Chapter 5

Conclusions and Recommendations

5.1 Conclusions

ESA evaluated the historic-age building at 501 Port Street for potential historic significance. While it was found to be historically significant under Criterion 2 at the local level for its association with Tony Dowrelio, the building does not retain sufficient integrity to convey its significance. Because it possesses significance but does not retain integrity, ESA recommends the property ineligible for listing on the California Register and the Contra Costa County Historic Resources Inventory, and it is therefore not considered to be a historical resource for the purposes of CEQA.

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Chapter 6

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