

Final

# ST. PAUL TERRACE PROJECT, BERKELEY, ALAMEDA COUNTY, CALIFORNIA

## Cultural Resources Survey Report

Prepared for  
Community Housing Development Corporation  
1535-A Fred Jackson Way, Suite A  
Richmond, CA

October 2024





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**Authors:**

Amy Langford, Ph.D.  
Antonette Hrycyk, M.S.  
Becky Urbano, M.S.

**Project Site Location:**

USGS: Oakland West, CA (2021)

180 Grand Avenue  
Suite 1050  
Oakland, CA 94612  
510.839.5066  
esassoc.com



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# St. Paul Terrace Project Cultural Resources Survey Report

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## **STATEMENT OF CONFIDENTIALITY**

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### **St. Paul Terrace Project Cultural Resources Survey Report**

This Cultural Resources Survey Report identifies the properties over the recommended 45 years of age associated with the St. Paul Terrace Project located at 2024 Ashby Avenue in Berkeley, California. Disclosure of this information to the public may be in violation of both federal and state laws. Such applicable federal regulations include, but may not be limited to, Section 304 of the National Historic Preservation Act of 1966 (NHPA) (54 United States Code [U.S.C.] 307103) and the Archaeological Resources Protection Act (16 U.S.C. Section 470h). Applicable state regulations include, but may not be limited to, Government Code Section 6250 et seq. and Section 6254 et seq. Disclosure of site location information to individuals other than those meeting the U.S. Secretary of the Interior’s professional qualification standards or the California State Personnel Board criteria for Associate State Archaeologist or State Historian II violates the California Office of Historic Preservation records access policy.

## EXECUTIVE SUMMARY

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# St. Paul Terrace Project Cultural Resources Survey Report

This Cultural Resources Survey Report (CRSR) documents the methods and results of a cultural resources inventory completed for the St. Paul Terrace Project (project) at 2024 Ashby Avenue in Berkeley, California.

The Community Housing Development Corporation of North Richmond (CHDC) in partnership with the St. Paul African Methodist Episcopal Church of Berkeley (St. Paul AME) proposes to develop the St. Paul Terrace affordable housing project on a 0.34-acre site comprised of four contiguous parcels (Assessor Parcel Numbers [APNs] 053-1592-019, -020, -021 and -022) with addresses at 2024 Ashby Avenue in Berkeley, California. The Berkeley Housing Authority (BHA) awarded St. Paul Terrace Project Based Section 8 Vouchers (PBVs). PBVs are backed by Department of Housing and Urban Development (HUD) funding and is therefore required to comply with Section 106 of the National Historic Preservation Act (NHPA) as part of its overall National Environmental Policy Act (NEPA) compliance procedures.

As a federal undertaking (project requiring federal funding or issuance of a federal permit), the project is subject to federal environmental regulations, including the National Historic Preservation Act of 1966 (NHPA), as amended (54 United States Code [U.S.C.] 306108). The City of Berkeley is the lead agency for NHPA purposes.

Before a federal undertaking is implemented, NHPA Section 106 requires federal agencies to consider the effects of the undertaking on historic properties. This document records the existing conditions of the project site with regard to architectural cultural resources. Work performed consists of background and archival research, as well as documentation and evaluation of existing properties in the Area of Potential Effects (APE).

ESA recommends that no buildings located within the APE appear to be individually eligible for listing in the National Register of Historic Places (National Register), nor does any grouping of buildings within the APE appear to constitute or contribute to a known or potential National Register District. As such, ESA recommends a finding of **No Historic Properties Affected** for the project.

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- A. DPR Series 523 Form-Sets

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# CHAPTER 1

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## Introduction

This Cultural Resources Survey Report (CRSR) documents the methods and results of a cultural resources inventory completed for the St. Paul Terrace Project (project) at 2024 Ashby Avenue in Berkeley, California. CHDC in partnership with St. Paul AME proposes to develop the St. Paul Terrace affordable housing project on a 0.34-acre site comprised of four contiguous parcels (APNs 053-1592-019, -020, -021 and -022) with addresses at 2024 Ashby Avenue in Berkeley, California. The site is located on Ashby Avenue between Adeline Street and Shattuck Avenue and currently contains a church, annex building, and paved parking lot. The BHA awarded St. Paul Terrace PBVs. PBVs are backed by HUD funding and is therefore required to comply with Section 106 of the NHPA as part of its overall NEPA compliance procedures. The proposed project is shown on USGS Oakland West 7.5-minute topographic quadrangle in Alameda County, California (**Figure 1**).

As a federal undertaking (project requiring federal funding or issuance of a federal permit), the project is subject to federal environmental regulations, including the NHPA, as amended (54 United States Code [U.S.C.] 306108). The City of Berkeley is the lead agency for NHPA purposes.

This document records the existing conditions of the project site regarding architectural cultural resources for use in required project documentation for review under Section 106 of the NHPA (Section 106). Work performed consisted of background and archival research, including: a records search of the California Historical Resources Information System (CHRIS);<sup>1</sup> research on existing cultural resources literature; an intensive-level pedestrian survey of the Area of Potential Effects (APE); significance evaluations of identified cultural resources; and Finding of Effects recommendation.

In accordance with NHPA Section 106, this cultural resource study was conducted in order to:

- Delineate an APE and identify cultural resources, including historic architectural resources, within the project APE;
- Evaluate the significance of identified cultural resources according to the criteria set forth by the National Register of Historic Places (National Register) and make recommendations as to whether they qualify as historic properties under Section 106;
- Determine whether the project would cause an adverse effect to a historic property under Section 106; and
- Recommend procedures for avoidance or mitigation of adverse effect to a historic property under Section 106.

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<sup>1</sup> A records search at the Northwest Information Center (NWIC) at Sonoma State university was undertaken for the Archaeological Report (ASR) prepared for this project by Alta Archaeological Consulting, LLC. Those results have been incorporated into this report as needed.



SOURCE: USGS, 2021

**Figure 1**  
Project Location

## CHAPTER 2

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# Project Background

## Project Description

CHDC in partnership with St. Paul AME proposes to develop the St. Paul Terrace affordable housing project on a 0.34-acre site comprised of four contiguous parcels (Assessor Parcel Numbers [APNs] 053-1592-019, -020, -021 and -022) which share the address of 2024 Ashby Avenue, Berkeley, Alameda County, California 94703. The site is located on Ashby Avenue between Adeline Street and Shattuck Avenue.

The site currently contains a church, annex building and parking lot. The proposed project will demolish the annex building and the parking lot and constructing a new 7-story residential building with basement. The total housing area will be approximately 55,376 square feet. The building will have a total of 50 units with a mix of 11 studios, 6 one-bedroom units, 18 two-bedroom units, and 15 three-bedroom units. The project will be 100% affordable to low-income households. Of the 50 units, 29 will be available for households with 20% to 60% area median income (AMI). One two-bedroom unit will be an unrestricted manager's unit. Twenty units will be targeted at households with an income of 30% AMI or below, of which, 13 units will be set aside for homeless seniors who may also be experiencing or at risk of homelessness.

The building design incorporates principles that will allow accessibility, convenience, security, and a sense of home for families. A total of 10 parking spaces will be provided on-site. The project will include offsite improvements including public surface improvements (street work, curbs, gutters, and sidewalks); public utility improvements (water and sewer lines and connections); and drainage improvements.

## Federal Regulatory Framework

Because the project is funded by HUD-backed PBVs, it is considered a federal undertaking, and is subject to federal environmental regulations, including NEPA and the NHPA and its implementing regulations. The City of Berkeley is the responsible entity for NEPA/NHPA compliance for the project.

Effects of federal undertakings on both historic architectural and archaeological resources are considered through the NHPA and its implementing regulations. Before a federal undertaking (i.e., a project requiring federal funding or issuance of a federal permit) is implemented, NHPA Section 106 requires federal agencies to consider the effects of the undertaking on historic properties (i.e., properties listed in or eligible for listing in the National Register) and to afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on any undertaking that would adversely affect historic properties. Under the NHPA, a property is considered significant if it meets one or more of

the National Register listing Criteria A through D, in 36 Code of Federal Regulations (CFR) 60.4, as follows:

*The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and that:*

- A. Are associated with events that have made a significant contribution to the broad patterns of our history, or*
- B. Are associated with the lives of persons significant in our past, or*
- C. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction, or*
- D. Have yielded, or may be likely to yield, information important in prehistory or history.*

For a resource to be eligible for listing in the National Register, it must also retain the integrity to be recognizable as a historical resource and to convey its significance. Properties that are less than 50 years old are generally not considered eligible for the National Register and do not require review by the SHPO and ACHP. Per guidance from the SHPO, a buffer of five years has been added to the age-eligibility threshold (i.e., 45 years or older) to allow time for project construction.<sup>2</sup>

Federal review of the effects of undertakings on significant cultural resources is carried out under NHPA Section 106 and is often referred to as the Section 106 review process. This process is the responsibility of the responsible entity. The Section 106 review process typically involves a four-step procedure, which is described in detail in the implementing regulations of the NHPA:

- Initiate the Section 106 process by establishing that the project meets the definition of a federal undertaking and identify the appropriate State Historic Preservation Officer (SHPO) and other consulting parties to participate in the review process.
- Define the APE in which an undertaking could directly or indirectly affect historic properties, identify historic properties within the APE in consultation with the SHPO and other consulting parties, and determine if historic properties will be affected by the undertaking.
- If historic properties will be affected by the undertaking, assess the effects on historic properties by applying the criteria of adverse effects.
- If historic properties will be adversely affected, consult with the SHPO and other consulting parties to resolve adverse effects by developing an agreement that addresses the treatment of historic properties, notify the ACHP, and proceed with the project according to the conditions of the agreement.

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<sup>2</sup> California State Office of Historic Preservation, "Instructions for Recording Historical Resources," March 1995, 2, accessed September 30, 2024, <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

## Area of Potential Effects

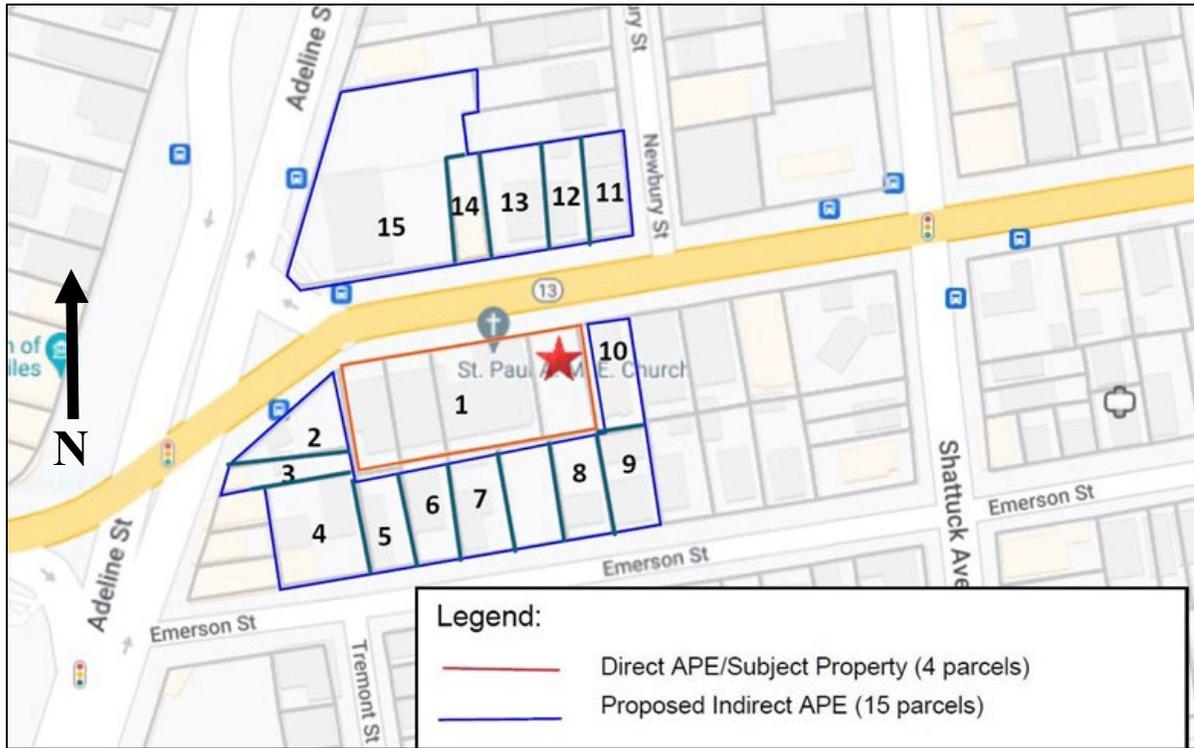
According to the implementing regulations of NHPA Section 106, as amended, the APE is defined as “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking” (36 CFR § 800.16(d)).

For the purposes of this undertaking, the architectural APE includes the four parcels that comprise the project site (APNs 053-1592-019, -020, -021 and -022), the nine contiguous parcels on the same block (APNs 053-1592-007, -008, -010, -011, -013, -017, -018-02, -023, and -030), and the five parcels directly across Ashby Avenue to the north (APNs 053-1591-011, -012, -013, -014, and -018). During a September 2024 pedestrian survey and subsequent archival review, one parcel was found to be vacant (3001 Adeline Street) and one parcel found to be occupied by a building that did not meet the 45-year age threshold (2925 Adeline Street). The properties located within the APE that meet the age threshold are listed in **Table 1** and keyed to **Figure 2**.

The archaeological APE is analyzed separately in the *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California* prepared by Alta Archaeological Consulting (Alta) in October 2024.

**TABLE 1**  
**PROPERTIES LOCATED WITHIN THE APE**

Property No.	APN	Address	Construction Date	Current Age
1	053-1529-022-01	2024 Ashby Avenue	1930; 1995 (addition)	96; 29 years
2	053-1592-018-02	3001 Adeline Street	Vacant	N/A
3	053-1592-017	3017 Adeline Street	1945	79 years
4	053-1592-013	2007 Emerson Street	1963; 1966	61; 58 years
5	053-1592-030	2019 Emerson Street	1908	116 years
6	053-1592-011	2021 Emerson Street	1965	59 years
7	053-1592-010	2025 Emerson Street	1924	98 years
8	053-1592-008	2037 Emerson Street	1936	112 years
9	053-1592-007	2045 Emerson Street	1909	103 years
10	053-1592-023	2030 Ashby Avenue	1925	99 years
11	053-1591-011	2047 Ashby Avenue	1927	97 years
12	053-1591-012	2043 Ashby Avenue	1905	113 years
13	053-1591-013	2041 Ashby Avenue	1910	31 years
14	053-1591-014	2001 Ashby Avenue	ca. 1909	115 years
15	053-1591-018	2925 Adeline Street	2023	1 year



SOURCE: Google Maps, modified by Alta Archaeological Consulting and ESA (2024).

**Figure 2**  
Project APE (outlined) with project site shaded red

## CHAPTER 3

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# Historical Context

### Berkeley and General Area

The following historical overview of Berkeley, California since the Mexican Era is an excerpt from the *Archaeological Survey Report for the St. Paul Terrace Project* prepared by Alta in October 2024.<sup>3</sup>

#### *Mexican Land Grants*

The lands surrounding the APE were part of the Rancho San Antonio. In 1820, Governor Don Pablo Vicente de Sola granted approximately five leagues (45,000 acres) of land to Luis Maria Peralta in recognition of his military service and assistance in establishing missions. Luis Peralta never lived on the rancho, but lived nearby on a grant in present-day Contra Costa County. Instead, in 1842, he divided the land among his four sons. The portion that includes present day Berkeley and Albany was given to brothers Domingo and Vicente Peralta.

After the signing of the Treaty of Guadalupe Hidalgo in February 1848, the Peralta brothers were among the many landowners of Alta California whose ranchos were called into legal question. In 1852, the brothers filed their claim to their portion of Rancho San Antonio with the Board of Land Commissioners. The Commission upheld their claim in 1854, but their decision was not made legally binding until concurrence came from the Supreme Court in 1858. By that time, portions of the rancho were taken over by speculators who arrived during the Gold Rush, including Francis Shattuck, William Hillegass, George Blake, and James Leonard. Such speculators squatted on rancho lands on the presumption that land grants may not be upheld, and justified their continued residence on valid land grants by citing the “land monopolism” of rancho owners (Venit-Shelton 2013:16). Additionally, the Peraltas’ title claim was trammled repeatedly by contests and defects, which caused difficulties into the late 1860s. As the process of filing land claims and paying for legal representation became costly, the Peraltas often used land to pay for debts.

#### *The American Period*

Concerted American settlement in the East Bay began in the early 1850s. James Jacobs and William Bowen established a wharf and inn on the shoreline of the bay, which formed the nucleus of the community of Ocean View. The area between Ocean View and the future University of California was primarily agricultural. The site of the university was selected by Henry D. Durant in 1858 and was then chosen as the permanent site by the board of trustees in 1860. The foundation of the University was instrumental in the

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<sup>3</sup> Alta Archaeological Consulting, *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California*, October 2024, 8–9.

evolution of the city, since people chose to settle the city due to the prominence of the university. [...]

In 1868, the town of Berkeley became home to the University of California, an institution which quickly established the city as a renowned center for higher education. A spur line of the Central Pacific Railroad was built along Shattuck Avenue into Oakland in 1876, connecting Berkeley to the nation on the Transcontinental Railroad and firmly establishing its downtown. The town began to grow rapidly at the turn of the 20th century as new neighborhoods and rail transport lines were constructed. The population boomed as refugees fled San Francisco in the wake of the 1906 earthquake and fire. The Bay Bridge was completed in 1936, connecting the East Bay to San Francisco which led to the closure of the Berkeley ferry. From 1916 through the 1960s, policies such as single-family zoning laws caused increasing segregation in Berkeley's urban areas, restricting Black and Asian residents to south and west Berkeley. The post-war growth of the defense industry attracted a diverse population of workers, with the Black population increasing due to migration, but the city was becoming starkly segregated.

The development of South Berkeley began in 1861 when Edward Dana Harmon purchased land near Alcatraz Avenue and King Street. In 1866 Harmon subdivided the land. Between 1872 and 1891 he built over forty Victorian homes. The spur line of the Central Pacific Railroad began operating along Adeline Street in 1876, and a train station was built at Alcatraz Avenue. The station was subsequently called Lorin Station after the neighborhood's first post office. The small village of Lorin thrived and during the 1880s before it was annexed by Berkeley in 1892. The lands between Lorin and Berkeley, later known as Ashby Station, were mostly agricultural fields for many years.

## The Ashby Station Neighborhood and Streetcar Suburbs

The following historic context is an excerpt from the *Archaeological Survey Report for the St. Paul Terrace Project*.<sup>4</sup>

Ashby Avenue derives its name from the Ashby brothers, Mark T. and William. Little is known about the Ashby brothers due to their particular privacy in life. The brothers were early landowners in the Berkeley area before the city was conceived. They came from Newburyport, Massachusetts to San Francisco in the 1850s in response to the Gold Rush, where they began in the businesses of feed and fuel. They moved to Oakland a few years after their arrival and quickly pivoted towards the idea of ranching. The brothers purchased 187 acres of land in what is now Berkeley, possibly from Domingo Peralta or Horace Carpentier, and began growing grain, which was a valuable commodity at the time. Eventually, Mark Ashby built a house on the present-day northwest corner of College and Ashby Avenues; after a heated argument William moved out and built a home at Emerson and Wheeler Streets.

Seeing opportunity, the Ashby brothers slowly began subdividing and selling their formerly agricultural properties, facilitating suburban development in the Ashby Station neighborhood. In 1882, Mark Ashby filed a subdivision map for the Newbury Tract, which encompasses the APE. The Ashby brothers deeded land to the Central Pacific Railroad on its arrival, with the condition that the station be called Newbury, after their Massachusetts home. This naming convention lasted a short while; the station and the

<sup>4</sup> Alta Archaeological Consulting, 9–10.

nascent surrounding neighborhood were renamed Ashby Station after the area's annexation into the city of Berkeley in 1891. What was left of Mark Ashby's estate upon his death in 1915—\$150,000 and a small lot—came into the possession of Elizabeth Terry White, their niece, who kept house for Mark Ashby and managed their affairs after their deaths.

Transportation has been fundamental in South Berkeley's history and development. The development of the railroads facilitated accelerated development of towns around the East Bay and laid the foundation for a complex interurban transportation network. When the University of California opened its first campus in Berkeley in 1873, the only way to reach the campus via Oakland was by horse drawn trolley and would take nearly one and a half hours. As previously mentioned, the city of Berkeley developed largely due to the emerging promise of the university; public transport accordingly developed around the university. In 1876 Leland Stanford established rail lines along Shattuck Avenue, thus connecting Berkeley to Oakland.

With the coming of the railroads into Berkeley, Ashby Station and other subdivisions of Berkeley soon became streetcar suburbs—mixed-use neighborhoods which were served by electric railways. Adeline Street in particular was one of the original routes of the San Francisco, Oakland, and San Jose Railway, which would later reorganize into the Key System. During the pre-automobile era the interurban railroad stations of Oakland and Berkeley served local residents with convenient public transit access to both San Francisco and Sacramento. Neighborhoods in Berkeley were soon developed around the services provided along the railroad corridors. Residential development was planned for ease of pedestrian traffic, and shops and services were established in storefronts along Adeline Street to serve the needs of nearby residents. Ashby Station was among the later neighborhoods to develop, with most buildings post-dating 1900. The 1891 connection of the Oakland Consolidated Street Railroad to Ashby Station along Shattuck Avenue broadened the accessibility of local public transit. This is thought to be a catalyst for suburban construction in this area.

The East Bay would be the last major region of independent urban railroads to be constructed in California. When completed, it stood as the last great example of electric railway development before WW1. Indeed, by 1912 trains were so numerous that no one was more than three blocks away from some form of public transportation in the city of Berkeley. The spread of the automobile would eventually cause its demise. In 1946, after many of the electric and rail systems had been abandoned, the Bay Area Electric Railroad Association was formed to preserve and interpret the history of the electric railroads.

## Development History of the APE

The APE is located in the suburban Ashby Station neighborhood in South Berkeley. The area is predominately residential with moderate commercial development. The following development history of the APE is an excerpt from the *Archaeological Survey Report for the St. Paul Terrace Project*.<sup>5</sup>

By 1874, an explosion of urban development characterizes the East Bay on maps. West and East Berkeley are already united as Berkeley. The University appears upslope to the northeast, and most streets appear in their current configuration.... An 1888 Thompson

<sup>5</sup> Alta Archaeological Consulting, 16–18.

and West Atlas of Alameda County...depicts the Project Area as the northernmost edge of the holdings of Mark Ashby. The property appears surrounded by urban tracts. The Berkeley Branch Northern Railroad is plotted running along the course of Adeline Avenue, passing near the APE. No buildings are plotted in the APE, though this is a limitation of the map rather than a depiction of reality.

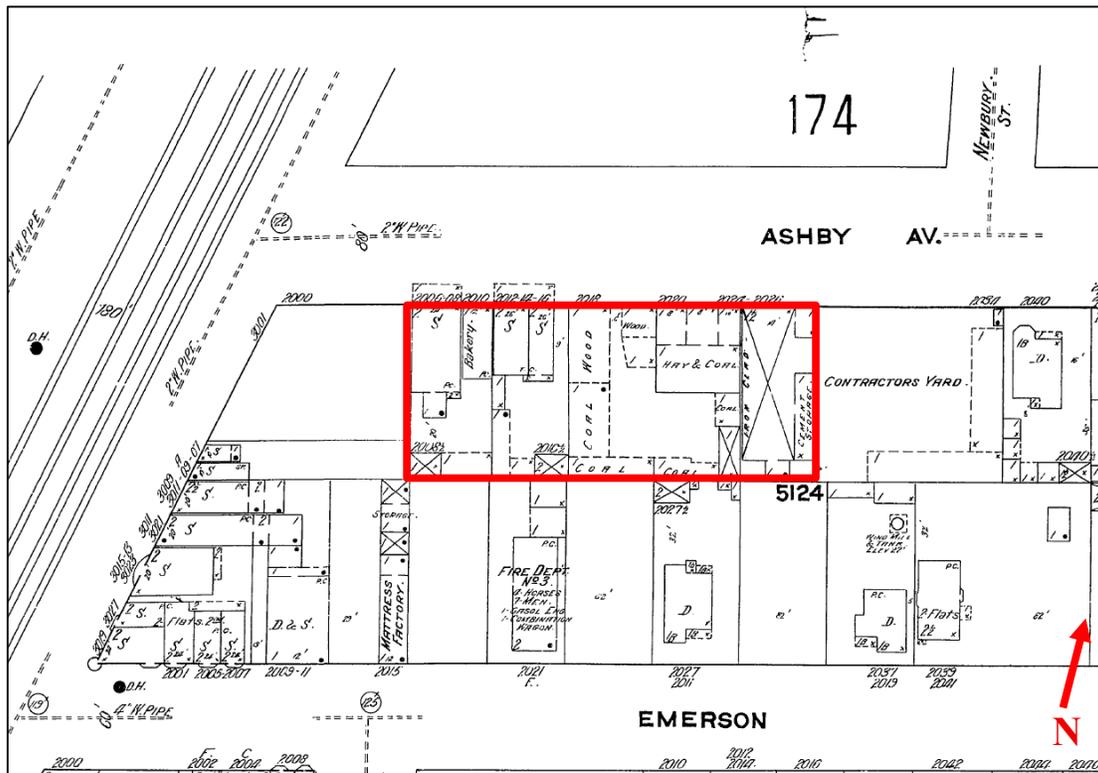
By 1884, the general layout of the APE begins to take form, but Ashby's holdings appear only speculatively plotted as "No. 51," suggesting a lot. Ashby Avenue does not appear to connect between Adeline Avenue and Shattuck Avenue. The Newbury Tract, encompassing the APE, appears by 1888 as a series of 11 blocks bounded by Adeline Avenue, Wheeler Street, Woolsey Street, and Ashby Avenue. Newbury Station is plotted at the southeastern corner of Ashby Avenue and Adeline Avenue, within 200 feet of the APE. This map plots new subdivisions nearby as well, including the Central Park Tract, Regent Street Home Tract, Harmon Tract, Woolsey Tract, Suburban Tract, and Fairview Tract [Figure 3]. [...]



SOURCE: J.C. Henkenius, Map of the City of Oakland and Surroundings, 1888.

**Figure 3**  
Project APE (outlined)

The 1911 Sanborn Fire Insurance Map for the City of Berkeley indicates that the subject blocks were improved with single- and multiple-family dwellings and commercial shops (**Figure 4**). A hay and coal yard and contractors yard occupied much of the south side of Ashby Avenue while a mattress factory and fire station were located on the north side of Emerson Street. By 1950, the subject blocks were fully developed (**Figure 5**). The north side of Ashby Avenue featured a gas and oil service station, light industrial shops, a doctor's office, and dwellings. The east side of Adeline Street featured a gas and oil service station, a restaurant, shops, and offices. The south side of Ashby Avenue featured shops, ancillary buildings, dwellings, and a meetinghouse for the Reorganized Church of Jesus Christ of Latter Day Saints at the location of the project site. The north side of Emerson Street was developed with shops, ancillary buildings, dwellings, and a fire station.



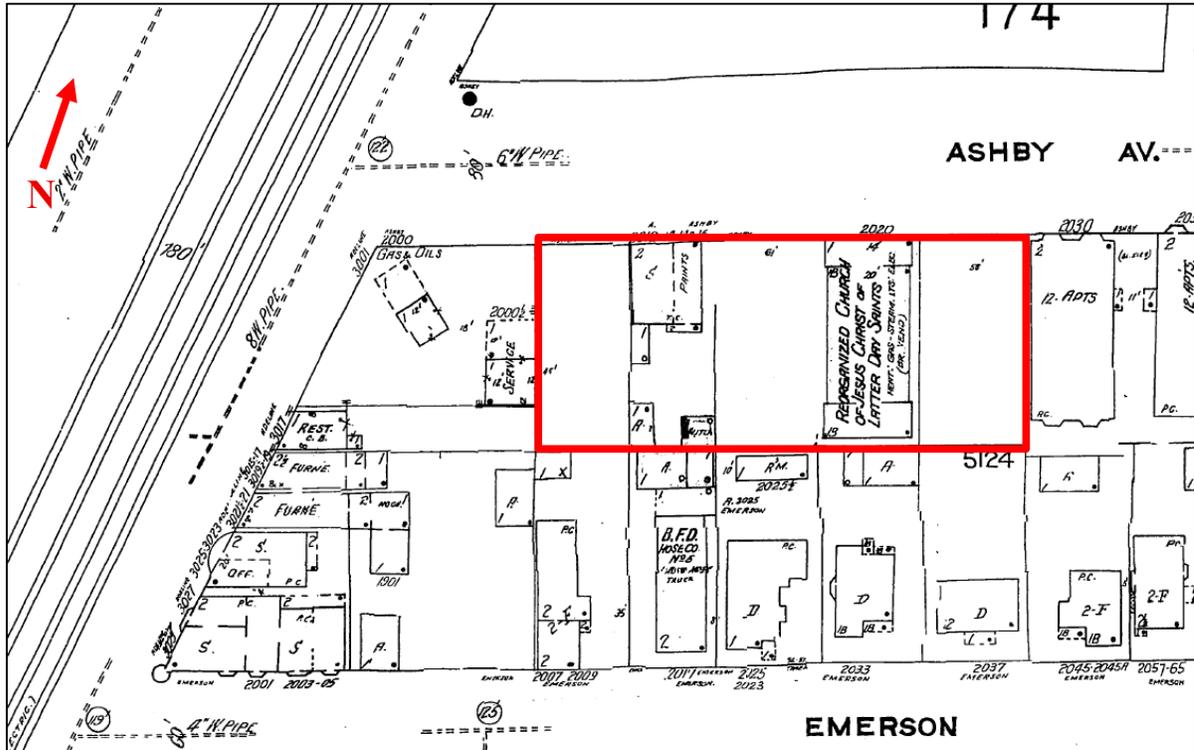
SOURCE: Sanborn Map Company, 1911.

**Figure 4**  
 Project Site (outlined)

A review of aerial photographs indicates that no significant changes have been made to the project site since ca. 2000.<sup>6</sup> Currently, the project site continues to function as a religious and family life center. The other properties within the APE appear to have developed as a mixed residential and commercial neighborhood during the 21<sup>st</sup> century. Aerial photographs indicate that a commercial building and paved parking lot situated north of the project site (APN 053-1591-018) was demolished at some point after

<sup>6</sup> Historicaerials.com, aerial photograph composite imagery for 2024 Ashby Avenue, dated 2000-2022, accessed September 24, 2024.

2020 and replaced with an 87-unit affordable housing and commercial space.<sup>7-8</sup> There were no other significant changes to the project site or APE noted in aerial photographs between 2020 and 2024. For additional details of the parcel histories within the APE, see the architectural descriptions and significance evaluations below. Additional and expanded historical information for each property in the APE is presented in the California Department of Parks and Recreation Series 523 (DPR 523) forms included in **Appendix A**.



SOURCE: Sanborn Map Company, 1950.

**Figure 5**  
 Project Site (outlined)

<sup>7</sup> Historicaerials.com, aerial photograph composite imagery for 2024 Ashby Avenue, dated 2020, accessed September 24, 2024.

<sup>8</sup> RCD Housing, “Maudelle Miller Shirek Community,” <https://redhousing.org/maudelle-miller-shirek/#:~:text=New%20construction%20of%2087%20affordable%20homes%20and%20community-serving>, accessed September 24, 2024.

## CHAPTER 4

# Historic Property Identification Efforts

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Efforts to identify cultural resources that could qualify as Section 106 historic properties within the APE included archival research, consisting of records search at the Northwest Information Center (NWIC) at Sonoma State University in Rohnert Park, California; a review of historic maps and aerial photography of the APE; an intensive-level pedestrian survey; and evaluation of existing buildings in the APE.

## Archival Research

### Records Search

Alta conducted a records search of the project site at the NWIC of the California Historical Resources Information System (CHRIS) at Sonoma State University in Rohnert Park, California, in May 2024 (File No. 23-1588). The NWIC maintains the official CHRIS records of previous cultural resources studies and recorded cultural resources for the APE and vicinity. The records search covered the project APE and all areas within 0.5 miles of the APE. The records search included a review of previous studies, records, and maps on file at the NWIC, and included a review of the State of California Office of Historic Preservation Historic Properties Directory with summary information from the National Register, Registered California State Landmarks, California Historic Points of Interest, Archaeological Determinations of Eligibility, and California Inventory of Historical Resources (March 1976). The purpose of the records search was to determine whether known cultural resources have been recorded in the vicinity of the project site; assess the likelihood for unrecorded cultural resources to be present based on historical references and the distribution of nearby cultural resources; and develop a context for the identification and preliminary evaluation of cultural resources.

The records search consisted of an examination of the following documents:

- **NWIC digitized base maps** (U.S. Geological Survey 7.5-minute topographic maps) to identify recorded cultural resources and studies, and historic-era resources of the built environment (buildings, structures, and objects).
- **Resource Inventories:** *California Inventory of Historical Resources* (CA Dept. of Parks and Rec. 1976), *California Historical Landmarks for Alameda County* (CA-OHP 1990), *California Points of Historical Interest* (CA-OHP 1992), *Built Environment Resource Directory (BERD)* (CA-OHP 2020), *Historic Properties Directory* (CA-OHP April 2010), including the *National Register of Historic Places*, *California Historical Landmarks*, and *California Points of Historical Interest*.

### Previous Cultural Resources Studies

The NWIC records search results, as well as additional background research completed by ESA, indicate that 34 previous cultural resources studies have been conducted within 0.5 mile of the APE. **Table 2**

summarizes the previous cultural resources studies that have been conducted in or within 0.5 mile of the APE. No studies have been conducted within the APE.

**TABLE 2  
PREVIOUS CULTURAL RESOURCES STUDIES IN OR WITHIN 0.5 MILE OF APE**

Report No.	Title	Author	Date	Included APE
S-001972	An Archaeological Assessment of Nine Proposed Park Development Locations, City of Berkeley, California	Colin I. Busby and James C. Bard	1978	No
S-025618a	Cultural Resource Evaluations of Five (5) Proposed Telecommunication Sites -- Nos. PL-389-01, PL-902-01, PL-903-01, PL-946-01 and SF-367-01 -- located in Alameda and Solano Counties, California (letter report)	Allen G. Pastron	2001	No
S-025618b	Historical and Cultural Resource Assessment, Proposed Telecommunications Facility, Cal Auto Glass, Site No. PL-903-01, 6401 Shattuck Avenue, Oakland, California. (letter report)	Allen G. Pastron and R. Keith Brown	2001	No
S-030243	Cultural Resources Analysis for Cingular Wireless Site BA-754-01 "Ashby Antiques" Berkeley, California (letter report)	Carolyn Losee	2004	No
S-030277	National Register of Historic Places Evaluation Report, Adeline/MLK Cell Site Project, Berkeley, California.	Jones & Stokes	2005	No
S-036525a	Collocation ("CO") Submission Packet; FCC Form 621: 3332 Adeline Street, Berkeley, Alameda County, CA	Brian Hatoff	2009	No
S-036525b	Verizon Cellular Communications Tower Site - LTE Adeline, 3332 Adeline Street (APN: 52-1532-43), Berkeley, CA 94703		2009	No
S-036525c	FCC091112A: LTE Like for Like - Adeline MLK, 3332 Adeline Street, Berkeley, CA, 94703	Milford Wayne Donaldson and Brian Hatoff	2009	No
S-037476	Cultural Resources Records Search and Site Visit for T-Mobile West Corporation, A Delaware Corporation, Candidate BA12754 (JC Storage), 2721 Shattuck Avenue, Berkeley, Alameda, California (letter report)	Carrie D. Wills and Kathleen A. Crawford	2010	No
S-038249a	Historic Property Survey Report, the Alameda County Transit District's East Bay Bus Rapid Transit Project in Berkeley, Oakland, and San Leandro	Suzanne Baker	2010	No
S-038249b	Addendum to Positive Archaeological Survey Report for the Alameda County Transit District's East Bay Bus Rapid Transit Project in Berkeley, Oakland, and San Leandro, California	Suzanne Baker	2010	No
S-038249c	Addendum Historic Property Survey Report, the Alameda County Transit Project in Berkeley, Oakland, and San Leandro	Suzanne Baker	2010	No
S-038249d	Second Addendum to Positive Archaeological Survey Report for Alameda County Transit District's East Bay Bus Rapid Transit Project in Berkeley, Oakland, and San Leandro, California	Suzanne Baker	2010	No
S-038249e	Positive Archaeological Survey Report for the Alameda-Contra Costa Transit District's East Bay Bus Rapid Transit Project in Berkeley, Oakland, and San Leandro	Suzanne Baker	2005	No
S-038249f	FTA051227A; National Register of Historic Places Determination of Eligibility for Properties within the Area of Potential Effects for the Proposed AC Transit Bus Rapid Transit Project, Alameda County, California	Milford Wayne Donaldson and Leslie T. Rogers	2006	No
S-038249g	Finding of Effect for AC Transit East Bay Bus Rapid Transit Project	JRP Historical Consulting	2005	No
S-039692	Cultural Resources Records Search and Site Visit Results for Sprint Nextel Candidate SF73XC410-A (Grocery on Ward), 2721 Shattuck Avenue, Berkeley, Alameda County, California (letter report)	David R. Cohen and Kathleen A. Crawford	2012	No

Report No.	Title	Author	Date	Included APE
S-043138	Collocation Submission Packet, Martin Luther King Way, CCL00726; Architectural Evaluation Study of the Martin Luther King Way Project, AT&T Mobility Site #CCL00726, 3332 Adeline St, Berkeley, Alameda County, California 94703	Lorna Billat and Dana Supernowicz	2013	No
S-047280a	FCC Form 620 New Tower Submission Packet: South Berkeley Facility, 1906 Ashby Avenue, Berkeley, Alameda County	Mary Armstrong-Friberg	2015	No
S-047280b	Cultural Resource Assessment Class I Inventory: Verizon Wireless Services, South Berkeley Facility, City of Berkeley, County of Alameda, California	Phil Fulton and Casey Tibbet	2015	No
S-047280c	FCC_2015_1012_001; South Berkeley Facility, 1906 Ashby Avenue, Berkeley, Alameda County, New Tower	Julianne Polanco	2015	No
S-047747a	Berkeley Iceland Historic Resource Evaluation, 2727 Milvia Street, Berkeley, California	Page & Turnbull	2010	No
S-047747b	SBA_2014_0411_001; Section 106 Consultation for Federal Guaranteed Loan for Improvements to Berkeley Iceland, 2727 Milvia Street, Berkeley, CA	Carol Roland-Nawi and Eric J. Adams	2014	No
S-048161a	FCC Form 621, Collocation Submission Packet: 26445 / Adeline MLK - AWS, 3332 Adeline Street, Berkeley, CA 94703	Chris Baker	2015	No
S-048161b	Historic Assessment: 26445 / Adeline MLK AWS, 3332 Adeline St., Berkeley, CA 94703	Chris Baker	2015	No
S-048161c	FCC_2015_1130_006: 26445/Adeline MLK-AWS, 3332 Adeline Street, Berkeley Collocation	Julianne Polanco	2015	No
S-050898a	Historic Property Survey Report for the Proposed Crosswalk Safety Enhancement Project, Alameda County, California, 04-ALA/CC 13/61/123, Unit 0660/0665 E-FIS Project Number 0J470/0414000003	Jennifer Blake and Charles Palmer	2017	No
S-050898b	Archaeological Survey Report for the Proposed Crosswalk Safety Enhancement Project Alameda County, California, SR 13 PM 8.432, 12.64; SR 61 PM 19.34, 19.53, 19.71, 20.00, 21.17, 21.89; SR 123 PM 3.24, 3.47, Contra Costa County, California, SR 123 PM 0.58, EA 0J470/0414000003	Jennifer Blake	2017	No
S-050898c	Extended Phase I Archaeological Testing for the Proposed Crosswalk Safety Enhancement Project, Various Locations in Alameda And Contra Costa Counties, California, EA 0J470/0414000003	Jennifer Blake	2017	No
S-050898d	Extended Phase I Archaeological Testing for the Proposed Crosswalk Safety Enhancement Project (EA 0J470/0414000003), Alameda County, California, including Geoarchaeological Methods and Findings (letter report)	Dina Ryan	2017	No
S-051845	Cultural Resources Technical Report, Adeline Corridor Specific Plan, Berkeley, California	Daniel Shoup	2018	No
S-052848a	Cultural Resources Study of the Dwight/Milk Project, Site No. CA-2814-A, 2721 Shattuck Avenue, Berkeley, Alameda County, California 94705	Historic Resource Associates	2004	No
S-052848b	Historic Resource Report, CA2814-A/Dwight MLK, 2721 Shattuck Avenue, Berkeley, Contra Costa, California	Meranda Lambert	2004	No
S-052868	Cultural Resources Study for Bechtel Corporation Site No. G022 - Martin Luther King Way, Phillips Temple C.M.E. Church, Formerly Lorin Theater, 3332 Adeline Street, Berkeley, California	Dana Supernowicz	2002	No

## Previously Recorded Architectural Resources

The results of the records search indicated that no previously recorded architectural cultural resources are in the APE. Please see the *Archaeological Survey Report for the St. Paul Terrace Project* for a discussion regarding archaeological cultural resources.

Based on a review of the Built Environment Resources Database (BERD) maintained by the State of California Office of Historic Preservation (OHP), there are 13 previously recorded architectural resources are located within 0.5 mile of the APE, which are listed in **Table 3**. Only one, 2727 Milvia Street (Berkeley Iceland), is listed on the National Register. None are located within the APE.

**TABLE 3**  
**PREVIOUS ARCHITECTURAL RESOURCES EVALUATED IN OR WITHIN 0.5 MILE OF APE**

Primary No.	Address	Name	Eligibility	Distance from APE (mi)
P-01-000283	505/11 Alcatraz Avenue Oakland 94609 (APN 15-1379-1-1); 6395-99 Telegraph Avenue	Donovan (Cornelius) Stores & Apartments	5S2; 7R	0.5 SE
P-01-000974	6200 Shattuck Avenue Oakland 94609 (APN 015 1377 022 00)	Pickerell (Cleve J.) Service Station	6Z; 7R	0.46 SE
P-01-000975	6336-42 Shattuck Avenue Oakland 94609 (APN 015 1378 024 00)	Scott (G.H.)-Yim Tom Store Building	5S2; 7R	0.44 E
P-01-000976	6426 Shattuck Avenue Oakland 94609 (APN 016 1427 028 00)	Spraggins & Nelson Garage	5S2; 7R	0.43 E
P-01-000977	6501 Shattuck Avenue Oakland 94609 (APN 016 1428 011 02)	Dolan (W.E.) Service Station	6Z; 7R	0.39 NE
P-01-000978	6618 Shattuck Avenue Oakland 94609 (APN 016-1425-055-00); (APN 016-1425-055-057); (APN 016-1425-055-058)	Dull (C.O.)- Baziuk (M.J.) Garage	6Z; 7R	0.45 NE
P-01-005115	3192 Adeline Street Berkeley 94703	Berkeley Trading Post	2S2; 6Y; 7N	0.17 NE
P-01-005144	1985 Ashby Avenue Berkeley 94703	Webb Building	3B	0.41 NE
P-01-005368	1808 Harmon Street Berkeley 94703	Research & Development Products	3S	0.08 E
P-01-005369	1925 Harmon Street Berkeley 94703	Axtell, (Sarah B.) House	3S	0.26 NE
P-01-010727	1979 Ashby Avenue Berkeley 94703	A.L. Ancienne Building	6Z/5D3	0.82 NE
P-01-011052	2721 Shattuck Avenue Berkeley 94705 (APN 541-719-037-00); (APN 54-1719-38)	Shattuck Avenue Self-Storage Building	6Z	0.34 NE
P-01-011462	2727 Milvia Street Berkeley 94703	Berkeley Iceland	NRHP (1S)	0.33 NW

Notes:

- \*1S – Individual property listed in National Register by the Keeper. Listed in the CR.
- \*2S2 – Individual property determined eligible for National Register by a consensus through Section 106 process. Listed in the California Register.
- \*3B – Appears eligible for National Register both individually and as a contributor to a National Register eligible district through survey evaluation.
- \*3S – Appears eligible for National Register as an individual property through survey evaluation.
- \*5D3 – Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.
- \*5S2 – Individual property that is eligible for local listing or designation.
- \*6Y – Determined ineligible for National Register by consensus through Section 106 process, not evaluated for California Register or Local Listing.
- \*6Z – Found ineligible for National Register, California Register, or Local designation through survey evaluation.
- \*7N – Needs to be reevaluated.
- \*7R – Identified in Reconnaissance Level Survey; Not evaluated.

## Architectural Resource Analysis

There are 13 historic-age architectural resources (i.e., 45 years or older) within the APE, which are listed in **Table 4** below.

**TABLE 4  
 HISTORIC-AGE ARCHITECTURAL RESOURCES WITHIN APE**

Address	APN	Date of construction*	Brief description
2024 Ashby Avenue	053-1592-022-01	1930; 1995 (addition)	Church
3017 Adeline Street	053-1592-017-00	1945	Commercial building, 1-story
2007 Emerson Street	053-1592-013-00	1963; 1966	Two commercial buildings, 1-story
2019 Emerson Street	053-1592-030	1908	Condominium, 2-story
2021 Emerson Street	053-1592-011	1965	Multi-family residence, 2-story
2025 Emerson Street	053-1592-010	1924	Multi-family residence, 1.5-story
2037 Emerson Street	053-1592-008	1936	Single family residence, 1-story
2045 Emerson Street	053-1592-007	1909	Multi-family residence, 1.5-story
2030 Emerson Street	053-1592-023	1925	Apartment building, 2-story
2047 Ashby Avenue	053-1591-011	1927	Commercial building, 2-story
2043 Ashby Ave	053-1591-012	1905	Two single family residences, 1.5-story
2041 Ashby Ave	053-1591-013	1910	Single family residence, 1-2story
2001 Ashby Ave	053-1591-014	ca. 1909	Commercial building, 2-story

\* From assessor and building permit records

## Architectural Descriptions and Significance Evaluations

The following section presents brief architectural descriptions, construction chronologies and summaries of archival research for the 13 historic-age properties in the APE that meet the 45-year age threshold required for consideration of eligibility for listing in the National Register.

The 13 historic-age properties in the APE were evaluated potential historic significance under National Register Criteria A through C according to *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*.<sup>9</sup> Criterion D, while most often applied to archaeological districts and sites, can also apply to buildings, structures, and objects that contain important information. For these types of properties to be eligible under Criterion D, they themselves must be, or must have been, the principal source of the important information, and the information must be considered important. Information potential is discussed in a separate report prepared by Alta Archaeological Consulting. Therefore, an evaluation of properties in the APE under Criterion D is not presented.

Research did not uncover information to suggest any of the historic-age properties in the APE would be individually eligible under National Register Criteria A through C. Detailed property, occupational, and

<sup>9</sup> National Park Service, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, 1997, 5, accessed October 4, 2024, [https://www.nps.gov/subjects/nationalregister/upload/NRB-15\\_web508.pdf](https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf).

construction histories and analysis is presented in **Appendix A**. The following is a summary of those findings.

### **2024 Ashby Avenue (APN 053-1529-022-01)**

#### **Architectural Description**

The building at 2024 Ashby Avenue is a one-story, irregular plan, brick masonry church with an intersecting gabled roof covered with composite shingles. It presently occupies a 0.546-acre lot on the south side of Ashby Avenue, between Adeline Street and Shattuck Avenue. The building is comprised of two main volumes, the original 1930 church building on the eastern portion of the lot and a large 1995 addition on the western portion of the lot.

Located on the eastern portion of the parcel is a brick masonry building constructed in 1930. The primary (north) façade faces Ashby Street and is clad with brick and stucco siding. The building features elements of the Neoclassical style, such as three pairs of carved wood doors divided by carved columns and capped with rounded arched windows with carved modillions. The doors are flanked by multi-lite, casement, metal window and multi-lite, fixed windows to the east and west. The corners of the lower-level façade feature quoins accents. The entrances are situated beneath a capped parapet wall. The façade beneath the gable is clad with stucco siding and features three multi-lite, rounded arch windows and a round vent. The east façade faces a paved parking lot and is clad in brick veneer siding. It features four tall multi-lite, rounded arch windows and one smaller rounded arch window. The south façade features a brick veneer-clad rear addition with an unglazed door and a multi-lite window that is partially visible from public right-of-way. The west façade features a multi-lite, casement window, a sliding, sash window, two multi-lite, rounded arch windows and a recessed entrance.

A large addition occupies the western portion of the lot. A corridor clad with brick veneer siding and capped with a gable roof abuts the original building's west façade. A wide, concrete staircase provides access to four sets of glazed doors framed with a simple entablature and topped by two multi-lite, rounded arch windows. West of the corridor is a one-story sanctuary that is of concrete and steel construction. It is clad with stucco and brick veneer and capped with an intersecting gabled roof covered with composite shingles. The sanctuary's north façade features a row of casement, metal windows at the lower level and a row of tall stained glass, multi-lite, rounded arch windows at the primary level. The west façade is clad with brick veneer and stucco siding. It features a primary entrance surrounded by transom lights and recessed beneath a gabled canopy supported by columns. A large, elaborately-designed stained glass window is situated beneath the gable. (**Figure 6**).

#### **Construction Chronology**

The building was constructed in 1930 as a meetinghouse for the Reorganized Church of Jesus Christ of Latter Day Saints (RLDS). The building was purchased by the St. Paul AME Church in 1953. The building's roof was replaced in 1958 and unspecified alterations were made to the interior choir and pulpit area. In 1995 a large sanctuary and family life center was constructed along the building's west façade. The original 1930 building underwent a substantial remodel at the same time. In 2000, additional interior alterations were made, such as the installation of flooring, door frames, and unspecified carpentry work.



SOURCE: ESA, 2024

**Figure 6**  
2024 Ashby Avenue, view facing southwest

### Evaluation

As a religion property, 2024 Ashby Avenue is subject to special guidance when assessing historical significance for the National Register. The following evaluation applies Criterion Consideration A for Religious Properties to inform the assessment of eligibility.

#### Criterion A – Event.

The building at 2024 Ashby Avenue was originally constructed as a meetinghouse for the Reorganized Church of Jesus Christ of Latter Day Saints in 1930. It has no association with the initial establishment of the City of Berkeley, nor does 2024 Ashby Avenue represent any significant changes in the evolution of the City of Berkeley’s urban planning or neighborhood development. Ashby Avenue, the Newbury Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I. Per the National Register Bulletin,

A religious property can be eligible under Criterion A for any of three reasons: It is significant under a theme in the history of religion having secular scholarly recognition; or it is significant under another historical theme, such as exploration, settlement, social philanthropy, or education; or it is significantly associated with traditional cultural values....A religious property would also qualify if it were significant for its associations that illustrate the importance of a particular religious group in the social, cultural, economic, or political history of the area.<sup>10</sup>

<sup>10</sup> National Park Service (NPS), *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Department of the Interior, 1995), 26.

2024 Ashby Avenue is a common church property type and does not represent any significant milestones or events within the history of the City of Berkeley. Furthermore, no evidence relating 2024 Ashby Avenue to any other specific significant historic events was identified during the course of this evaluation. The Subject Property originally served as a RLDS meeting house until 1953. While it served as a site of worship for RLDS members in South Berkeley for twenty years, archival review did not indicate that the original meetinghouse was a particularly important site for the local or regional development of the RLDS Church, which is the second largest denomination of the mainstream Church of Jesus Christ of Latter-day Saints. In 1953, the original church was purchased by the AME Church, a large, historically-Black serving methodist denomination based in the United States. While the Subject Property has continuously served as a site of worship for the St. Paul AME Church since 1953, archival research does not indicate that it has played a particularly noteworthy role in the social or religious history of South Berkeley. It was not one of the earliest AME churches in the region and does not appear to have served as a foundational site for the growth of the African Methodist Episcopal Church more broadly.<sup>11</sup> Presently, it is one of approximately 20 AME churches in the greater San Francisco Bay Area and does not appear to meet the significance threshold required for listing in the National Register.

2024 Ashby Avenue was originally constructed as a meetinghouse for the Reorganized Church of Jesus Christ of Latter Day Saints in 1930. It has no association with the initial establishment of the City of Berkeley, nor does 2024 Ashby Avenue represent any significant changes in the evolution of the City of Berkeley's urban planning or neighborhood development. Ashby Avenue, the Newbury Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I.

For these reasons, 2024 Ashby Avenue is recommended ineligible for individual listing under Criterion A.

*Criterion B – Person.*

Per the National Register Bulletin, individuals who would likely be considered significant are those who formed or significantly influenced an important religious institution or movement, or who were important in the social, economic, or political history of the area. Properties associated with individuals important only within the context of a single congregation and lacking importance in any other historic context would not be eligible under Criterion B.<sup>12</sup>

As a RLDS meeting house and AME church, 2024 Ashby Avenue has been owned and occupied by a variety of individuals throughout its history. The building served as an RLDS meetinghouse from 1930 to 1953, however archival review did not identify any religious leader or church member as significantly contributing to national, state, regional, or City-wide history while associated with the RLDS church on Ashby Avenue. In its capacity as an AME church from 1953 to 2024, the Subject Property has been associated with a relatively large congregation in South Berkeley.

<sup>11</sup> By comparison, San Francisco's Bethel A.M.E. Church was established in 1852. Bethel AMEC, "History of Bethel A.M.E. Church," <https://www.bethelamecsf.org/about-us/#:~:text=Bethel%20AME%20Church%20was%20founded%20in%20the%20midst%20of%20social>, accessed October 7, 2024.

<sup>12</sup> NPS, 27.

From 1953 to ca. 1959, the church was led by Reverend J. Austell Hall. By 1960, Hall began serving as a pastor for the Bethel AME Church in San Francisco, where he went on to become a local leader for various social and economic justice initiatives during the Civil Rights Era. Archival review indicates that Hall's contributions to civic and religious community affairs predominantly occurred in San Francisco and, as such, 2024 Ashby Avenue does not appear significantly associated with Hall's productive life or the productive life of any other religious leader that meets the significance threshold required for the National Register. For these reasons, 2024 Ashby Avenue is recommended ineligible for listing under Criterion B.

#### Criterion C – Design/Construction.

The building at 2024 Ashby Avenue is an altered example of a typical religious building constructed in Berkeley during the early 20<sup>th</sup> century. It does not represent an unusual or distinctive property type or possess high artistic values. It does not appear to be significant for its design or engineering. Archival review uncovered relatively little information about the architect/builder of the original 1930 church, Edward Beebe. An individual named Edward Beebe is enumerated in the 1930 U.S. Federal Census as a 68-year-old carpenter residing in a residence on the 16<sup>th</sup> block of “Ashley Ave.” According to his obituary, Beebe was described as a “retired local carpenter” who was a native of Lotus, California, and died of a heart attack in his home in Sacramento, California, in 1934. While Beebe may have assisted in the construction of various buildings in Berkeley and the Bay Area, research does not indicate that he may be considered a master craftsman.

Furthermore, building permits from the City of Berkeley indicate that 2024 Ashby Avenue has been subject to a variety of modifications including a complete interior remodel of the original 1930 church building and large addition of a sanctuary and family life center to the building's west façade completed in 1995, which have altered 2024 Ashby Avenue from its initial appearance. For these reasons, 2024 Ashby Avenue is recommended ineligible for individual listing under Criterion C.

### **3017 Adeline Street (APN 053-1592-017)**

#### **Architectural Description**

The building at 3017 Adeline Street is a one-story, irregular-plan, concrete block commercial building that features a flat roof. The primary (west) façade is angled to accommodate the irregular intersection of Ashby Avenue and Adaline Street. The primary façade features a central, storefront with a partially-glazed door with a glazed transom window, flanked by large, asymmetrically sized, fixed windows. The storefront includes a brick veneer watertable. The whole assembly is surrounded by concrete block that terminates at squared-off parapet. The storefront is topped by signage that reads “ANTIQUES & MODERN” and is shaded by a retractable canvas awning. (**Figure 7**).

#### **Construction Chronology**

The subject building was constructed in 1945 as a commercial building. By 1950, the building was operating as a restaurant. By 1984, the building had been repurposed as a retail space. Unspecified repairs for motor vehicle damage were made to the building in 2000.



SOURCE: ESA, 2024

**Figure 7**

3017 Adeline Street, view facing east.

## Evaluation

### Criterion A – Event.

The Subject Property was constructed in 1945 as a commercial property during a time of increased commercial development in the City of Berkeley. It has no association with the initial establishment of the City of Berkeley, nor does 3017 Adeline Street represent any significant changes in the evolution of the City of Berkeley’s urban planning or neighborhood development. Ashby Avenue, the Newbury Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I. The building at 3017 Adeline Street is one of many commercial properties which were constructed within walking distance of areas served by streetcar lines, which by 1912, was the vast majority of small residential and commercial improvements within the City of Berkeley. As such, the building does not represent any significant milestones or events within the history of the City of Berkeley. Furthermore, no evidence relating 3017 Adeline Street to any other specific significant historic events was identified during the course of this evaluation. Therefore, it is recommended ineligible under Criterion A.

### Criterion B – Person.

Archival review did not uncover any significant associations between 3017 Adeline Street and historically significant persons in the past. The building has been occupied by several community-serving businesses since its original construction but does not appear to rise to the level of significance for its association with local commercial leaders or entrepreneurs. As research does not indicate that 3017 Adeline Street is significantly associated with the productive life of any significant person, it is recommended ineligible under Criterion B.

**Criterion C – Design/Construction.**

The building at 3017 Adeline Street is a commercial building designed in the mid-century commercial style in 1945. Archival review does not indicate that it is significant for its design or engineering. The building is a modest example of a mid-century utilitarian commercial type and does not rise to the level necessary for inclusion in the National Register. It does not appear to be significant for its design or engineering. No specific architect or designer is associated with the building at 3017 Adeline Street, nor does it appear to be the work of a master architect. For these reasons, it is recommended ineligible under Criterion C.

**2007 Emerson Street (APN 053-1592-013)**

**Architectural Description**

The Subject Property at 2007 Emerson Street is situated on a 0.215-acre lot developed for commercial use. Two buildings currently occupy the lot, which is paved and partially enclosed by a metal gate along Emerson Street. A one-story warehouse occupies the west side of the lot. The warehouse features a rectangular footprint measuring 41 feet by 43 feet. It has concrete block walls and is capped with a flat roof. The primary (east) faces an enclosed driveway / parking area and features two doors, two large, multi-lite windows, and one casement window.

A ca. 1966 one-story storeroom occupies the northeast corner of the lot. It features a rectangular footprint measuring 24 feet by 54 feet. It is of wood-frame construction, clad with stucco siding, and capped with a gable roof. The primary (south) façade faces Emerson Street and features an unglazed primary entrance flanked by two sets of metal casement windows. It is clad with stucco siding and vertical wood planks beneath the gable. The west façade features two sets of metal, casement windows. A rolling metal gate extends from the façade, cordoning off access to the northern portion of the lot (**Figure 8**).



SOURCE: ESA, 2024

**Figure 8**

2007 Emerson Street, view facing northwest

### **Construction Chronology**

The warehouse was constructed ca. 1963 and the storeroom was constructed in 1966. A small addition was added to the north façade of the warehouse in 1966. A second small addition was added to the north façade of the warehouse ca. 1966 – 1968.

### **Evaluation**

#### **Criterion A – Event.**

The Subject Property was constructed between 1963 and 1966 during a time of increased commercial development in the City of Berkeley. Ashby Avenue, the Newbury Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I. The warehouse and storeroom at 2007 Emerson Street were built as typical commercial buildings that were common within the mixed residential and commercial neighborhood. However, it does not appear that there are any significant associations between 2007 Emerson Street and any significant milestones or events within the history of the City of Berkeley. As a modest commercial property in the Ashby Station neighborhood, the Subject Property reflects general trends associated with the commercial development of Berkeley. However, it does not appear to rise above the typical associations with local commercial development or the contextual period of development. Therefore, it is recommended ineligible under Criterion A.

#### **Criterion B – Person.**

Archival review did not uncover any significant associations between 2007 Emerson Street and historically significant persons in the past. The buildings have been occupied by various tenants since its original construction. Research does not indicate that any previous owner or occupant were historically significant persons within the context of the commercial development of South Berkeley. As research does not indicate that 2007 Emerson Street is significantly associated with the productive life of any significant person, it is recommended ineligible under Criterion B.

#### **Criterion C – Design/Construction.**

The warehouse and storeroom at 2007 Emerson Street were constructed in 1963 and 1966, respectively, as commercial buildings in the Ashby Station neighborhood. Archival review does not indicate that either building is significant for its design or engineering. The warehouse and storeroom are modest example of a mid-century utilitarian commercial type and do not rise to the level necessary for inclusion in the National Register. Both buildings were designed by civil engineer E.G. Peterson and local builder Frank Puccetti. Archival review does not indicate that either individual can be considered a master craftsman or are known for architectural achievement. For these reasons, 2007 Emerson Street is recommended ineligible under Criterion C.

### **2019 Emerson Street (APN 053-1592-030)**

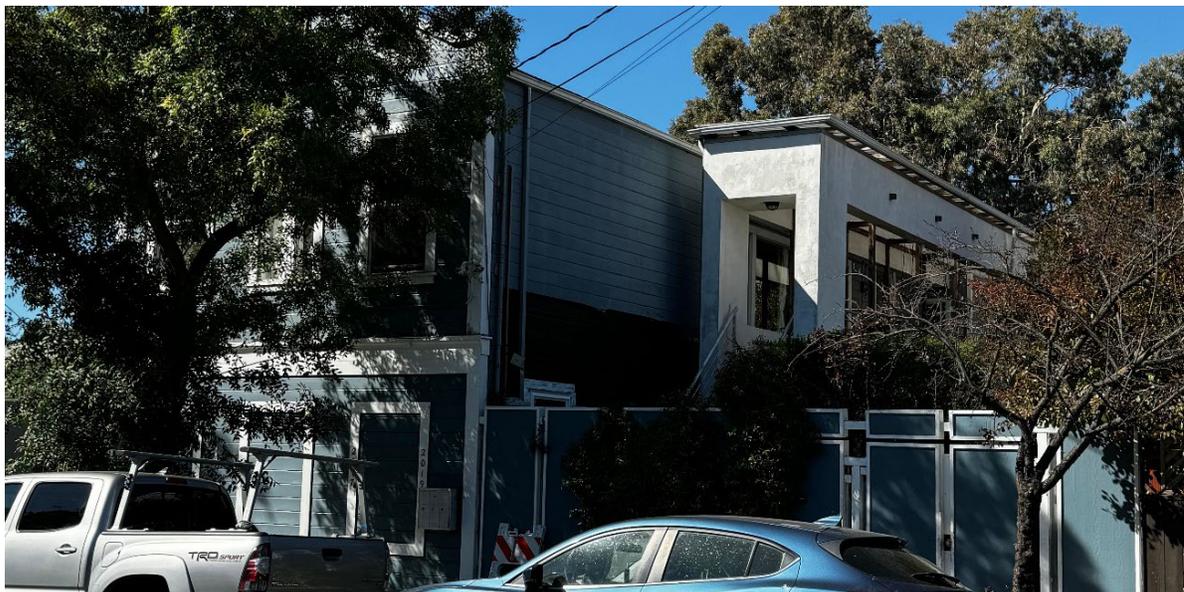
#### **Architectural Description**

The two-story building located at 2019 Emerson Street was constructed in 1908 in the vernacular style and contains residential flats. It features a rectangular footprint, is of wood-frame construction, clad variously with v-groove wood board and wood panel siding, and capped with a gable roof. Typical windows are sliding and double-hung, metal- and vinyl-sash windows. The south façade faces Emerson Street and is clad in v-groove wood siding. Three windows on the first floor have been covered with

wood siding and three windows are located on the second floor. Public access to the primary (east) façade is obstructed by a tall, wood panel gate. It appears primarily clad with v-groove wood siding and features sliding, vinyl-sash windows. A large, stucco-clad porch addition capped with a flat roof partially encloses the entrances to the residential flats. A metal stairway with a handrail provides access to the entrance(s) to the second-floor residence. The west façade is clad with wood panel siding and features four sliding, sash windows on the first floor and two double-hung windows on the second floor (**Figure 9**).

### Construction Chronology

The subject building was originally constructed as a rooming house in 1908. Unspecified alterations were made to the building on two occasions between 1912 and 1915. In 1946 a “water closet” was added to the second floor. Unspecified interior alterations were made between 1946 and 1948, reducing the number of bedrooms from twelve to ten. Between 1988 and 2000, a large porch addition was constructed along the building’s east façade. By 1997, the building had been converted into a three-unit condominium.



SOURCE: ESA, 2024

**Figure 9**

2019 Emerson Street, view facing northwest

### Evaluation

#### Criterion A – Event.

The Subject Property was constructed in 1908 in the Ashby Station neighborhood during a time of increased residential development in the City of Berkeley. Ashby Avenue, the Newbury Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I. 2019 Emerson Street was built as a typical rooming house/multiple-family dwelling common within the mixed residential and commercial neighborhood that grew near Ashby Station. 2019 Emerson Street is one of many residences which were constructed within walking distance of areas served by streetcar lines, which by 1912, was the vast majority of small residential improvements within the City

of Berkeley and does not represent any significant milestones or events within the history of the City of Berkeley. Furthermore, no evidence relating 2019 Emerson Street to any other specific significant historic events was identified. Therefore, it is recommended ineligible under Criterion A.

#### Criterion B – Person.

Archival review does not indicate that there are any significant associations between 2019 Emerson Street and significant persons. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person of significance having lived in or been associated with the Subject Property. Historically, the building was part of the real estate portfolio of multiple local property owners, and none of the building's residents appeared to have remained there for longer than a few years. For these reasons, 2019 Emerson Street is recommended ineligible for listing under Criterion B.

#### Criterion C – Design/Construction.

The Subject Property at 2019 Emerson Street was constructed as a hotel/rooming house in 1908 in the Ashby Station neighborhood. It is an example of a modest vernacular building with few distinguishing characteristics and does not rise to the level necessary for inclusion in the National Register. It does not appear to be significant for its design or engineering. No specific architect or designer is associated with the building at 2019 Emerson Street, nor does it appear to be the work of a master architect. Furthermore, building permits from the City of Berkeley indicate that 2019 Emerson Street has been subject to a variety of modifications including a substantial interior conversion to a three-unit condominium and a large porch addition to the east facade which have altered 2019 Emerson's original appearance. Therefore, it is recommended ineligible under Criterion C.

### **2021 Emerson Street (APN 053-1592-010)**

#### **Architectural Description**

The Subject Property located at 2021 Emerson Street, is a two-story, six-unit, multi-family residential building with a rectangular footprint. The primary façade of the building faces south, overlooking Emerson Street. The building, constructed in 1965, is of wood-frame construction and clad in stucco and features a hipped/front-gabled roof covered with asphalt shingles. Typical fenestration of the Subject Property consists of vinyl slider windows. The building is set back from the street and features three parking spaces underneath an overhanging second floor porch in addition to a surface parking lot in front which is partially enclosed by a full-height wood fence.

The primary (south) façade features a second-story porch which runs the length of the façade and is accessible via two sets of sliding glass and screen doors. Entrances to the six units are not visible from the public right of way. The secondary (east and west) façades feature small vinyl slider windows and no visible entrances.

#### **Construction Chronology**

The Newbury Tract, where the Subject Property is located, was subdivided in 1882. Previous to the construction of the Subject Property in 1964, the parcel was occupied by Berkeley Fire Department. Sanborn Fire Insurance Maps label it as Fire Station No. 3 in 1911 and Fire Station No. 5 in 1950. Building permits obtained from the City of Berkeley indicate the Subject Property was constructed in 1964 as an apartment building with an original orientation of two 3-room units and four 2-room units. The only other building permits received from the City were for new roofs in 1984 and 1989. However, the

building file from the City of Berkeley indicates that throughout the 1980s, the Subject Property had multiple violations of residential building codes filed by tenants and the City.



SOURCE: ESA, 2024

**Figure 13**

2021 Emerson Street, view facing north

## Evaluation

### Criterion A – Event.

The building located at 2021 Emerson Street was originally constructed in 1965 as a six-unit, multi-family residence. It has no association with the initial establishment of the City of Berkeley, nor does 2021 Emerson Street represent any significant changes in the evolution of the City of Berkeley’s urban planning or neighborhood development. Ashby Avenue, the Newbury Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I. The character of the surrounding neighborhood was well-established by the time 2021 Emerson Street was constructed in 1964, therefore the Subject Property does not represent any significant pattern of development within the area of the City of Berkeley, nor does 2021 Emerson Street represent any significant milestones or events within the history of the City of Berkeley. Furthermore, no evidence relating 2021 Emerson Street to any other specific significant historic events was identified. Therefore, 2021 Emerson Street is recommended ineligible under Criterion A.

### Criterion B – Person.

As a multi-family residence, 2021 Emerson Street has been owned and occupied by a variety of individuals throughout its history. There are no owners or tenants of 2021 Emerson Street that have been identified as significantly contributing to the history of national, state, regional, or City-wide history while residing at or during construction of 2021 Emerson Street. For these reasons, 2021 Emerson Street, is recommended ineligible under Criterion B.

### Criterion C – Design/Construction.

The building at 2021 Emerson Street is a multi-family residence designed in the “stucco box” style in 1965. These were vernacular apartment buildings which, as the name suggests, were clad in stucco and designed with boxy massing to maximize the number of units which could fit on one residential lot. The building at 2021 Emerson Street retains some features common to this property type, including an open carport, simple design, and stucco cladding, however it is not architecturally significant and does not rise to the level necessary for inclusion in the National Register. Furthermore, a comparison of the present state of the building with building permits and records from the City of Berkeley indicate that 2021 Emerson Street has like been subject to a variety of unpermitted alterations which have altered 2021 Emerson Street from its initial appearance. No specific architect or designer is associated with the building at 2021 Emerson Street, nor does it appear to be the work of a master architect. For these reasons, 2021 Emerson Street is recommended ineligible under Criterion C.

### **2025 Emerson Street (APN 053-1592-010)**

#### **Architectural Description**

The Subject Property located at 2021 Emerson Street contains two buildings: a one-and-a-half story, four-unit, multi-family residential building with a rectangular footprint (described below as Building A) and a one-story single family residential building with a rectangular footprint (described below as Building B). Building A, the multi-family residence is closer to Ashby Avenue while Building B, the single-family residence, is located to the north at the rear of the parcel. The primary elevation of Building A faces south, overlooking Emerson Street. An asphalt driveway runs along the east border of the parcel, approximately half the length of the lot and a variety of landscaping/vegetation is found north of Building A and south of Building B.

The building closest to the street was originally constructed in 1924 as a single-family residence and was converted to house three residential units/apartments in 1942, according to City of Berkeley building permits. The rear building was originally constructed as a shed in 1945 and was remodeled to a single-family residence in 1943 and given the street address of 2027 Emerson Street, according to building permits obtained from the City of Berkeley. Building A appears to have originally been constructed as a vernacular Craftsman bungalow but has been subject to a variety of modifications over time.

Building A is of wood-frame construction on a reinforced concrete foundation and is clad in stucco. The building features two volumes, one with a cross-gabled roof with overhanging eaves with exposed rafter tails and knee braces which faces Ashby Street and a rear volume which features a cross-gable roof; all roofs are clad in what appear to be asphalt shingles. Typical fenestration consists of double-hung windows. The primary (south) elevation features an entrance accessed via stairs under a covered porch with a front gable roof with overhanging eaves and exposed rafter tails supported by rectangular piers which spans approximately one-third of the primary façade. This elevation features a fixed picture window centered between two double-hung one-over-one windows which are likely contemporary replacement windows. The east elevation features a projecting window with four double-hung, one-over-one windows and metal-screen door. The rear volume appears to feature the same open eaves with knee braces and fixed, multi-pane windows.

Building B was not visible from the public right of way, but review of aerial images from Google Earth indicates this Building B features a flat roof and an entrance on the south elevation under a cantilevered overhang.



SOURCE: ESA, 2024

**Figure 12**

2025 Emerson Street, view facing northwest

### **Construction Chronology**

The Newbury Tract, where the Subject Property is located, was subdivided in 1882. According to building permits obtained from the City of Berkeley, the Subject Property was originally constructed as a single-family residence in 1924 with a garage/shed added to the lot in 1925. Building permits indicate the Subject Property was converted from a single-family residence to a 3-unit multi-family residence in 1942, while the garage/shed was converted to an apartment in 1943.

### **Evaluation**

#### **Criterion A – Events.**

The initial building constructed at 2025 Emerson Street, Building A, was originally constructed in 1924 as a single-family residence and subsequently converted to a multi-unit residence in 1942, while the garage was converted to a two-unit apartment building, Building B, in 1943. Buildings A and B at 2025 Emerson Street have no association with the initial establishment of the City of Berkeley, nor does Buildings A and B at 2025 Emerson Street represent any significant changes in the evolution of the City of Berkeley’s urban planning or neighborhood development. Ashby Avenue, the Newbury Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I. Buildings A and B at 2025 Emerson Street is one of many residences which were constructed within walking distance of areas served by streetcar lines, which by 1912 were the vast majority of small residential improvements within the City of Berkeley and does not represent any

significant milestones or events within the history of the City of Berkeley. Furthermore, no evidence relating Buildings A and B at 2025 Emerson Street to any other specific significant historic events was identified during the course of this evaluation. Therefore, Buildings A and B at 2025 Emerson Street are recommended ineligible under Criterion A.

#### Criterion B – People.

As a both single and multi-family residence, Buildings A and B at 2025 Emerson Street has been owned and occupied by a variety of individuals throughout its history. There are no owners or tenants of Buildings A and B at 2025 Emerson Street that have been identified as significantly contributing to the history of national, state, regional, or City-wide history while residing at or during construction of either Buildings A or B at 2025 Emerson Street. For these reasons, Buildings A or B at 2025 Emerson Street are recommended ineligible under Criterion B.

#### Criterion C – Design/Construction.

Building A at 2025 Emerson Street was originally constructed as a single-family residence, likely designed in the Craftsman style in 1924. 2025 Emerson Street retains some character-defining features of a Craftsman building such as a gabled roof with overhanging eaves with exposed rafter tails and knee braces, however it is a modest example of the Craftsman style and does not rise to the level necessary for inclusion in the National Register. Furthermore, building permits from the City of Berkeley indicate that 2025 Emerson Street has been subject to a variety of modifications including its conversion to a multi-unit residence in 1942 which have altered 2025 Emerson Street from its initial appearance. Building B at 2025 Emerson Street is not associated with a specific architect or designer, nor does a review of aerial photographs indicate it holds any architectural significance. For these reasons, Buildings A or B at 2025 Emerson Street are recommended ineligible under Criterion C.

### **2037 Emerson Street (APN 053-1592-008)**

#### **Architectural Description**

The building at 2037 Emerson Street is a two-story single family residential building with a rectangular footprint. The primary façade of the building faces south, overlooking Emerson Street. The building, which was moved to this location in 1936, is of wood-frame construction with a reinforced concrete foundation and is clad in stucco with a hipped roof clad in composite shingles. Typical fenestration of the Subject Property consists of fixed windows or slider windows with slightly projecting surrounds and a decorative sill.

The primary (south) façade of the building features a centered covered porch with a hipped roof supported by rectangular piers. Access to this porch and the primary entrance is via a set of concrete steps which lead from the concrete sidewalk to the east side of the porch. The entrance is a multi-pane door with a decorative glass arch window. This façade also features access to a garage via a downward sloping driveway and what appears to be a counterweight garage door. The east façade features a mix of double-hung and slider windows. The west façade features the same fenestration, though the second floor slightly projects above the first. The rear façade was not visible from the public right of way. A mature tree and various landscaped vegetation is found on the east side of the primary façade; review of aerial images from Google Earth shows the back of the lot to be unimproved and not landscaped.



SOURCE: ESA, 2024

**Figure 14**

2037 Emerson Street, view facing southwest

### **Construction Chronology**

The Subject Property was originally constructed at 3039 Adeline Street in an unknown year; review of the 1911 Sanborn Fire Insurance Map shows no improvements at 3039 Adeline Street, resulting in a general date of construction between 1912 and 1936 as building permits obtained from the City of Berkeley indicate the Subject Property was moved to the present location in December of 1936. During the move, the Subject Property received significant alterations, including a new foundation, new plumbing, the addition of a front porch, stucco cladding, and the construction of a basement laundry facility. A concrete floor was added to the basement in 1971 and the Subject Property was re-roofed in 1967 and 2001. Permits for repairs to damage resulting from a fire were filed in 2012.

### **Evaluation**

Criterion A – Event.

The building at 2037 Emerson was originally constructed as a single-family residence between 1912 and 1935 and was previously located at 2039 Adeline Street and moved to the present location in 1936. It has no association with the initial establishment of the City of Berkeley, nor does 2037 Emerson Street represent any significant changes in the evolution of the City of Berkeley’s urban planning or neighborhood development. Ashby Avenue, the Newbury Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I. The building at 2037 Emerson Street is one of many residences which were constructed within walking distance of areas served by streetcar lines,

which by 1912 were the vast majority of small residential improvements within the City of Berkeley and does not represent any significant milestones or events within the history of the City of Berkeley. Furthermore, no evidence relating 2037 Emerson Street to any other specific significant historic events was identified during the course of this evaluation. Therefore, 2037 Emerson Street is recommended ineligible under Criterion A.

#### Criterion B – Person.

As a single-family residence, 2037 Emerson Street has been owned and occupied by a variety of individuals throughout its history. There are no owners or tenants of 2037 Emerson Street that have been identified as significantly contributing to the history of national, state, regional, or City-wide history while residing at or during construction of 2037 Emerson Street. For these reasons, 2037 Emerson Street, is recommended ineligible under Criterion B.

#### Criterion C – Design/Construction.

The building at 2037 Emerson Street is a single-family residence designed in a vernacular, common style and was constructed between 1912 and 1935 and received significant alterations when it was moved to the present location in 1936. 2037 Emerson Street does not feature any architectural detailing or design features which would represent a specific architectural style and it does not rise to the level necessary for inclusion in the National Register. Furthermore, the alterations made to the building following its move in 1936 likely altered 2037 Emerson Street from its initial appearance. No specific architect or designer is associated with the building at 2037 Emerson Street, nor does it appear to be the work of a master architect. For these reasons, 2037 Emerson Street is recommended ineligible under Criterion C.

### **2045 Emerson Street (APN 053-1592-007)**

#### **Architectural Description**

The building at 2045 Emerson Street is a one-and-a-half story, multi-family residential building with an irregular rectangular footprint. To the north of 2045 Emerson Street is a second building on the parcel, 2043 Emerson Street, which is a two-story multi-family residential building with a rectangular footprint. Information from the Alameda County Office of the Assessor indicates that there are a total of five residential units on the lot between the two buildings. The primary façades of both 2045 and 2043 Emerson Street face south and 2045 Emerson Street overlooks Emerson Street. A small front yard is enclosed by a wooden, full-height fence and an asphalt driveway runs along the western border of the lot to 2043 Emerson Street.

The building located at 2045 Emerson Street was originally constructed in 1909 as a single-family residence, according to building permits from the City of Berkeley. The building is of wood-frame construction with a reinforced concrete foundation. It is clad in stucco and features a cross-gable roof with a slightly projecting flat roof at the first story. 2045 Emerson Street features a mix of window types which all appear to be contemporary replacements. The primary (south) façade features a picture window centered between two fixed windows, a 2-lite sliding sash and a casement window in the gable. No entrances to this building are visible from the public right of way.

The building at 2043 Emerson Street, originally constructed in 1960, is a two-story multi-family residence which is unattached to 2045 Emerson Street. It features a concrete foundation, wood frame foundation, and a flat roof and is clad in stucco. The second-floor projects over the first and features a

porch which appears to run the length of the primary (south) façade. This overhanging second floor, supported by round metal poles, creates an open carport. Typical fenestration of this building appears to be aluminum slider windows. Rear façades of both 2045 and 2043 Emerson Street are not visible from the public right of way.



SOURCE: ESA, 2024

**Figure 15**

2045 Emerson Street (foreground), 2043 Emerson Street (background), view facing north

### **Construction Chronology**

The Subject Property is located on the Newbury Tract, which was originally subdivided in 1882. According to records obtained from the City of Berkeley, 2045 Emerson Street was originally constructed in 1890, however the only building permits available indicate that a porch was converted into a sewing room in 1953, central heating was installed in 1955, and the roof was replaced in 1973. 2043 Emerson Street was constructed as an apartment building with three units in 1960, according to records obtained from the City of Berkeley.

### **Evaluation**

#### **Criterion A – Event.**

The building at 2045 Emerson Street was originally constructed in 1909 as a single-family residence with a multi-unit residential building constructed in a rear building in 1960. Also on the lot is 2043 Emerson Street, which was constructed in 1960 as a multi-family residential building. These two structures have no association with the initial establishment of the City of Berkeley, nor do 2045 Emerson Street or 2043 Emerson Street represent any significant changes in the evolution of the City of Berkeley’s urban planning or neighborhood development. Ashby Avenue, the Newbury Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I. The

building at 2045 Emerson Street is one of many residences which were constructed within walking distance of areas served by streetcar lines, which by 1912, was the vast majority of small residential improvements within the City of Berkeley and does not represent any significant milestones or events within the history of the City of Berkeley. The multi-family residential building at 2043 Emerson Street was constructed many decades following these events and is not associated with any significant milestones or events within the history of the City of Berkeley. Furthermore, no evidence relating 2045 Emerson Street nor 2043 Emerson Street to any other specific significant historic events was identified during the course of this evaluation. Therefore, 2045 Emerson Street and 2043 Emerson Street are recommended ineligible under Criterion A.

#### Criterion B – Person.

As a single- and multi-family residences, 2045 Emerson Street and 2043 Emerson Street have been owned and occupied by a variety of individuals throughout their respective histories. There are no owners or tenants of 2045 Emerson Street or 2043 Emerson Street that have been identified as significantly contributing to the history of national, state, regional, or City-wide history while residing at or during construction of 2045 Emerson Street or 2043 Emerson Street. For these reasons, 2045 Emerson Street and 2043 Emerson Street are recommended ineligible under Criterion B.

#### Criterion C – Design/Construction.

The building at 2045 Emerson Street is a single-family residence which was constructed in 1909 and does not appear to have been designed in any specific architectural style and does not rise to the level of architectural significance necessary for inclusion in the National Register. The other building on the lot, 2043 Emerson Street, is a multi-unit residential building constructed on the Subject Property in 1960 and retains some features of a “stucco box” style apartment building. These were common types on multi-family residential buildings constructed in the latter 20<sup>th</sup> century with boxy massing in order to maximize the number of units that were able to be fit on one lot. While 2043 Emerson Street retains some common character-defining features of a stucco box apartment building, such as the rectangular, boxy massing, stucco cladding, and an open-air carport, it is a modest example of this property type and does not rise to the level necessary for inclusion in the National Register. No specific architect or designer is associated with 2045 Emerson Street or 2043 Emerson Street, nor do they appear to be the work of a master architect. For these reasons, 2045 Emerson Street and 2043 Emerson Street are recommended ineligible under Criterion C.

### **2030 Ashby Street (APN 053-1592-023)**

#### **Architectural Description**

The two-story building located at 2030 Ashby Avenue was constructed in 1925 and contains residential flats. It was designed with modest elements of the Mission Revival Style and features a roughly rectangular footprint. It is of wood-frame construction, clad in stucco siding, and capped by a flat roof. Typical windows are sliding, casement, and single-hung, aluminum-sash windows. According to City of Berkeley property records, a total of 12 apartments are contained within the first and second floors.<sup>13</sup> The north façade faces Ashby Street and is composed of two structural bays capped by rounded clay tile roofing. The east and west bays feature multi-lite casement windows on the first and second floors. The

<sup>13</sup> City of Berkeley, Property Card for 2030 Ashby Avenue (ca. 1970), on file at the City of Berkeley Permit Service Station, Berkeley, California.

horizontal space between the bays features four-over-four, single-hung, aluminum-sash windows. The east façade features an exterior brick stairway that provides access to a primary entrance enclosed by a stucco and tile porch. On the west façade, a series of concrete steps provides access to a partially-glazed, wood panel entrance flanked by sidelights. The south façade was not accessible to ESA staff during a September 2024 pedestrian survey (**Figure 10**).



SOURCE: ESA, 2024

**Figure 10**  
2030 Ashby Avenue, view facing southwest

### Construction Chronology

The subject building was constructed in 1925 as a 12-unit apartment building. An exterior concrete porch on the east (secondary) façade was replaced and an exterior wood stoop on the west façade was removed during the 1960s. Several original windows were replaced with aluminum sash windows in 1970. Between 1983 and 1984, the roof was replaced, and various repairs were made to the porch, ceiling, stucco siding, windows, and roof vent. In 2000, the building underwent termite repairs and a seismic retrofit.

### Evaluation

#### Criterion A – Event.

The Subject Property was constructed in 1925 in the Ashby Station neighborhood during a time of increased residential development in the City of Berkeley. Ashby Avenue, the Newbury Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I. 2030 Ashby Avenue is one of many residences which were constructed within walking distance of areas served by streetcar lines, which by 1912, was the vast majority of small residential improvements within the City of Berkeley and does not represent any significant milestones or events within the history of the City of Berkeley. Furthermore, no evidence relating 2019 Emerson Street to any

other specific significant historic events was identified during the course of this evaluation. Therefore, it is recommended ineligible under Criterion A.

#### Criterion B – Person.

Archival review does not indicate that there are any significant associations between 2030 Ashby Avenue and significant persons. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person of significance having lived in or been associated with the Subject Property. Historically, the building was part of the real estate portfolio of multiple local property owners, and none of the building's residents appeared to have remained there for longer than a few years. For these reasons, 2030 Ashby Avenue is recommended ineligible for listing under Criterion B.

#### Criterion C – Design/Construction.

The Subject Property at 2030 Ashby Avenue was constructed as a multiple-family residence in 1925 in the Ashby Station neighborhood. The residence is an example of a modest apartment building with minimal Mission Revival elements such as stucco siding, roughly symmetrical massing, and minimal tile detailing. However, these elements do not rise to the level necessary for inclusion in the National Register. It does not appear to be significant for its design or engineering. The building was built by local contractor J.S. Vaughan. However, archival review does not indicate that Vaughan or any associated construction enterprise is significant to the residential or commercial development of South Berkeley. No specific architect or designer is associated with the building at 2030 Ashby Avenue, nor does it appear to be the work of a master architect. For these reasons, 2030 Ashby Avenue is recommended ineligible under Criterion C.

### **2047 Ashby Street (APN 053-1591-011)**

#### **Architectural Description**

The Subject Property at 2047 Ashby Street is a three-unit two-story commercial building with an irregular rectangular footprint. The primary façade faces south, overlooking Ashby Avenue and features some decorative elements that indicate it was possibly designed in the art deco style, such as linear detailing and geometric recessed bays. The building at 2047 Ashby Street was originally constructed as a mixed-use building with one story of office space and a duplex in 1927 and was converted to a triplex in 1979, according to building permits obtained from the City of Berkeley. The building features a reinforced concrete foundation, wood-frame construction, stucco exterior, and two types of Mansard roofs. A gated, concrete surface parking lot occupies the rear of the lot and is accessed via Newbury Street. Typical fenestration of the Subject Property consists of multi-lite double-hung windows and multi-lite slider windows of various sizes.

The building features two volumes with variations in the minimal detailing. The western volume has slight straight Mansard roof detailing on the south and west façades while the eastern volume features slight convex Mansard roof detailing on the south and east façades. The eastern volume also features slightly recessed bays in which the windows are located. The primary (south) façade features a double-metal door under a fabric awning accessed via a set of concrete stairs and seven multi-lite sliders and one double-hung window. The western façade features one small double-hung window while the eastern façade features six slider windows, two fixed pane windows, and a pedestrian door. The rear (north) façade features three small slider windows, two larger 2-lite sliders, one double hung window, and a garage door.



SOURCE: ESA, 2024

**Figure 16**  
2047 Ashby Avenue, view facing northwest

### Construction Chronology

The Subject Property is located in the Newbury Tract which was originally subdivided in 1882. Permits filed with the City of Berkeley indicate 2047 Ashby Avenue was originally constructed as a mixed-use building with office space and two apartments in 1928. In 1978, the building was converted to a triplex.

### Evaluation

#### Criterion A – Event.

The building located at 2047 Ashby Avenue was originally constructed in 1927 as a mixed-use building with commercial office and residential spaces. It has no association with the initial establishment of the City of Berkeley, nor does 2047 Ashby Avenue represent any significant changes in the evolution of the City of Berkeley’s urban planning or neighborhood development. Ashby Avenue, the Newbury Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I. 2047 Ashby Avenue is one of many mixed-use buildings which were constructed within walking distance of areas served by streetcar lines, which by 1912, was the vast majority of small residential improvements within the City of Berkeley and does not represent any significant milestones or events within the history of the City of Berkeley. Furthermore, no evidence relating 2047 Ashby Avenue to any other specific significant historic events was identified during the course of this evaluation. Therefore, 2047 Ashby Avenue is recommended ineligible under Criterion A.

#### Criterion B – Person.

As a mixed-use residential and commercial building, 2047 Ashby Avenue has been owned and occupied by a variety of individuals throughout its history. There are no owners or tenants of 2047 Ashby Avenue that have been identified as significantly contributing to the history of national, state, regional, or City-

wide history while residing at or during construction of 2047 Ashby Avenue. For these reasons, 2047 Ashby Avenue, is recommended ineligible under Criterion B.

#### Criterion C – Design/Construction.

The building located at 2047 Ashby Avenue is a three-unit building which was originally constructed as a mixed-use residential and commercial building in 1927. While the Subject Property retains some features common to the early 20<sup>th</sup> century art deco architectural style such as linear detailing and geometric recessed window bays, it does not rise to the level necessary for inclusion in the National Register. Furthermore, building permits from the City of Berkeley indicate that 2047 Ashby Avenue has been subject to a variety of modifications including a renovation to convert the building from a mixed use residential/commercial building to an all-residential triplex have altered 2047 Ashby Avenue from its initial appearance. No specific architect or designer is associated with the building at 2047 Ashby Avenue, nor does it appear to be the work of a master architect. For these reasons, 2047 Ashby Avenue is recommended ineligible under Criterion C.

### **2043 Ashby Street (APN 053-1591-012)**

#### **Architectural Description**

The building at 2043 Ashby Avenue is a one-and a half story single family residence with a rectangular footprint. Directly north of 2043 Ashby Avenue on the same lot is 2922 Ashby Avenue, which is also a one-and-a-half story single family residence with a rectangular footprint. The building at 2043 Ashby Avenue is located directly on Ashby Avenue while 2922 Ashby Avenue is located near the northern border of the lot. Both primary façades face south, overlooking Ashby Avenue.

The building at 2043 Ashby Avenue is a single-family residence which was previously occupied as a duplex, though originally constructed as a single-family residence in 1905, according to building permits from the City of Berkeley. The building features a reinforced brick foundation and wood frame construction with a steeply pitched roof clad in composite shingles. The first story is clad in clapboard siding while the second story is clad in painted wood shake shingles. Typical fenestration of 2043 Ashby Avenue consists of double-hung windows, many of which feature ogee lugs and appear to be original. The southern façade of 2043 Ashby Avenue features a bay window on the first story with a large picture window centered between two original wood double-hung windows, while the second story features a contemporary double hung window and a small, fixed window centered in the gable. The west façade features a projecting bay clad in painted wood shingles; no fenestration on this façade is visible from the public right of way. The east façade features a multiple double-hung windows on the first story and a projecting gabled bay with a small slider window on the second story. This gabled bay forms a small, covered porch supported by small, rectangular wood supports. The rear façade was not visible from the public right of way.

2922 Ashby Avenue was not visible from the public right of way, but review of aerial images from Google Earth indicates this building features a flat roof with skylights and what appears to be an entrance on the front (south) façade.

#### **Construction Chronology**

The Subject Property was constructed in 1905, according to building permits obtained from the City of Berkeley. A garage was constructed in 1924. A bathroom was renovated in 1928 and the following year,

in 1929, the single-family residence was converted to a duplex. Building permit records for this property are scarce but do indicate renovations to two rooms in 1946 and a significant seismic retrofit completed in 2002. Records from the City of Berkeley zoning office indicate that the duplex was converted back to a single-family residence in 2005. Review of Sanborn Fire Insurance Maps indicates 2922 Ashby Avenue was constructed between 1912 and 1950.



SOURCE: ESA, 2024

**Figure 17**  
2043 Ashby Avenue, view facing southwest

## Evaluation

### Criterion A – Event.

The residence at 2043 Ashby Avenue was originally constructed in 1905 as a single-family residence and subsequently converted to a duplex in 1924. Review of Sanborn Fire Insurance Maps indicates 2922 Ashby Avenue, also on the same lot, was constructed between 1912 and 1950. These two buildings have no association with the initial establishment of the City of Berkeley, nor do 2043 Ashby Avenue or 2922 Ashby Avenue represent any significant changes in the evolution of the City of Berkeley’s urban planning or neighborhood development. Ashby Avenue, the Newbury Tract, and the surrounding neighborhood are

one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I. The building at 2043 Ashby Avenue and the building at 2922 Ashby Avenue are two of many residences which were constructed within walking distance of areas served by streetcar lines, which by 1912 were the vast majority of small residential improvements within the City of Berkeley and do not represent any significant milestones or events within the history of the City of Berkeley. Furthermore, no evidence relating 2043 Ashby Avenue to any other specific significant historic events was identified. Therefore, 2043 Ashby Avenue and 2922 Ashby Avenue are recommended ineligible under Criterion A.

#### Criterion B – Person.

As both a single-family residence and a duplex, 2043 Ashby Avenue has been owned and occupied by a variety of individuals throughout its history. There are no owners or tenants of 2043 Ashby Avenue that have been identified as significantly contributing to the history of national, state, regional, or City-wide history while residing at or during construction of 2043 Ashby Avenue. For these reasons, 2043 Ashby Avenue and 2922 Ashby Avenue are recommended ineligible under Criterion B.

#### Criterion C – Design/Construction.

The building at 2043 Ashby Avenue was originally constructed as a single-family residence in 1905. While the Subject Property has been subject to a variety of modifications, including a conversion to a duplex in 1924, it retains some features that indicate its original design was likely inspired by the Tudor Revival architectural style, such as a steeply pitched front gable roof and a bay window. However, it is a modest example of the Tudor Revival style and does not rise to the level necessary for inclusion in the National Register. It is likely that the conversion from a single-family residence to a duplex and back to a single-family residence, in addition to unpermitted construction throughout the previous 100 years, has altered 2043 Ashby Avenue from its original appearance. No specific architect or designer is associated with the building at 2043 Ashby Avenue, nor does it appear to be the work of a master architect. The building at 2922 Ashby is not associated with a specific architect or designer, nor does a review of aerial photographs indicate it holds any architectural significance. For these reasons, 2043 Ashby Avenue and 2922 Ashby Avenue are recommended ineligible under Criterion C.

### **2041 Ashby Street (APN 053-1591-013)**

#### **Architectural Description**

The Subject Property at 2041 Ashby Avenue is a two-story single-family residence with a rectangular footprint. The primary façade faces south, overlooking Ashby Avenue. The building, originally constructed as a single-family residence circa 1890, was substantially remodeled in 1946, according to building permits from the City of Berkeley.

The building at 2041 Ashby Avenue features a reinforced concrete foundation and wood frame construction and is clad in stucco with a multi-pitch cross gabled roof clad in composite shingles. Typical fenestration of the Subject Property consists of a mixture of multi-lite, double-hung windows and fixed windows. The primary (south) façade features three bays. The westernmost bay is set back and contains one entrance of a metal door on the second story accessed via a set of brick steps. The projecting central bay features a front gabled roofline and is canted on the first and second stories. Fenestration on the first and second stories are multi-lite double hung windows, though the second story features a centered picture window, and the first story contains a multi-pane door with a half-moon window. There is a pair

of double-hung windows centered under the gable on the third floor with an embossed decorative rectangle below that. The easternmost bay features a pair of double hung windows on the second story and a roll-up garage door on the first floor which is accessed via an asphalt driveway from the street. The secondary and rear façades were not visible from the public right of way.



SOURCE: ESA, 2024

**Figure 18**

2041 Ashby Avenue, view facing southwest

### **Construction Chronology**

The Newbury Tract, where the Subject Property is located, was subdivided in 1882. The Subject Property was constructed circa 1890, as estimated by the City of Berkeley’s residential building record. The Subject Property received a new roof in 1930. Building permits obtained from the City of Berkeley indicate 2041 Ashby Avenue received a significant renovation in 1946, with a new roof, new plaster exterior, new brick front steps, new window frames and sashes, the addition of a garage in the basement and driveway, in addition to multiple interior renovations. Building records from the City of Berkeley also indicate unpermitted construction at the Subject Property in the late 1980s.

## Evaluation

### Criterion A – Event.

The building at 2041 Ashby Avenue was originally constructed circa 1890 as a single-family residence. It has no association with the initial establishment of the City of Berkeley, nor does 2041 Ashby Avenue represent any significant changes in the evolution of the City of Berkeley’s urban planning or neighborhood development. Ashby Avenue, the Newbury Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I. 2041 Ashby Avenue is one of many residences which were constructed within walking distance of areas served by streetcar lines, which by 1912, was the vast majority of small residential improvements within the City of Berkeley and does not represent any significant milestones or events within the history of the City of Berkeley. Furthermore, no evidence relating 2041 Ashby Avenue to any other specific significant historic events was identified during the course of this evaluation. Therefore, 2041 Ashby Avenue is recommended ineligible under Criterion A.

### Criterion B – Person.

As a single-family residence, 2041 Ashby Avenue has been owned and occupied by a variety of individuals throughout its history. There are no owners or tenants of 2041 Ashby Avenue that have been identified as significantly contributing to the history of national, state, regional, or City-wide history while residing at or during construction of 2041 Ashby Avenue. Therefore, 2041 Ashby Avenue is recommended ineligible under Criterion B.

### Criterion C – Design/Construction.

The building located at 2041 Ashby Avenue is a single-family residence originally constructed in approximately 1890 which received significant renovations in 1946. It is a common and vernacular residence and does not feature any architectural designs or detailing which would make it architecturally significant to rise to the level necessary for inclusion in the National Register. Furthermore, building permits from the City of Berkeley indicate the substantial renovations in 1946 likely altered 2041 Ashby Avenue from its initial appearance. No specific architect or designer is associated with the building at 2043 Ashby Avenue, nor does it appear to be the work of a master architect. For these reasons, 2043 Ashby Avenue is recommended ineligible under Criterion C.

## **2001 Ashby Avenue (APN 053-1591-014)**

### **Architectural Description**

The building located at 2021 Ashby Avenue is a two-story, wood frame, stucco-clad commercial building designed with influences of the Spanish Colonial Revival style with a rectangular footprint. The primary (south) façade features a parapet with decorative edges and a shed roof that is clad in terra cotta clay tiles. The primary façade features two canted oriel windows on the second floor, both with three double-hung multi-lite windows and terra cotta tile roofs. The first-floor features two entrances. One is a pedestrian door set within a rounded, recessed entrance way. The second entrance is a wood framed glazed door in a recessed entry centered between two large display windows over wooden bulkheads. The secondary (east and west) façades are clad in a thin clapboard and feature what appears to be double-hung windows on the second story. The rear façade was not visible from the public right of way. Previous addresses associated with 2001 Ashby Avenue include 2035 and 2037 Ashby Avenue.



SOURCE: ESA, 2024

**Figure 11**  
2001 Ashby Avenue, view facing north

### **Construction Chronology**

The Newbury Tract, where the Subject Property is located, was subdivided in 1882 while the Subject Property was constructed in 1909. Early building permits for the Subject Property are limited in detail, indicating that “alterations” were performed in 1930. In 1966, the office of the building was remodeled, along with various interior renovations, while the first-floor store area was remodeled in 1995. Damage from a small building fire was repaired in 1999, the same year the building was reroofed.

### **Evaluation**

#### **Criterion A – Event.**

The building located at 2001 Ashby Avenue was originally constructed in 1909 as a general-purpose commercial building. It has no association with the initial establishment of the City of Berkeley, nor does 2001 Ashby Avenue represent any significant changes in the evolution of the City of Berkeley’s urban planning or neighborhood development. Ashby Avenue, the Newbury Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I. 2001 Ashby Avenue is one of many commercial buildings which were constructed within walking distance of areas served by streetcar lines, which by 1912 were the vast majority of neighborhoods within the City of Berkeley. 2001 Ashby Avenue does not represent any significant milestones or events within the history of the City of Berkeley. Furthermore, no evidence relating 2001 Ashby Avenue to any other specific

significant historic events was identified during the course of this evaluation. Therefore, it is recommended ineligible under Criterion A.

#### Criterion B – Person.

As a commercial building, 2001 Ashby Avenue has been owned and occupied by a variety of individuals throughout its history. There are no owners or tenants of 2001 Ashby Avenue that have been identified as significantly contributing to the history of national, state, regional, or City-wide history while residing at or during construction of 2001 Ashby Avenue. For these reasons, 2001 Ashby Avenue, is recommended ineligible for listing under Criterion B.

#### Criterion C – Design/Construction.

The building located at 2001 Ashby Avenue is a vernacular building commercial building designed with influences of the Spanish Colonial Revival style which was constructed in 1909. The building at 2001 Ashby Avenue retains some character-defining features of an early 20th century commercial building such as a recessed canted entrance centered between two picture windows, picture windows on the first floor, and symmetrical fenestration on the second floor, however it is a modest example of this property type and does not rise to the level necessary for inclusion in the National Register. While most commercial buildings of the early 20th century on the west coast feature a classical brick or iron front, 2001 Ashby Avenue’s architectural design features influence from the Spanish Colonial Revival style, as shown in its oriel windows, stucco cladding, and terra cotta tile roof. However, these design features still do not rise to the level necessary for inclusion in the National Register. Furthermore, building permits from the City of Berkeley indicate that 2001 Ashby Avenue has been subject to a variety of modifications in 1933, 1966, and 1995 have altered 2001 Ashby Avenue from its initial appearance. No specific architect or designer is associated with the building at 2001 Ashby Avenue, nor does it appear to be the work of a master architect. For these reasons, 2001 Ashby Avenue is recommended ineligible under Criterion C.

## Potential Historic District

National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation*, states that “a district possess a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.” The Ashby Station neighborhood is one of several subdivisions that developed as so-called “streetcar suburbs” – mixed-use neighborhoods which were served by a growing electric railway system during the late 19<sup>th</sup> century. The Adeline Street Station was one of the five original stops along the Old Key railroad and the surrounding neighborhood came to be characterized by groupings of Victorian homes and a commercial node concentrated along Ashby Avenue and Adeline Street. While the group of 13 Subject Properties reflects the historically mixed-use (residential and commercial) character of the Ashby Station neighborhood, they do not – individually or collectively – represent a unique, rare, or particularly influential example of this urban development trend. Each property within the APE is a modest and altered example of its property type and architectural style and are not associated with a master architect or designer. Therefore, the group of 13 Subject Properties are recommended as ineligible for listing on the National Register as a historic district under any criteria.

## Integrity Analysis

In addition to being eligible for listing under at least one of the four National Register criteria, a property must also retain sufficient integrity to convey its historical significance. There are seven aspects to consider when evaluating the integrity of a property: location, design, setting, materials, workmanship, feeling, and association. As discussed above, the age-eligible properties in the APE **do not appear eligible for listing in the National Register** either individually or as a historic district; therefore, a further assessment of integrity is not presented.

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## CHAPTER 5

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### Finding of Effect

This section provides a recommended finding of effect (FOE) for the project, for Section 106 purposes, based on the results of the analysis presented in this CRSR.

#### Application of Criteria of Adverse Effect

The implementing regulations for Section 106 (36 CFR 800) require the lead agency to apply the criteria of adverse effect (pursuant to 36 CFR 800.5[a][2]) to historic properties identified in a project's APE to determine if the undertaking would result in an adverse effect to identified historic properties.

Per 36 CFR 800.5, an undertaking is considered to have an adverse effect when it may "alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association" (36 CFR 800.5[a][1]). Also, per 36 CFR 800.5(a)(2), adverse effects on historic properties include, but are not limited to:

- Physical destruction of or damage to all or part of the property;
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines;
- Removal of the property from its historic location;
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and,
- Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

#### Finding of Effect

There are no historic-age architectural resources located within the APE that are recommended as eligible for listing in the National Register. Therefore, ESA recommends a finding of ***No Historic Properties Affected*** for the project.

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## CHAPTER 6

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### Conclusions

Through archival research, a records search, and a pedestrian survey conducted for this CRSR, no architectural cultural resources were identified within the APE that could be considered historic properties. For this reason, ESA anticipates that the project would not result in an adverse effect to a historic property, pursuant to 36 CFR 800.5. Therefore, ESA recommends a finding of *No Historic Properties Affected* for the project for Section 106 purposes, pursuant to 36 CFR 800.4.

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## CHAPTER 7

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### Bibliography

The following bibliography contains major archival repositories and sources used during this report's architectural resource analysis. Additional primary and secondary sources identified during individual property research are cited in **Appendix A**.

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## CHAPTER 8

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# Professional Qualifications

ESA architectural historian Amy Langford, Ph.D., is the primary author of this report. Property research and evaluations were completed by Dr. Langford and ESA architectural historian Antonette Hrycyk, M.S. ESA architectural historian Becky Urbano, M.S., conducted the pedestrian survey. Becky Urbano, M.S., provided senior review. Dr. Langford, Ms. Hrycyk, and Ms. Urbano meet the Secretary of Interior's Professional Qualification Standards for Architectural History.

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# Appendix A

## **DPR Series 523 Form-Sets**



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

Page 1 of 12 \*Resource Name or #: 2024 Ashby Avenue

P1. Other Identifier: St. Paul A.M.E. Church

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Alameda

\*b. USGS 7.5' Quad Oakland West Date 2021 T 01S ; R 04W ; ¼ of ¼ of Sec 11; B.M. MDM  
 Address 2024 Ashby Avenue City Berkeley Zip 94703

UTM: Zone 10S, 564383.82 mE/ 41899.58.96 mN; NAD 83

e. Other Locational Data: APNs 053-1592-019, -020, -021 and -022

**\*P3a. Description:** The building at 2024 Ashby Avenue is a one-story, irregular plan, brick masonry church with an intersecting gabled roof covered with composite shingles. It presently occupies a 0.546-acre lot on the south side of Ashby Avenue, between Adeline Street and Shattuck Avenue. The building is comprised of two main volumes, the original 1930 church building on the eastern portion of the lot and a large 1995 addition on the western portion of the lot.

Located on the eastern portion of the parcel is a brick masonry building constructed in 1930 (Figure 1). The primary (north) façade faces Ashby Street and is clad with brick and stucco siding. The building features elements of the Neoclassical style, such as three pairs of carved wood doors divided by carved columns and capped with rounded arched windows with carved modillions. The doors are flanked by multi-lite, casement, metal window and multi-lite, fixed windows to the east and west. The corners of the lower-level façade feature quoins accents. The entrances are situated beneath a capped parapet wall. The façade beneath the gable is clad with stucco siding and features three multi-lite, rounded arch windows and a round vent. The east façade faces a paved parking lot and is clad in brick veneer siding. It features four tall multi-lite, rounded arch windows and one smaller rounded arch window. The south façade features a brick veneer-clad rear addition with an unglazed door and a multi-lite window that is partially visible from public right-of-way. The west façade features a multi-lite, casement window, a sliding, sash window, two multi-lite, rounded arch windows and a recessed entrance. Continue on page 3.

\*P3b. Resource Attributes: HP16. Religious building

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



P5b. Description of Photo: primary façade of 2024 Ashby Avenue, view facing southwest. ESA, 2024.

\*P6. Date Constructed/Age and Source:

Historic  Prehistoric

Both

1930 (original church); 1995 (addition). Source: *Oakland Post Enquirer* (1930); *Oakland Tribune* (1995)

\*P7. Owner and Address:

Saint Paul African Methodist Episcopal Church  
 Berkeley  
 2024 Ashby Avenue  
 Berkeley, CA 94703

\*P8. Recorded by:

Becky Urbano, ESA  
 180 Grand Avenue, Suite 1050  
 Oakland, CA 94612

\*P9. Date Recorded: September 25, 2024

\*P10. Survey Type: Intensive

\*P11. Report Citation: *St. Paul Terrace Project, Cultural Resources Survey Report*, prepared by ESA for Community Housing Development Corporation, October 2024.

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

State of California — The Resources Agency Primary # [Abstract]  
DEPARTMENT OF PARKS AND RECREATION HRI#  
**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # 2024 Ashby Avenue \*NRHP Status Code 6Y  
Page 2 of 12

B1. Historic Name: Reorganized Church of Jesus Christ of Latter Day Saints  
B2. Common Name: St. Paul A.M.E. Church of Berkeley  
B3. Original Use: Religious meetinghouse B4. Present Use: Religious meetinghouse

\*B5. Architectural Style: Neoclassical

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

The original church building was constructed in 1930. In 1995 a large addition was constructed along the original building's west façade. For additional information on known alterations to the subject property, see **Table 1** on page 7.

\*B7. Moved?  No  Yes  Unknown Date: N/A Original Location: N/A

\*B8. Related Features: none

B9a. Architect: Edward Beebe

b. Builder: Edward Beebe

\*B10. Significance: Theme Ashby Station Neighborhood and Streetcar Suburbs Area South Berkeley  
Period of Significance N/A Property Type Church Applicable Criteria N/A

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

The residential building at 2024 Ashby Avenue is recommended ineligible for listing in the National Register under any criteria.

### Berkeley and General Area

This historical overview of Berkeley, California, is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>1</sup>

#### *Mexican Land Grants*

The lands surrounding the APE were part of the Rancho San Antonio. In 1820, Governor Don Pablo Vicente de Sola granted approximately five leagues (45,000 acres) of land to Luis Maria Peralta in recognition of his military service and assistance in establishing missions. Luis Peralta never lived on the rancho, but lived nearby on a grant in present-day Contra Costa County. Instead, in 1842, he divided the land among his four sons. The portion that includes present day Berkeley and Albany was given to brothers Domingo and Vicente Peralta.

After the signing of the Treaty of Guadalupe Hidalgo in February 1848, the Peralta brothers were among the many landowners of Alta California whose ranchos were called into legal question. In 1852, the brothers filed their claim to their portion of Rancho San Antonio with the Board of Land Commissioners. The Commission upheld their claim in 1854, but their decision was not made legally binding until concurrence came from the Supreme Court in 1858. By that time, portions of the rancho were taken over by speculators who arrived during the Gold Rush, including Francis Shattuck, William Hillegass, George Blake, and James Leonard. Such speculators squatted on rancho lands on the presumption that land grants may not be upheld, and justified their continued residence on valid land grants by citing the "land monopolism" of rancho owners. Continued on page 3.

B11. Additional Resource Attributes: (List attributes and codes) none

\*B12. References:

See Continuation Sheet

B13. Remarks: none

\*B14. Evaluator: Amy Langford / ESA

\*Date of Evaluation: September 2024



<sup>1</sup> Alta Archaeological Consulting, *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California*, October, 2024, 8-9.

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

Primary #  
HRI #  
Trinomial

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\*Resource Name or # 2024 Ashby Avenue

\*Recorded by: Amy Langford / ESA

\*Date: September 2024

Continuation

Update

\*P3a. Description: (Continued from page 1)

A large addition occupies the western portion of the lot (**Figure 2**). A corridor clad with brick veneer siding and capped with a gable roof abuts the original building's west façade. A wide, concrete staircase provides access to four sets of glazed doors framed with a simple entablature and topped by two multi-lite, rounded arch windows. West of the corridor is a one-story sanctuary that is of concrete and steel construction. It is clad with stucco and brick veneer and capped with a cross-gable roof. The sanctuary's north façade features a row of casement, metal windows at the lower level and a row of tall stained glass, multi-lite, rounded arch windows at the primary level. The west façade is clad with brick veneer and stucco siding. It features a primary entrance surrounded by transom lights and recessed beneath a gabled canopy supported by columns. A large, elaborately-designed stained glass window is situated beneath the gable.



Figure 1. Oblique view of original 1930 church, view facing southwest. ESA, 2024.



Figure 2. 1995 addition, view facing southwest (left) and view facing east (right). ESA, 2024.

\*B10. Significance: (Continued from page 2)

Additionally, the Peraltas' title claim was trammled repeatedly by contests and defects, which caused difficulties into the late 1860s. As the process of filing land claims and paying for legal representation

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

Primary #  
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\*Resource Name or # 2024 Ashby Avenue

\*Recorded by: Amy Langford / ESA

\*Date: September 2024

Continuation

Update

became costly, the Peraltas often used land to pay for debts.

*The American Period*

Concerted American settlement in the East Bay began in the early 1850s. James Jacobs and William Bowen established a wharf and inn on the shoreline of the bay, which formed the nucleus of the community of Ocean View. The area between Ocean View and the future University of California was primarily agricultural. The site of the university was selected by Henry D. Durant in 1858 and was then chosen as the permanent site by the board of trustees in 1860. The foundation of the University was instrumental in the evolution of the city, since, people chose to settle the city due to the prominence of the university. [...]

In 1868, the town of Berkeley became home to the University of California, an institution which quickly established the city as a renowned center for higher education. A spur line of the Central Pacific Railroad was built along Shattuck Avenue into Oakland in 1876, connecting Berkeley to the nation on the Transcontinental Railroad and firmly establishing its downtown. The town began to grow rapidly at the turn of the 20th century as new neighborhoods and rail transport lines were constructed. The population boomed as refugees fled San Francisco in the wake of the 1906 earthquake and fire. The Bay Bridge was completed in 1936, connecting the East Bay to San Francisco which led to the closure of the Berkeley ferry. From 1916 through the 1960s, policies such as single-family zoning laws caused increasing segregation in Berkeley's urban areas, restricting Black and Asian residents to south and west Berkeley. The post-war growth of the defense industry attracted a diverse population of workers, with the Black population increasing due to migration, but the city was becoming starkly segregated.

The development of South Berkeley began in 1861 when Edward Dana Harmon purchased land near Alcatraz Avenue and King Street. In 1866 Harmon subdivided the land. Between 1872 and 1891 he built over forty Victorian homes. The spur line of the Central Pacific Railroad began operating along Adeline Street in 1876, and a train station was built at Alcatraz Avenue. The station was subsequently called Lorin Station after the neighborhood's first post office. The small village of Lorin thrived and during the 1880s before it was annexed by Berkeley in 1892. The lands between Lorin and Berkeley, later known as Ashby Station, were mostly agricultural fields for many years.

**The Ashby Station Neighborhood and Streetcar Suburbs**

This historic context is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>2</sup>

Ashby Avenue derives its name from the Ashby brothers, Mark T. and William. Little is known about the Ashby brothers due to their particular privacy in life. The brothers were early landowners in the Berkeley area before the city was conceived. They came from Newburyport, Massachusetts to San Francisco in the 1850s in response to the Gold Rush, where they began in the businesses of feed and fuel. They moved to Oakland a few years after their arrival and quickly pivoted towards the idea of ranching. The brothers purchased 187 acres of land in what is now Berkeley, possibly from Domingo Peralta or Horace Carpentier, and began growing grain, which was a valuable commodity at the time. Eventually, Mark Ashby built a house on the present-day northwest corner of College and Ashby Avenues; after a heated argument William moved out and built a home at Emerson and Wheeler Streets.

Seeing opportunity, the Ashby brothers slowly began subdividing and selling their formerly agricultural properties, facilitating suburban development in the Ashby Station neighborhood. In 1882, Mark Ashby filed a subdivision map for the Newbury Tract, which encompasses the APE. The Ashby brothers deeded land to the Central Pacific Railroad on its arrival, with the condition that the station be called Newbury, after their Massachusetts home. This naming convention lasted a short while; the station and the nascent surrounding neighborhood were renamed Ashby Station after the area's annexation into the city of Berkeley in 1891. What was left of Mark Ashby's estate upon his death in 1915—\$150,000 and a small lot—came into the possession of Elizabeth Terry White, their niece, who kept house for Mark Ashby and managed their affairs after their deaths.

Transportation has been fundamental in South Berkeley's history and development. The development of the railroads facilitated accelerated development of towns around the East Bay and laid the foundation for a complex interurban transportation network. When the University of California opened its first campus in Berkeley in 1873, the only way to reach the campus via Oakland was by horse drawn trolley and would take nearly one and a half hours. As previously mentioned, the city of Berkeley developed largely due to the emerging promise of the university; public transport accordingly developed around the university. In 1876

<sup>2</sup> Alta Archaeological Consulting, 9-10.

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Leland Stanford established rail lines along Shattuck Avenue, thus connecting Berkeley to Oakland.

With the coming of the railroads into Berkeley, Ashby Station and other subdivisions of Berkeley soon became streetcar suburbs—mixed-use neighborhoods which were served by electric railways. Adeline Street in particular was one of the original routes of the San Francisco, Oakland, and San Jose Railway, which would later reorganize into the Key System. During the pre-automobile era the interurban railroad stations of Oakland and Berkeley served local residents with convenient public transit access to both San Francisco and Sacramento. Neighborhoods in Berkeley were soon developed around the services provided along the railroad corridors. Residential development was planned for ease of pedestrian traffic, and shops and services were established in storefronts along Adeline Street to serve the needs of nearby residents. Ashby Station was among the later neighborhoods to develop, with most buildings post-dating 1900. The 1891 connection of the Oakland Consolidated Street Railroad to Ashby Station along Shattuck Avenue broadened the accessibility of local public transit. This is thought to be a catalyst for suburban construction in this area.

The East Bay would be the last major region of independent urban railroads to be constructed in California. When completed, it stood as the last great example of electric railway development before WW1. Indeed, by 1912 trains were so numerous that no one was more than three blocks away from some form of public transportation in the city of Berkeley. The spread of the automobile would eventually cause its demise. In 1946, after many of the electric and rail systems had been abandoned, the Bay Area Electric Railroad Association was formed to preserve and interpret the history of the electric railroads.

#### **The Reorganized Church of Jesus Christ of Latter Day Saints (Community of Christ)**

The Community of Christ (2001 – Present), formerly known as the Reorganized Church of Jesus Christ of Latter Day Saints (RLDS), is the second-largest denomination of the American-based Latter Day Saint restorationist movement. The church traces its origins to the early revelations of Joseph Smith during the Second Great Awakening in upstate New York and the subsequent formation of the Church of Christ (later known as the Church of Jesus Christ of Latter-day Saints) in 1830. The RLDS church emerged during a protracted succession crisis that followed the 1844 murder of Joseph Smith in Nauvoo, Illinois.<sup>3</sup> While most church members acknowledged Brigham Young as Smith's logical successor, several factions broke away from the mainstream church over various doctrinal disputes, including the doctrine of plural marriage.<sup>4</sup>

In 1860, one faction formally reorganized as the "Church of Jesus Christ of Latter Day Saints" ("Reorganized" was added to the church's name in 1872). The church named Joseph Smith's eldest living son, Joseph Smith III, as its first president and formally recognized him as the only legitimate successor of the original Church of Christ. In a departure from the mainstream LDS Church led by Brigham Young, the early RLDS church embraced the concept of lineal succession (church Prophet/president were to be direct descendants of Joseph Smith), rejected the religious principle of plural marriage.<sup>5</sup> However, the church upheld and observed other major doctrinal tenets, such as the adoption of the Book of Mormon and Doctrine and Covenants as scripture, the recognition of continual prophetic leadership and a priesthood polity, an embrace of Zion (the establishment of a Kingdom of God on Earth in preparation for the Second Coming of Christ) as a religious imperative, and the observation of the Word of Wisdom (religious dietary observations).<sup>6</sup> While the church maintains a headquarters in Independence, Missouri, it has established a constellation of meetinghouses and temples throughout the United States since the late 19<sup>th</sup> century.

#### **St. Paul A.M.E. Church of Berkeley**

The African Methodist Episcopal Church (AME Church or AME) is a historically-Black Methodist Christian denomination based in the United States and is considered the first independent Protestant denomination founded by Black congregants.<sup>7</sup> In 1794, an enslaved man named Richard Allen founded the African Methodist Episcopal Church and established the denomination's first church in Philadelphia. Allen spent the next decades fostering the growth of a church in which free and enslaved Black people could build fellowship without racial oppression. In 1816, Allen was named the first bishop of the AME Church, which had expanded to include churches in the Philadelphia, Baltimore, and Delaware regions. The denomination gained popularity

<sup>3</sup> Richard P. Howard, "Reorganized Church of Jesus Christ of Latter Day Saints (RLDS Church)," in Daniel H. Ludlow, ed., *Encyclopedia of Mormonism* (New York: Macmillan Publishing, 1992), 1211.

<sup>4</sup> Community of Christ, "History," <https://cofchrist.org/history/>, accessed October 3, 2024.

<sup>5</sup> Ibid.

<sup>6</sup> Community of Christ, "Basic Beliefs," <http://cofchristindy.org/discover-who-we-are/basic-beliefs/>, accessed October 3, 2024.

<sup>7</sup> Public Broadcasting Station, "Richard Allen: 1760-1831," <https://www.pbs.org/wgbh/aia/part3/3p97.html>, accessed September 25, 2024.

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in the American South and western states and territories following the American Civil War. By 1880, the AME claimed a membership of over 400 thousand members.<sup>8</sup>

The St. Paul AME Church of Berkeley traces its roots to the early 1930s. In 1933, Reverend E.M. Elliot established developmental meetings for what was later called the “Berkeley Mission” in a private home at 303 Harper Street, in Berkeley, California. Shortly thereafter, a preliminary church headquarters was established at the corner of Grove and Russell Streets.<sup>9</sup> The nascent church transitioned into the leadership of Reverend H.C. Claybrook, who oversaw the purchase of a property for a new church at 1630 Fairview Street. In 1953, the Church relocated to the subject property, a former meeting house constructed by the Reorganized Church of Jesus Christ of Latter Day Saints (see *Property and Building History*). In 1973, the Berkeley Mission was incorporated and renamed the St. Paul AME Church.<sup>10</sup> The church’s activities appear periodically in local newspapers and appears to have served as a center of worship, social justice, and community development throughout the latter half of the 20<sup>th</sup> century.<sup>11</sup>

A review of aerial photographs indicates that no significant changes have been made to the subject property since ca. 2000.<sup>12</sup> Currently, 2024 Ashby Avenue continues to function as a religious and family life center for the St. Paul A.M.E. The surrounding area appears to have continued to develop as a mixed residential and commercial neighborhood during the same period.

Subject Property

*Property and Building History*

The subject property is located in the suburban Ashby Station neighborhood in the southern portion of Berkeley, California. The area is predominately residential with moderate commercial development. The following developmental history of the 2024 Ashby Avenue is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>13</sup>

The 1911 Sanborn Fire Insurance Map for the City of Berkeley (**Figure 3**) depicts a hay and coal yard between 2018 and 2024 Ashby Avenue. This seems appropriately placed within the surrounding mixed-use residential and commercial neighborhood. Though this yard could be interpreted as a heavy industrial use to present-day viewers, the use of the property would not likely have been seen as a nuisance. In a time when automobiles were less common and people heated their homes with burning fuels, a centrally-paced fuel yard was likely considered convenient. Prior to 1910, owner Clarence H. Vaughan frequently advertised his wares—wood, coal, feed, and ice—in the *Berkeley Gazette*. [...]

By 1906, the fuel section of *Husted’s Oakland, Alameda, and Berkeley Directory* lists a T. Irwin alongside C. H. Vaughan at 2024 Ashby. The Vaughans disappear from the directory in 1907, and the property is listed under the business partnership of Irwin and Black. By 1912, W. C. Black was advertising alone, and had added poultry supplies to the inventory of items stocked. 1916 saw Black advertising his services from the southwest corner of Ashby and Shattuck; records of 2024 Ashby are scant in both directories and newspapers between this time and 1930.

The church at 2024 Ashby Avenue was built in 1930 as a meetinghouse for the Reorganized Church of Jesus Christ of Latter Day Saints (RLDS) (**Figure 4**). The architect and builder was Edward Beebe of Berkeley. The dedication ceremony was led by visiting dignitary Dr. Frederick M. Smith, grandson of Mormon church founder Joseph Smith. The building was described [in a 1930 article of the *Oakland Post Enquirer*] as follows:

“The new church building is appraised at a valuation of \$40,000. It consists of two auditoriums with other equipment for the purposes of worship, religious education, social and dramatic functions. The upper room will seat about 450 persons, and it contains a balcony which will hold the chair and the organ console. The opposite end has the chancel which includes the baptismal font, the pulpit and a lower platform carrying the communion furniture.

“The lower auditorium will seat about 400 persons and besides being arranged for school and educational work, has a stage which is adapted for entertainments and dramatics. There are nine classrooms of different sizes, a clubroom, the pastor’s study, a committee room, kitchen and rest rooms.”

<sup>8</sup> Dennis C. Dickerson, “Our History,” n.d., <https://www.ame-church.com/our-church/our-history/>, accessed September 25, 2024.

<sup>9</sup> St. Paul AME Church, “Our History,” n.d., <https://www.stpaulberkeley.org/beliefs>, accessed September 25, 2024.

<sup>10</sup> Ibid.

<sup>11</sup> For instance, see *Berkeley Gazette*, “Freedom Rider Meeting Friday,” June 8, 1961, 18.

<sup>12</sup> [Historicaerials.com](https://www.historicaerials.com), aerial photograph composite imagery for 2024 Ashby Avenue, dated 2000-2022, accessed September 24, 2024.

<sup>13</sup> Alta Archaeological Consulting, 10-11.

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The RLDS sold their 2024 Ashby Avenue property to St. Paul AME in November 1953 for \$75,000. [The RLDS congregation later constructed a new meetinghouse on a parcel located on the north side of Eunice Street, between Shattuck and Sutter Avenues, approximately 2.5 miles northeast of 2024 Ashby Avenue.<sup>14</sup>] On April 9, 1995, the new sanctuary and family life center was dedicated in a Palm Sunday service conducted by Reverend Vernon S. Burroughs and Bishop Vinton R. Anderson, the head of the world church body in St. Louis. [At this time the original 1930 church building underwent a major remodel, discussed below in **Table 1**.] The new building, constructed against the western façade of the 1930 church, came at the cost of \$1.5 million, and significantly expanded the range of services and facilities provided by St. Paul AME.

The building and property have been modified at various points since its original construction. **Table 1** below includes an accounting of these various changes recorded in historic aerial photographs and building permit records. An overview of known owners and occupants is presented in **Table 2**.

**Table 1: Property and Building History**

Date	Alternation / Change	Source
Unknown – ca. 1910s	An industrial fuel yard selling wood, coal, feed, ice, hay, and poultry supplies occupies the site addressed 2018–2024 Ashby Avenue	Sanborn Fire Insurance Co. (1911); <i>Berkeley Daily Gazette</i> (1912).
1930	A meetinghouse for the Reorganized Church of Jesus Christ of Latter Day Saints is constructed at 2024 Ashby Avenue.	<i>Oakland Post Enquirer</i> (1930)
1958	Roof replaced	Building Permit # 84887 (December 19, 1958)
1976	Unspecified alteration to choir and pulpit area.	Building Permit # 120376589 (December 3, 1976)
1978	Repair to building frame “for repair of motor vehicle damage to...building.”	Building Permit # 120878482 (December 6, 1978)
1995	A new sanctuary and family life center for the St. Paul AME is constructed along the west façade of the original church building. The addition required the demolition of a vacant residential building addressed 2014 Ashby Avenue. The original 1930 church building underwent a substantial remodel, including extensive plumbing and electrical work. Interior alterations include: the remodel of toilet facilities, replacement or removal of interior stairs, the removal of the original stage, and the conversion of the fellowship hall into classrooms, offices, reading rooms, and the installation of an elevator.  Additional alterations to the property included new landscaping and the installation of a sidewalk along Ashby Avenue.	<i>Oakland Tribune</i> (1995); Gunnar Ellam AIA Architect, <i>New Sanctuary and Fellowship Hall Building and Remodel of Existing Building for St. Paul A.M.E. Church, 2024 Ashby Avenue Berkeley</i> , February 14, 1993, Sheet A4; Building Permit # 93-3353 (1993); Use Permit #A1950 (July 13, 1992); City of Berkeley to Harry Attri, RE: 20[2]4 Ashby Street (St. Paul’s AME Church), March 5, 1993.
2000	Installation of interior flooring, steel frames at doors, drywall and unspecified carpentry work, electrical and plumbing work to toilet rooms.	Building Permit # 00-2602 (July 21, 2000)
2023	The parcels with APNs 053-1592-019, -020, -021 and -022 were merged into a single lot.	Alameda County Clerk-Recorder, Document #2023061703 (2023).

<sup>14</sup> Preliminary archival research failed to identify the post-1953 meetinghouse’s location or condition. *The Berkeley Gazette*, “Church Sold; New One Set at \$100,000,” November 14, 1953, 14.

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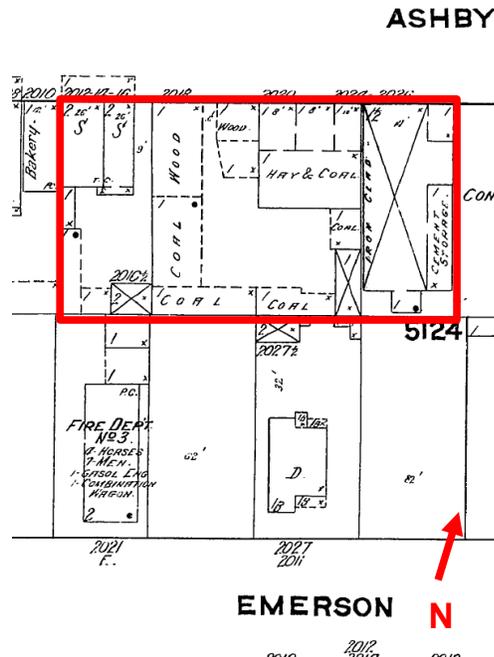
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**Table 2: Ownership and Occupancy History**

Date	Owner / Occupant / Use	Source
Unknown – 1905	Clarence H. Vaughan	<i>Berkeley Daily Gazette</i> (1905)
1906	Clarence H. Vaughan and T. Irwin	Polk-Husted Directory Company (1906:857)
1907 – ca. 1911	T. Irwin and W. C. Black (business partnership)	Polk-Husted Directory Company (1907:1780)
1912 – ca. 1916	W.C. Black	<i>Berkeley Daily Gazette</i> (1912:7); <i>Oakland Tribune</i> (1916:8).
1930 – 1953	Reorganized Church of Jesus Christ of Latter Day Saints	<i>Oakland Post Enquirer</i> (1930:6)
1953 – Present	St. Paul AME Church	<i>Oakland Tribune</i> (1995:A15).



Source: Sanborn Fire Insurance Company, Insurance Maps of Berkeley, California, 1911, sheet 192.

**Figure 3.** The subject property at 12 – 2024 Ashby Avenue appears as two stores, and a hay and coal yard. Outlined in red.

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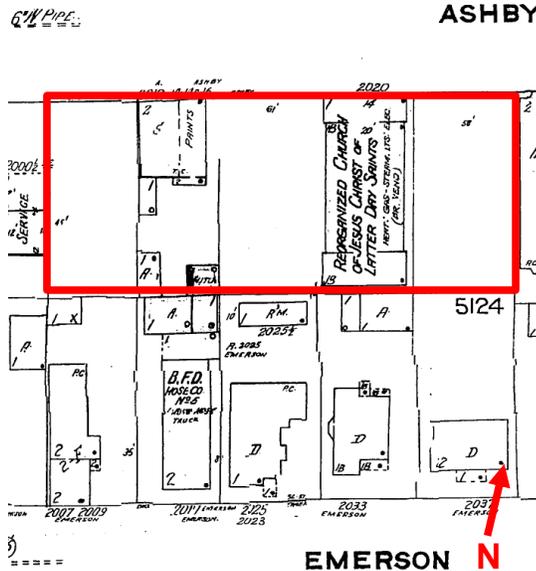
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Source: Sanborn Fire Insurance Company, Insurance Maps of Berkeley, California, 1950, sheet 192.  
**Figure 4.** A meetinghouse for the Reorganized Church of Jesus Christ of Latter Day Saints appears on the subject property (addressed 2020 Ashby Avenue) Several commercial / light industrial structures are present on the west side of the subject property. Outlined in red.

Regulatory Framework

*National Register of Historic Places*

A property is eligible for listing in the National Register of Historic Places (National Register) if it meets the National Register listing criteria at 36 CFR 60.4, as stated below:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and that:

- A) Are associated with events that have made a significant contribution to the broad patterns of our history, or
- B) Are associated with the lives of persons significant in our past, or
- C) Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction, or
- D) Have yielded, or may be likely to yield, information important in prehistory or history

*Integrity*

For a property to be eligible for listing in the National Register, it must meet one of the eligibility criteria discussed above as well as retain sufficient integrity. National Park Service guidance in "How to Apply the National Register Criteria for Evaluation" present seven aspects of integrity that should be considered when evaluating buildings as potential historic resources.<sup>15</sup> They are location, design, setting, materials, workmanship, feeling, and association.

Significance Evaluation

National Register Bulletin 15, "How to Apply the National Register Criteria for Evaluation," provides specific guidance regarding the significance threshold for religious properties (Criteria Consideration A: Religious Properties):

<sup>15</sup> California Office of Historic Preservation, *Instructions for Recording Historical Resources*, (Sacramento: Office of Historic Preservation, 1995). Accessed October 4, 2024, <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

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A religious property requires justification on architectural, artistic, or historic grounds to avoid any appearance of judgment by government about the validity of any religion or belief. Historic significance for a religious property cannot be established on the merits of a religious doctrine, but rather, for architectural or artistic values or for important historic or cultural forces that the property represents.<sup>16</sup>

The subject property at 2024 Ashby Road is evaluated below for potential historic significance according to National Register Criteria A through C. Eligibility under Criterion D is assessed in *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California* prepared by Alta Archaeological Consulting.

*Criterion A – Events*

2024 Ashby Avenue was originally constructed as a meetinghouse for the Reorganized Church of Jesus Christ of Latter-day Saints in 1930. It has no association with the initial establishment of the City of Berkeley, nor does 2024 Ashby Avenue represent any significant changes in the evolution of the City of Berkeley's urban planning or neighborhood development. Ashby Avenue, the Newburry Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I. Per the National Register Bulletin,

A religious property can be eligible under Criterion A for any of three reasons: It is significant under a theme in the history of religion having secular scholarly recognition; or it is significant under another historical theme, such as exploration, settlement, social philanthropy, or education; or it is significantly associated with traditional cultural values....A religious property would also qualify if it were significant for its associations that illustrate the importance of a particular religious group in the social, cultural, economic, or political history of the area.<sup>17</sup>

2024 Ashby Avenue is a common church property type and does not represent any significant milestones or events within the history of the City of Berkeley. Furthermore, no evidence relating 2024 Ashby Avenue to any other specific significant historic events was identified during the course of this evaluation. The subject property originally served as a RLDS meeting house until 1953. While it served as a site of worship for RLDS members in South Berkeley for twenty years, archival review did not indicate that the original meetinghouse was a particularly important site for the local or regional development of the RLDS Church, which is the second largest denomination of the mainstream Church of Jesus Christ of Latter Day Saints. In 1953, the original church was purchased by the AME Church, a large, historically-Black serving methodist denomination based in the United States. While the subject property has continuously served as a site of worship for the St. Paul AME Church since 1953, preliminary archival research does not indicate that it has played a particularly noteworthy role in the social or religious history of South Berkeley. It was not one of the earliest AME churches in the region and does not appear to have served as a foundational site for the growth of the African Methodist Episcopal Church more broadly.<sup>18</sup> Presently, it is one of approximately 20 AME churches in the greater San Francisco Bay Area and does not appear to meet the significance threshold required for listing in the National Register.

2024 Ashby Avenue was originally constructed as a meetinghouse for the Reorganized Church of Jesus Christ of Latter Day Saints in 1930. It has no association with the initial establishment of the City of Berkeley, nor does 2024 Ashby Avenue represent any significant changes in the evolution of the City of Berkeley's urban planning or neighborhood development. Ashby Avenue, the Newburry Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I. For these reasons, 2024 Ashby Avenue is recommended ineligible for individual listing under Criterion A.

*Criterion B – Person*

Per the National Register Bulletin,

Individuals who would likely be considered significant are those who formed or significantly influenced an important religious institution or movement, or who were important in the social, economic, or political history of the area. Properties associated with individuals important only within the context of a single congregation and lacking importance in any other historic context

<sup>16</sup> Beth L. Savage and Sarah Dillard Pope, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Department of the Interior, 1995), 26.

<sup>17</sup> National Park Service (NPS), *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Department of the Interior, 1995), 26.

<sup>18</sup> By comparison, San Francisco's Bethel A.M.E. Church was established in 1852. Bethel AMEC, "History of Bethel A.M.E. Church," <https://www.bethelamecsf.org/about-us#:~:text=Bethel%20AME%20Church%20was%20founded%20in%20the%20midst%20of%20social,> accessed October 7, 2024.

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would not be eligible under Criterion B.<sup>19</sup>

As a RLDS meeting house and AME church, 2024 Ashby Avenue has been owned and occupied by a variety of individuals throughout its history. The building served as an RLDS meetinghouse from 1930 to 1953, however preliminary archival review did not identify any religious leader or church member as significantly contributing to national, state, regional, or City-wide history while associated with the RLDS church on Ashby Avenue. In its capacity as an AME church from 1953 to 2024, the subject property has been associated with a relatively large congregation in South Berkeley.

From 1953 to ca. 1959, the church was led by Reverend J. Austell Hall. By 1960, Hall began serving as a pastor for the Bethel AME Church in San Francisco, where he went on to become a local leader for various social and economic justice initiatives during the Civil Rights Era. Preliminary archival review indicates that Hall's contributions to civic and religious community affairs predominantly occurred in San Francisco and, as such, 2024 Ashby Avenue does not appear significantly associated with Hall's productive life or the productive life of any other religious leader that meets the significance threshold required for the National Register. For these reasons, 2024 Ashby Avenue is recommended ineligible for listing under Criterion B.

*Criterion C – Design/Construction.*

2024 Ashby Avenue is an altered example of a typical religious building constructed in Berkeley during the early 20<sup>th</sup> century. It does not represent an unusual or distinctive property type or possess high artistic values. It does not appear to be significant for its design or engineering. Archival review uncovered relatively little information about the architect / builder of the original 1930 church, Edward Beebe. An individual named Edward Beebe is enumerated in the 1930 U.S. Federal Census as a 68-year-old carpenter residing in a residence on the 16<sup>th</sup> block of "Ashley Ave." According to his obituary, Beebe was described as a "retired local carpenter" who was a native of Lotus, California, and died of a heart attack in his home in Sacramento, California, in 1934. While Beebe may have assisted in the construction of various buildings in Berkeley and the Bay Area, research does not indicate that he may be considered a master craftsman.

Furthermore, building permits from the City of Berkeley indicate that 2024 Ashby Avenue has been subject to a variety of modifications including a complete interior remodel of the original 1930 church building and large addition of a sanctuary and family life center to the building's west façade completed in 1995, which have altered 2024 Ashby Avenue from its initial appearance. For these reasons, 2024 Ashby Avenue is recommended ineligible for individual listing under Criterion C.

Summary

The residential building at 2024 Ashby Avenue is recommended ineligible for listing in the National Register under any criteria. It is not significantly associated with events that are historically influential (Criterion A), nor are there any historically significant individuals who are associated with the property during their productive period of influence. It is a modest example of its style that does not rise to the level necessary for inclusion in the National Register. Information potential is discussed in a separate report prepared by Alta Archaeological Consulting. Because the property is recommended ineligible for listing in the National Register, no further assessment of integrity is provided.

**\*B12. References:** (Continued from page 2)

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*Berkeley Daily Gazette.* Advertisement for C.H. Vaughan fuel yard. January 3, 1905.

*The Berkeley Gazette.* "Church Sold; New One Set at \$100,000." November 14, 1953. 14.

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<sup>19</sup> NPS, 27.

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Page 12 of 12

\*Resource Name or # 2024 Ashby Avenue

\*Recorded by: Amy Langford / ESA

\*Date: September 2024

Continuation

Update

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State of California — The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary  
 HRI #  
 Trinomial  
**NRHP Status Code**

Other Listings  
 Review Code

Reviewer

Date

Page 1 of 9 **\*Resource Name or #:** 3017 Adeline Street

**P1. Other Identifier:** Chris Howard Antiques & Modern

**\*P2. Location:**  Not for Publication  Unrestricted

**\*a. County** Alameda

**\*b. USGS 7.5' Quad** Oakland West **Date** 2021 **T** 01S ; **R** 04W ; **¼ of ¼ of Sec** 11 ; **B.M.** MDM  
**Address** 3017 Adeline Street **City** Berkeley **Zip** 94703

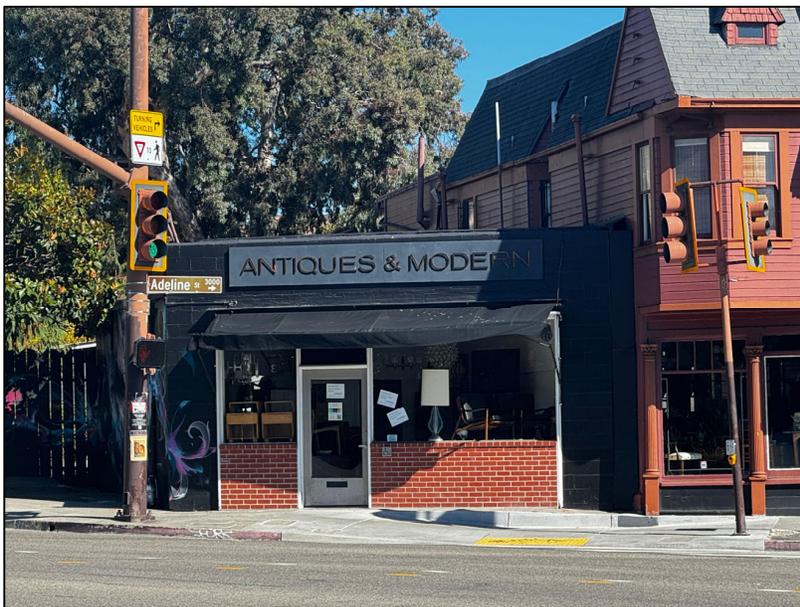
**UTM: Zone** 10S, 564321.03 mE/ 4189937.90 mN; **NAD** 83

**e. Other Locational Data:** APN 053-1592-017-00

**\*P3a. Description:** The building at 3017 Adeline Street is located on a 2,860 square foot lot in a commercial and residential neighborhood in south Berkeley. It is a one-story, irregular-plan, concrete block commercial building that features a flat roof. The primary (west) façade is angled to accommodate the irregular intersection of Ashby Avenue and Adeline Street. The primary façade features a central storefront with a partially-glazed door with a glazed transom window, flanked by large, asymmetrically sized, fixed windows. The storefront includes a brick veneer watertable. The whole assembly is surrounded by concrete block that terminates at a squared-off parapet. The storefront is topped by signage that reads “ANTIQUES & MODERN” and is shaded by a retractable canvas awning. The south façade abuts the adjacent building and is not visible from public right-of-way. During a September 2024 pedestrian survey, a wood fence prevented access to the building’s north and east façades, which were not visible from public right-of-way.

**\*P3b. Resource Attributes:** HP6. 1-3 story commercial building

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



P5b. Description of Photo: Primary (west) façade of 3017 Adeline Street, view facing east. ESA, 2024.

**\*P6. Date Constructed/Age and Source:**

Historic  Prehistoric

Both

1945. Source: Alameda County Assessor, 2024.

**\*P7. Owner and Address:**

Shirly Mitts and Nancy Lake (Trust)  
 2718 Buena Vista Way  
 Berkeley, CA 94708

**P8. Recorded by:**

Becky Urbano, ESA  
 180 Grand Avenue, Suite 1050  
 Oakland, CA 94612

**\*P9. Date Recorded:** September 25, 2024

**\*P10. Survey Type:** Intensive

**\*P11. Report Citation:** *St. Paul Terrace Project, Cultural Resources Survey Report*, prepared by ESA for Community Housing Development Corporation, October 2024.

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

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
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Primary #  
HRI#

\*Resource Name or # 3017 Adeline Street \*NRHP Status Code 6Y  
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B1. Historic Name: The Brick Hut / The RAM  
B2. Common Name: Chris Howard Antiques & Modern  
B3. Original Use: commercial space / restaurant B4. Present Use: Antiques store / furniture showroom  
\*B5. Architectural Style: Mid-Century Commercial  
\*B6. Construction History: (Construction date, alterations, and date of alterations)  
Constructed in 1945. For additional information on known alterations to the subject property, see Table 1 on page 4.

\*B7. Moved?  No  Yes  Unknown Date: N/A Original Location: N/A  
\*B8. Related Features: none

B9a. Architect: Unknown b. Builder: Unknown  
\*B10. Significance: Theme Ashby Station Neighborhood and Streetcar Suburbs Area South Berkeley  
Period of Significance 1945 Property Type commercial Applicable Criteria N/A  
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The commercial building at 3017 Adeline Street is recommended ineligible for listing in the National Register under any criteria.

**Berkeley and General Area**

This historical overview of Berkeley, California, is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>1</sup>

*Mexican Land Grants*

The lands surrounding the APE were part of the Rancho San Antonio. In 1820, Governor Don Pablo Vicente de Sola granted approximately five leagues (45,000 acres) of land to Luis Maria Peralta in recognition of his military service and assistance in establishing missions. Luis Peralta never lived on the rancho, but lived nearby on a grant in present-day Contra Costa County. Instead, in 1842, he divided the land among his four sons. The portion that includes present day Berkeley and Albany was given to brothers Domingo and Vicente Peralta.

After the signing of the Treaty of Guadalupe Hidalgo in February 1848, the Peralta brothers were among the many landowners of Alta California whose ranchos were called into legal question. In 1852, the brothers filed their claim to their portion of Rancho San Antonio with the Board of Land Commissioners. The Commission upheld their claim in 1854, but their decision was not made legally binding until concurrence came from the Supreme Court in 1858. By that time, portions of the rancho were taken over by speculators who arrived during the Gold Rush, including Francis Shattuck, William Hillegass, George Blake, and James Leonard. Such speculators squatted on rancho lands on the presumption that land grants may not be upheld, and justified their continued residence on valid land grants by citing the "land monopolism" of rancho owners.

Continued on page 3.

B11. Additional Resource Attributes: (List attributes and codes) none  
\*B12. References:

See Continuation Sheet

B13. Remarks: none

\*B14. Evaluator: Amy Langford / ESA  
\*Date of Evaluation: October 2024



<sup>1</sup> Alta Archaeological Consulting, *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California*, October, 2024, 8-9.

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Primary #  
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\*Resource Name or # 3017 Adeline Street

\*Recorded by: Amy Langford / ESA

\*Date: October 2024

Continuation

Update

\*B10. **Significance:** (Continued from page 2)

Additionally, the Peraltas' title claim was trammled repeatedly by contests and defects, which caused difficulties into the late 1860s. As the process of filing land claims and paying for legal representation became costly, the Peraltas often used land to pay for debts.

*The American Period*

Concerted American settlement in the East Bay began in the early 1850s. James Jacobs and William Bowen established a wharf and inn on the shoreline of the bay, which formed the nucleus of the community of Ocean View. The area between Ocean View and the future University of California was primarily agricultural. The site of the university was selected by Henry D. Durant in 1858 and was then chosen as the permanent site by the board of trustees in 1860. The foundation of the University was instrumental in the evolution of the city, since, people chose to settle the city due to the prominence of the university. [...]

In 1868, the town of Berkeley became home to the University of California, an institution which quickly established the city as a renowned center for higher education. A spur line of the Central Pacific Railroad was built along Shattuck Avenue into Oakland in 1876, connecting Berkeley to the nation on the Transcontinental Railroad and firmly establishing its downtown. The town began to grow rapidly at the turn of the 20th century as new neighborhoods and rail transport lines were constructed. The population boomed as refugees fled San Francisco in the wake of the 1906 earthquake and fire. The Bay Bridge was completed in 1936, connecting the East Bay to San Francisco which led to the closure of the Berkeley ferry. From 1916 through the 1960s, policies such as single-family zoning laws caused increasing segregation in Berkeley's urban areas, restricting Black and Asian residents to south and west Berkeley. The post-war growth of the defense industry attracted a diverse population of workers, with the Black population increasing due to migration, but the city was becoming starkly segregated.

The development of South Berkeley began in 1861 when Edward Dana Harmon purchased land near Alcatraz Avenue and King Street. In 1866 Harmon subdivided the land. Between 1872 and 1891 he built over forty Victorian homes. The spur line of the Central Pacific Railroad began operating along Adeline Street in 1876, and a train station was built at Alcatraz Avenue. The station was subsequently called Lorin Station after the neighborhood's first post office. The small village of Lorin thrived and during the 1880s before it was annexed by Berkeley in 1892. The lands between Lorin and Berkeley, later known as Ashby Station, were mostly agricultural fields for many years.

**The Ashby Station Neighborhood and Streetcar Suburbs**

This historic context is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>2</sup>

Ashby Avenue derives its name from the Ashby brothers, Mark T. and William. Little is known about the Ashby brothers due to their particular privacy in life. The brothers were early landowners in the Berkeley area before the city was conceived. They came from Newburyport, Massachusetts to San Francisco in the 1850s in response to the Gold Rush, where they began in the businesses of feed and fuel. They moved to Oakland a few years after their arrival and quickly pivoted towards the idea of ranching. The brothers purchased 187 acres of land in what is now Berkeley, possibly from Domingo Peralta or Horace Carpentier, and began growing grain, which was a valuable commodity at the time. Eventually, Mark Ashby built a house on the present-day northwest corner of College and Ashby Avenues; after a heated argument William moved out and built a home at Emerson and Wheeler Streets.

Seeing opportunity, the Ashby brothers slowly began subdividing and selling their formerly agricultural properties, facilitating suburban development in the Ashby Station neighborhood. In 1882, Mark Ashby filed a subdivision map for the Newbury Tract, which encompasses the APE. The Ashby brothers deeded land to the Central Pacific Railroad on its arrival, with the condition that the station be called Newbury, after their Massachusetts home. This naming convention lasted a short while; the station and the nascent surrounding neighborhood were renamed Ashby Station after the area's annexation into the city of Berkeley in 1891. What was left of Mark Ashby's estate upon his death in 1915—\$150,000 and a small lot—came into the possession of Elizabeth Terry White, their niece, who kept house for Mark Ashby and managed their affairs after their deaths.

Transportation has been fundamental in South Berkeley's history and development. The development of the railroads facilitated accelerated development of towns around the East Bay and laid the foundation for a

<sup>2</sup> Alta Archaeological Consulting, 9-10.





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 DEPARTMENT OF PARKS AND RECREATION  
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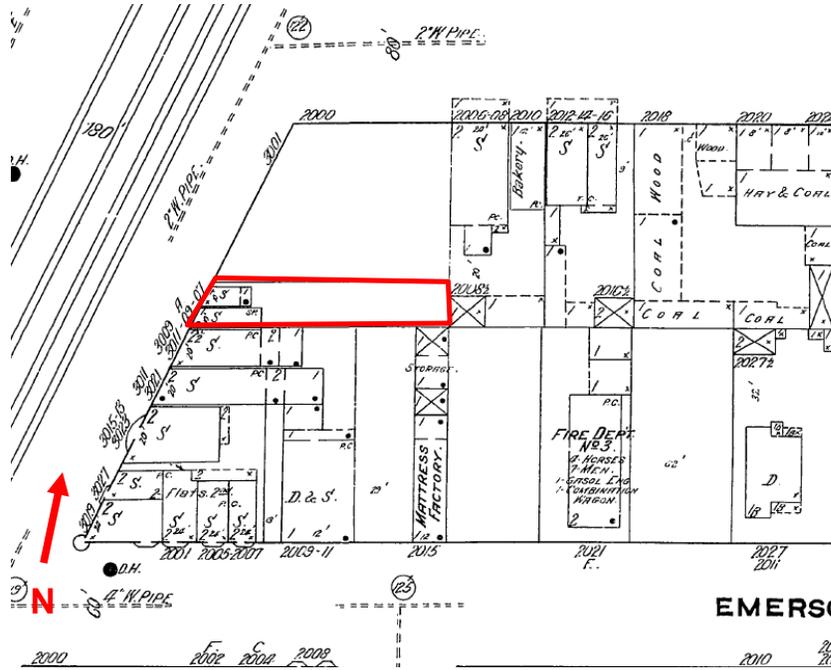
\*Resource Name or # 3017 Adeline Street

\*Recorded by: Amy Langford / ESA

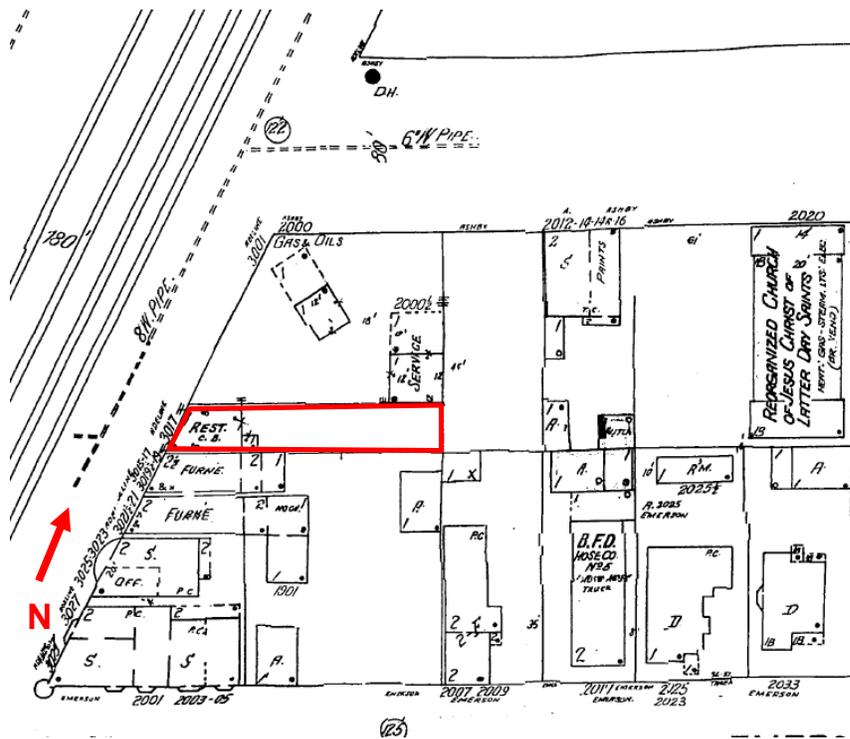
\*Date: October 2024

Continuation

Update



Source: Sanborn Fire Insurance Company, Insurance Maps of Berkeley, California, 1911, sheet 192.  
**Figure 1.** The subject property features two commercial stores (addressed 3007-3009 Adeline Street). Outlined in red.



Source: Sanborn Fire Insurance Company, Insurance Maps of Berkeley, California, 1950, sheet 192.  
**Figure 2.** The two earlier commercial stores have been replaced by the extant building at 3017 Adeline Street. In 1950, the building functioned

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\*Resource Name or # 3017 Adeline Street

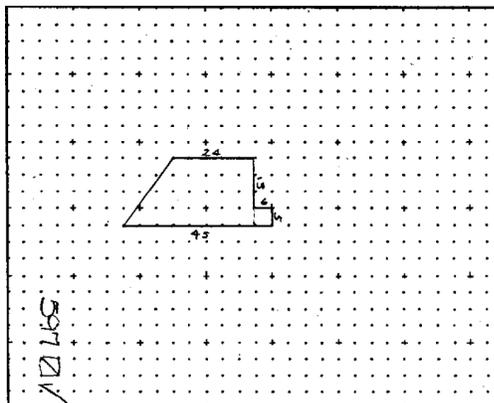
\*Recorded by: Amy Langford / ESA

\*Date: October 2024

Continuation

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as a restaurant. Subject property outlined in red.



Source: Property Card for 3017 Adeline Street. 1945. On file with the City of Berkeley Permit Service Center. Berkeley, California.

**Figure 3.** Ca. 1945 sketch of commercial building at 3017 Adeline Street.

### Regulatory Framework

#### *National Register of Historic Places*

A property is eligible for listing in the National Register of Historic Places (National Register) if it meets the National Register listing criteria at 36 CFR 60.4, as stated below:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and that:

- A) Are associated with events that have made a significant contribution to the broad patterns of our history, or
- B) Are associated with the lives of persons significant in our past, or
- C) Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction, or
- D) Have yielded, or may be likely to yield, information important in prehistory or history

#### *Integrity*

For a property to be eligible for listing in the National Register, it must meet one of the eligibility criteria discussed above as well as retain sufficient integrity. National Park Service guidance in "How to Apply the National Register Criteria for Evaluation" present seven aspects of integrity that should be considered when evaluating buildings as potential historic resources.<sup>3</sup> They are location, design, setting, materials, workmanship, feeling, and association.

#### Significance Evaluation

The subject property at 3017 Adeline Street (APN 053-1592-017-00) is evaluated below for potential historic significance according to National Register Criteria A through C. Eligibility under Criterion D is assessed in *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California* prepared by Alta Archaeological Consulting.

#### *Criterion A – Events*

The subject property was constructed in 1945 as a commercial property during a time of increased commercial development in the City of Berkeley. It has no association with the initial establishment of the City of Berkeley, nor does 3017 Adeline Street represent any significant changes in the evolution of the City of Berkeley's urban planning or neighborhood development. Ashby Avenue, the Newburry Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War

<sup>3</sup> California Office of Historic Preservation, *Instructions for Recording Historical Resources*, (Sacramento: Office of Historic Preservation, 1995). Accessed October 4, 2024, <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

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\*Resource Name or # 3017 Adeline Street

\*Recorded by: Amy Langford / ESA

\*Date: October 2024

Continuation

Update

I. 3017 Adeline Street is one of many commercial properties which were constructed within walking distance of areas served by streetcar lines, which by 1912, was the vast majority of small residential and commercial improvements within the City of Berkeley and does not represent any significant milestones or events within the history of the City of Berkeley. Furthermore, no evidence relating 3017 Adeline Street to any other specific significant historic events was identified during the course of this evaluation. Therefore, it is recommended ineligible under Criterion A.

*Criterion B – People*

Archival review did not uncover any significant associations between 3017 Adeline Street and historically significant persons in the past. The building has been occupied by several community-serving businesses since its original construction but does not appear to rise to the level of significance for its association with local commercial leaders or entrepreneurs. As research does not indicate that 3017 Adeline Street is significantly associated with the productive life of any significant person, it is recommended ineligible under Criterion B.

*Criterion C – Design*

The building at 3017 Adeline Street is a commercial building designed in the mid-century commercial style in 1945. Archival review does not indicate that it is significant for its design or engineering. The building is a modest example of a mid-century utilitarian commercial type and does not rise to the level necessary for inclusion in the NR. It does not appear to be significant for its design or engineering. No specific architect or designer is associated with the building at 3017 Adeline Street, nor does it appear to be the work of a master architect. For these reasons, it is recommended ineligible under Criterion C.

Summary

The commercial building at 3017 Adeline Street is recommended ineligible for listing in the National Register under any criteria. It is not significantly associated with events that are historically influential (Criterion A), nor are there any historically significant individuals who are associated with the property during their productive period of influence. It is a modest example of the mid-century commercial style that does not rise to the level necessary for inclusion in the National Register. Information potential is discussed in a separate report prepared by Alta Archaeological Consulting. Because the property is recommended ineligible for listing in the National Register, no further assessment of integrity is provided.

**\*B12. References:** (Continued from page 2)

Alta Archaeological Consulting. *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California*. October, 2024.

California Office of Historic Preservation. *Instructions for Recording Historical Resources*. Sacramento: Office of Historic Preservation, 1995. Accessed October 4, 2024. <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

City of Berkeley. Property Card for 3017 Adeline Street. 1945. On file at the City of Berkeley Permit Service Station. Berkeley, California.

City of Berkeley. Building Permit # ZC00-0271. March 22, 2000. On file at the City of Berkeley Permit Service Station. Berkeley, California.

City of Berkeley. Land Use History Form for 3017 Adeline Street. N.d. On file at the City of Berkeley Permit Service Station. Berkeley, California.

City of Berkeley. Use Permit #7158. 1975. On file at the City of Berkeley Permit Service Station. Berkeley, California.

City of Berkeley. Zoning Permit Application #3018. September 5, 1984. On file at the City of Berkeley Permit Service Station. Berkeley, California.

City of Berkeley. Zoning Permit Application #5051. October 26, 1995. On file at the City of Berkeley Permit Service Station. Berkeley, California.

City of Berkeley. Zoning Permit #00-1010. October 16, 2000. On file at the City of Berkeley Permit Service Station. Berkeley, California.

City of Berkeley. Zoning Permit #03-90000050. January 30, 2003. On file at the City of Berkeley Permit Service Station. Berkeley, California.

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

Primary #  
HRI #  
Trinomial

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\*Resource Name or # 3017 Adeline Street

\*Recorded by: Amy Langford / ESA

\*Date: October 2024

Continuation

Update

City of Berkeley. Zoning Permit Application #08-90000519. September 3, 2008. On file at the City of Berkeley Permit Service Station. Berkeley, California.

City of Berkeley. Zoning Permit Application #10-90000418. April 15, 2010. On file at the City of Berkeley Permit Service Station. Berkeley, California.

Environmental Data Resources, Inc. City Directory Report for 2024 Ashby Avenue 106. Inquiry Number: 7776338.1. September 27, 2024.

Environmental Science Associates. *St. Paul Terrace Project, Cultural Resources Survey Report*. Prepared for Community Housing Development Corporation. October 2024.

Historicaerials.com. Composite aerial imagery for 3017 Adeline Street. 2002; 2005; 2009. Accessed September 24, 2024.

Parcelquest.com. Alameda County Assessor Records for 317 Adeline Street (APN 053-1592-017-00). Accessed September 25, 2024.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. 1911. Sheet 192.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. 1950. Sheet 192.

State of California — The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary  
 HRI #  
 Trinomial  
**NRHP Status Code**

Other Listings  
 Review Code

Reviewer

Date

Page 1 of 9

\*Resource Name or #: 2007 Emerson Street

P1. Other Identifier: none

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Alameda

\*b. USGS 7.5' Quad Oakland West Date 2021 T 01S ; R 04W ; ¼ of ¼ of Sec 11; B.M. MDM  
 Address 2007 Emerson Street City Berkeley Zip 94703

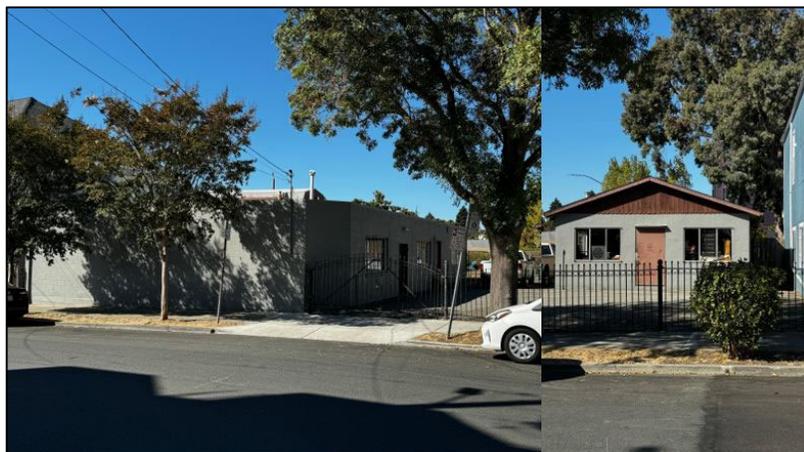
UTM: Zone 10S, 564353.29 mE/ 4189921.98 mN; NAD 83

e. Other Locational Data: APN 053-1592-013

**\*P3a. Description:** The subject property at 2007 Emerson Street is situated on a 0.215-acre lot developed for commercial use. Two buildings currently occupy the lot, which is paved and partially enclosed by a metal gate along Emerson Street. A one-story warehouse occupies the west side of the lot (**Figure 1**). The warehouse features a rectangular footprint measuring 41 feet by 43 feet. It has concrete block walls and is capped with a flat roof. The primary (east) faces an enclosed driveway / parking area and features two doors, two large, multi-lite windows, and one casement window. A ca. 1966 one-story storeroom occupies the northeast corner of the lot (**Figure 2**). It features a rectangular footprint measuring 24 feet by 54 feet. It is of wood-frame construction, clad with stucco siding, and capped with a gable roof. The primary (south) façade faces Emerson Street and features an unglazed primary entrance flanked by two sets of metal casement windows. It is clad with stucco siding and vertical wood planks beneath the gable. The west façade features two sets of metal, casement windows. A rolling metal gate extends from the façade, cordoning off access to the northern portion of the lot. Continue on page 3.

**\*P3b. Resource Attributes:** HP6. 1-3 story commercial building

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



P5b. Description of Photo: 2007 Emerson Street (composite), view facing north / northwest. ESA, 2024.

**\*P6. Date Constructed/Age and Source:**

Historic  Prehistoric

Both

Ca. 1963 (Warehouse) and 1966 (storeroom / shop) Source: City of Davis Permit Center, Property Card (1962); Permit #107544 (1966).

**\*P7. Owner and Address:**

Shirley Mitts and Nancy Lake (Trust)  
 2718 Buena Vista Way  
 Berkeley, CA 94708

**P8. Recorded by:**

Becky Urbano, ESA  
 180 Grand Avenue, Suite 1050  
 Oakland, CA 94612

**\*P9. Date Recorded:** September 25, 2024

**\*P10. Survey Type:** Intensive

**\*P11. Report Citation:** *St. Paul Terrace Project, Cultural Resources Survey Report*, prepared by ESA for Community Housing Development Corporation, October 2024.

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

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**BUILDING, STRUCTURE, AND OBJECT RECORD**

Primary #  
HRI#

\*Resource Name or # 2007 Emerson Street \*NRHP Status Code 6Y  
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B1. Historic Name: Unknown  
B2. Common Name: 2007 Emerson Street  
B3. Original Use: commercial warehouse and storeroom / shop B4. Present Use: commercial warehouse and storeroom / shop  
\*B5. Architectural Style: Utilitarian  
\*B6. Construction History: (Construction date, alterations, and date of alterations)  
A warehouse was constructed ca. 1963. A storeroom / shop was constructed in 1966. For additional information on known alterations to the subject property, see Table 1 on page 5.

\*B7. Moved?  No  Yes  Unknown Date: N/A Original Location: N/A  
\*B8. Related Features: A one-story warehouse is located on the southwest corner of the subject property. A commercial storeroom / shop is located on the northeast corner of the parcel.

B9a. Architect: E.G. Peterson, civil engineer (warehouse and storeroom) b. Builder: Frank Puccetti (warehouse and storeroom)  
\*B10. Significance: Theme Ashby Station Neighborhood and Streetcar Suburbs Area South Berkeley  
Period of Significance ca. 1963 – 1966 Property Type warehouse and storeroom Applicable Criteria N/A  
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)  
The buildings at 2007 Emerson are recommended ineligible for listing in the National Register under any criteria.

**Berkeley and General Area**

This historical overview of Berkeley, California, is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>1</sup>

*Mexican Land Grants*

The lands surrounding the APE were part of the Rancho San Antonio. In 1820, Governor Don Pablo Vicente de Sola granted approximately five leagues (45,000 acres) of land to Luis Maria Peralta in recognition of his military service and assistance in establishing missions. Luis Peralta never lived on the rancho, but lived nearby on a grant in present-day Contra Costa County. Instead, in 1842, he divided the land among his four sons. The portion that includes present day Berkeley and Albany was given to brothers Domingo and Vicente Peralta.

After the signing of the Treaty of Guadalupe Hidalgo in February 1848, the Peralta brothers were among the many landowners of Alta California whose ranchos were called into legal question. In 1852, the brothers filed their claim to their portion of Rancho San Antonio with the Board of Land Commissioners. The Commission upheld their claim in 1854, but their decision was not made legally binding until concurrence came from the Supreme Court in 1858. By that time, portions of the rancho were taken over by speculators who arrived during the Gold Rush, including Francis Shattuck, William Hillegass, George Blake, and James Leonard.

Continued on page 3.

B11. Additional Resource Attributes: (List attributes and codes) none  
\*B12. References:

See Continuation Sheet

B13. Remarks: none

\*B14. Evaluator: Amy Langford / ESA  
\*Date of Evaluation: October 2024



<sup>1</sup> Alta Archaeological Consulting, *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California*, October, 2024, 8-9.

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\*Recorded by: Amy Langford / ESA

\*Date: October 2024

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\*P3a. Description: (Continued from page 1)



Figure 1. Warehouse, view facing northwest. ESA, 2024.



Figure 2. Storeroom, view facing north. ESA, 2024.

\*B10. Significance: (Continued from page 2)

Such speculators squatted on rancho lands on the presumption that land grants may not be upheld and justified their continued residence on valid land grants by citing the “land monopolism” of rancho owners.

Additionally, the Peraltas’ title claim was trammled repeatedly by contests and defects, which caused difficulties into the late 1860s. As the process of filing land claims and paying for legal representation became costly, the Peraltas often used land to pay for debts.

*The American Period*

Concerted American settlement in the East Bay began in the early 1850s. James Jacobs and William Bowen established a wharf and inn on the shoreline of the bay, which formed the nucleus of the community of Ocean View. The area between Ocean View and the future University of California was primarily agricultural. The site of the university was selected by Henry D. Durant in 1858 and was then chosen as the permanent site by the board of trustees in 1860. The foundation of the University was instrumental in the evolution of the city, since, people chose to settle the city due to the prominence of the university. [...]

In 1868, the town of Berkeley became home to the University of California, an institution which quickly established the city as a renowned center for higher education. A spur line of the Central Pacific Railroad was built along Shattuck Avenue into Oakland in 1876, connecting Berkeley to the nation on the Transcontinental Railroad and firmly establishing its downtown. The town began to grow rapidly at the turn of the 20th century as new neighborhoods and rail transport lines were constructed. The population boomed as refugees fled San Francisco in the wake of the 1906 earthquake and fire. The Bay Bridge was completed in 1936, connecting the East Bay to San Francisco which led to the closure of the Berkeley ferry. From 1916 through the 1960s, policies such as single-family zoning laws caused increasing segregation in Berkeley’s urban areas, restricting Black and Asian residents to south and west Berkeley. The post-war growth of the defense industry attracted a diverse population of workers, with the Black population increasing due to migration, but the city was becoming starkly segregated.

The development of South Berkeley began in 1861 when Edward Dana Harmon purchased land near Alcatraz Avenue and King Street. In 1866 Harmon subdivided the land. Between 1872 and 1891 he built over forty Victorian homes. The spur line of the Central Pacific Railroad began operating along Adeline Street in 1876, and a train station was built at Alcatraz Avenue. The station was subsequently called Lorin Station after the neighborhood’s first post office. The small village of Lorin thrived and during the 1880s before it was annexed by Berkeley in 1892. The lands between Lorin and Berkeley, later known as Ashby Station, were mostly agricultural fields for many years.

**The Ashby Station Neighborhood and Streetcar Suburbs**

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This historic context is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>2</sup>

Ashby Avenue derives its name from the Ashby brothers, Mark T. and William. Little is known about the Ashby brothers due to their particular privacy in life. The brothers were early landowners in the Berkeley area before the city was conceived. They came from Newburyport, Massachusetts to San Francisco in the 1850s in response to the Gold Rush, where they began in the businesses of feed and fuel. They moved to Oakland a few years after their arrival and quickly pivoted towards the idea of ranching. The brothers purchased 187 acres of land in what is now Berkeley, possibly from Domingo Peralta or Horace Carpentier, and began growing grain, which was a valuable commodity at the time. Eventually, Mark Ashby built a house on the present-day northwest corner of College and Ashby Avenues; after a heated argument William moved out and built a home at Emerson and Wheeler Streets.

Seeing opportunity, the Ashby brothers slowly began subdividing and selling their formerly agricultural properties, facilitating suburban development in the Ashby Station neighborhood. In 1882, Mark Ashby filed a subdivision map for the Newbury Tract, which encompasses the APE. The Ashby brothers deeded land to the Central Pacific Railroad on its arrival, with the condition that the station be called Newbury, after their Massachusetts home. This naming convention lasted a short while; the station and the nascent surrounding neighborhood were renamed Ashby Station after the area's annexation into the city of Berkeley in 1891. What was left of Mark Ashby's estate upon his death in 1915—\$150,000 and a small lot—came into the possession of Elizabeth Terry White, their niece, who kept house for Mark Ashby and managed their affairs after their deaths.

Transportation has been fundamental in South Berkeley's history and development. The development of the railroads facilitated accelerated development of towns around the East Bay and laid the foundation for a complex interurban transportation network. When the University of California opened its first campus in Berkeley in 1873, the only way to reach the campus via Oakland was by horse drawn trolley and would take nearly one and a half hours. As previously mentioned, the city of Berkeley developed largely due to the emerging promise of the university; public transport accordingly developed around the university. In 1876 Leland Stanford established rail lines along Shattuck Avenue, thus connecting Berkeley to Oakland.

With the coming of the railroads into Berkeley, Ashby Station and other subdivisions of Berkeley soon became streetcar suburbs—mixed-use neighborhoods which were served by electric railways. Adeline Street in particular was one of the original routes of the San Francisco, Oakland, and San Jose Railway, which would later reorganize into the Key System. During the pre-automobile era the interurban railroad stations of Oakland and Berkeley served local residents with convenient public transit access to both San Francisco and Sacramento. Neighborhoods in Berkeley were soon developed around the services provided along the railroad corridors. Residential development was planned for ease of pedestrian traffic, and shops and services were established in storefronts along Adeline Street to serve the needs of nearby residents. Ashby Station was among the later neighborhoods to develop, with most buildings post-dating 1900. The 1891 connection of the Oakland Consolidated Street Railroad to Ashby Station along Shattuck Avenue broadened the accessibility of local public transit. This is thought to be a catalyst for suburban construction in this area.

The East Bay would be the last major region of independent urban railroads to be constructed in California. When completed, it stood as the last great example of electric railway development before WW1. Indeed, by 1912 trains were so numerous that no one was more than three blocks away from some form of public transportation in the city of Berkeley. The spread of the automobile would eventually cause its demise. In 1946, after many of the electric and rail systems had been abandoned, the Bay Area Electric Railroad Association was formed to preserve and interpret the history of the electric railroads.

#### Subject Property

##### *Property and Building History*

A review of early area maps indicates that the neighborhood partially bounded by Ashby Avenue to the north, Shattuck Avenue to the east, Emerson Street to the south, and Adeline Avenue to the west was comprised of residential, commercial, and light industrial properties during the early twentieth century. According to a 1911 Sanborn Fire Insurance Company map, the subject property once featured a dwelling and shop with frontage on Emerson Street (addressed 2009-2011 Emerson Street). The same map depicts a mattress factory occupying the entire east side of the parcel (addressed 2015 Emerson Street) (**Figure 3**). A review of early building permit records and a subsequent Sanborn Fire Insurance Company map

<sup>2</sup> Alta Archaeological Consulting, 9-10.

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indicate that by 1950 the earlier dwelling and factory had been demolished and replaced with an assemblage of smaller outbuildings (**Figure 4**). A review of historic aerial photographs suggests that several of the outbuildings were either demolished or relocated at some point between 1958 and the early 1960s (see **Table 1**).

The two extant buildings date to the 1960s. In 1963, property owner E. Peterson constructed a concrete block warehouse on the southwest corner of the lot. In 1966, property owner John C. Mitts added a storeroom / shop on the northeast corner of the lot (**Figure 5**). A 1968 aerial photograph indicates that a second addition was added to the north façade of the warehouse between 1966 and 1968. Subsequent historic aerials indicate no significant modifications to the subject property have been made since the late 1960s. Preliminary archival review indicates that the warehouse and storeroom have functioned as commercial and storages spaces for various businesses since the 1960s, although building permit and city directory records did not list any long-term occupants of the warehouse or shop. As of 2024, the ca. 1963 warehouse serves as a storages space for an antiques furniture store at 3017 Adeline Street.

**Table 1** below includes an accounting of these various changes recorded in historic aerial photographs and building permit records. Known owners and occupants of 2007 Emerson Street is summarized in **Table 2** below.

**Table 1: Property and Building History**

Date	Alternation / Change	Source
1920	A wood-frame garage is constructed on the subject property.	Property Card for 2007 Emerson (September 19, 1962)
1947	An existing shed (possibly the original garage) is relocated from the northwest corner of the property to the northeast corner of the property.	Building Permit #61510 (July 18, 1947)
1958 – 1966	A 1958 aerial photograph depicts the same buildings captured in a 1950 Sanborn map.	Historicaerials.com (composite image of 2007 Emerson Street, 1958).
1962	The garage has been converted into an antiques shop. A 10 by 24 feet addition has been constructed on the building's west façade.	Property Card for 2007 Emerson (September 19, 1962) See <b>Figure 5</b> .
1963	A concrete block warehouse is constructed on the southwest corner of the lot at 2007 Emerson Street.	Property Card for 2007 Emerson (unnumbered) (December 5, 1966)
1966	A land use permit is granted to John C. Mitts to permit commercial use of property "located east of 2007 Emerson Street."	Land Use Permit #428 (September 28, 1966).
1966	A "storeroom (shop)" is constructed on the northeast corner of the lot at 2007 Emerson Street	Building Permit #107544 (October 27, 1966)
1966	A former building (presumably the ca. 1920 garage / antiques shop) has been demolished (November 1966).	Property Inspection Report (unnumbered) (November 2, 1977).
1966	A 20 by 27 feet "display area" addition is constructed on the rear(north) façade of the warehouse.	Commercial Building Record (unnumbered) (ca. 1966)
Ca. 1966 – 1968	A comparison of a 1966 sketch of the warehouse ( <b>Figure 5</b> ) and a 1968 aerial photograph of the property suggests that a second addition has been added to the west of the "display area" addition. The warehouse now reflects its current-day footprint.	Historicaerials.com (composite image of 2007 Emerson Street, 1968).
1968 – 2004	A review of historic aerial photographs indicates that no significant alterations to the property have been made.	Historicaerials.com (composite image of 2007 Emerson Street, 1980; 1988; 1993; 2000; 2005; 2010; 2014; 2018; 2022)

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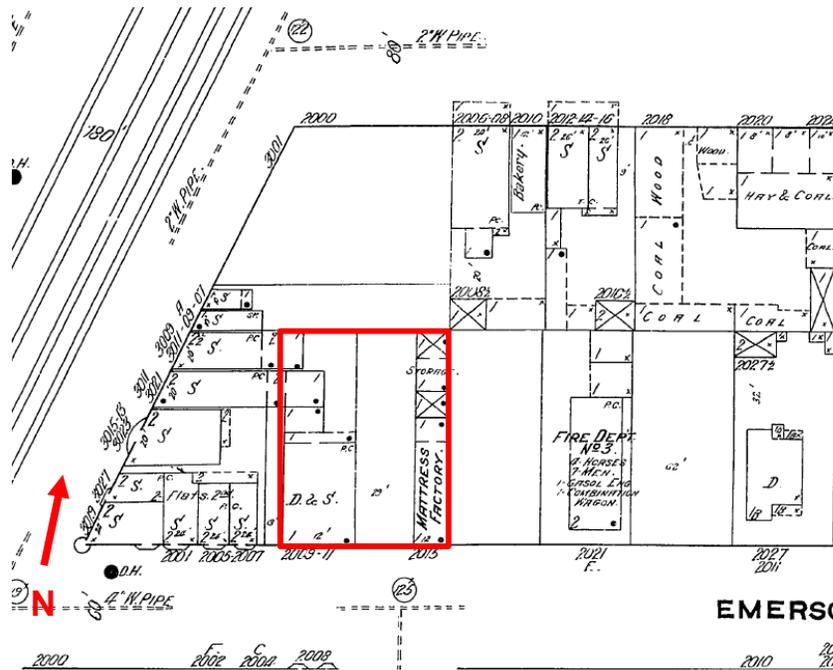
\*Date: October 2024

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**Table 2: Ownership and Occupancy History<sup>3</sup>**

Date	Owner / Occupant / Use	Source
1945 – 1946	Parker P. Ashton (owner)	Building Permit #59732 (August 26, 1946).
1947 – ca. 1962	Ralph B. Starnier (owner)	Building Permit #61510 (July 18, 1947); Pacific Telephone (1962) (EDR City Directory Report)
Ca. 1962 – 1966	E. Peterson (owner)	Building Permit #96190 (October 10, 1962)
1966 – Unknown	John C. and S.E. Mitts (owner)	Building Permit #107304 (September 22, 1966)
2016	Kulbir Singh (warehouse occupant)	Jiane C. Du, AIA, 2019 Emerson St., Berkeley, November 18, 2016, sheet A1.
2024	Shirley Mitts and Nancy Lake, Trust (owner)	Alameda County Assessor (2024)
2024	Chris Howard Antiques & Modern (warehouse occupant)	Google maps (2024)



Source: Sanborn Fire Insurance Company, Insurance Maps of Berkeley, California, 1911, sheet 192.  
**Figure 3.** The subject property features a dwelling / shop, ancillary structures, and mattress factory. Outlined in red.

<sup>3</sup> The individuals listed below are owners of the property, unless otherwise noted.

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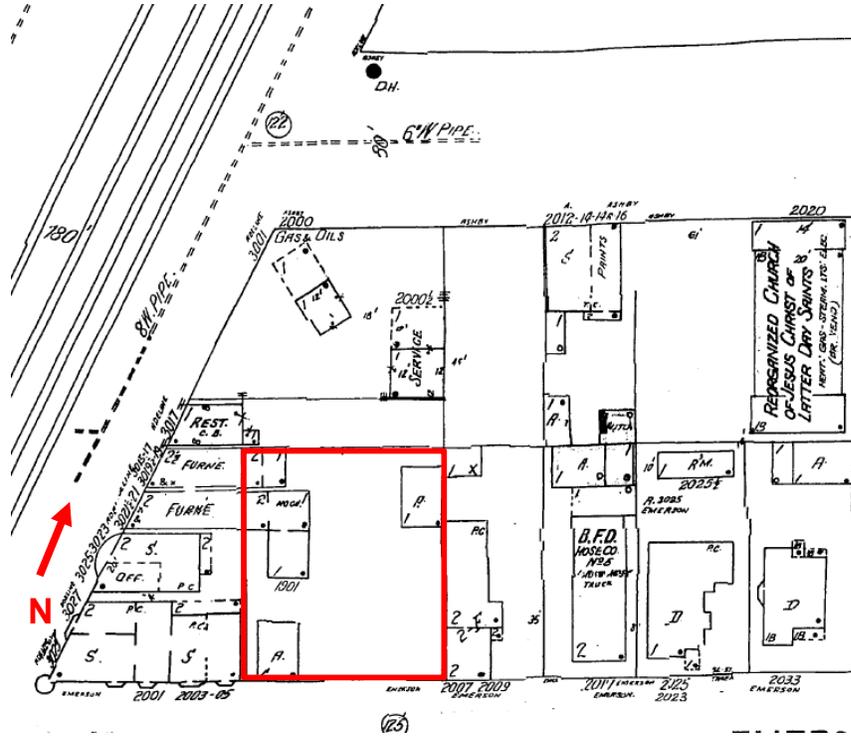
\*Resource Name or # 2007 Emerson Street

\*Recorded by: Amy Langford / ESA

\*Date: October 2024

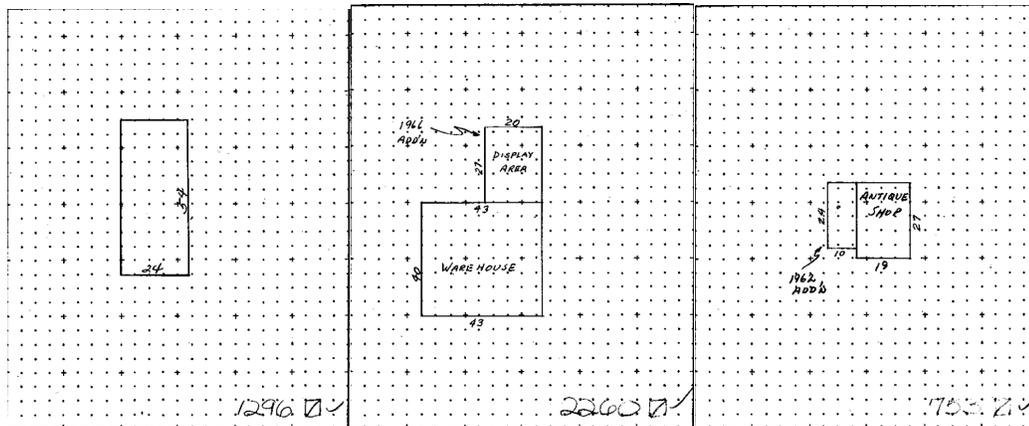
Continuation

Update



Source: Sanborn Fire Insurance Company, Insurance Maps of Berkeley, California, 1950, sheet 192.

**Figure 4.** The dwelling and mattress factory have been demolished and replaced by an assemblage of ancillary structures or outbuildings. Subject property outlined in red.



Source: Property Card for 2007 Emerson Street. September 5, 1966. On file with the City of Berkeley Permit Service Center. Berkeley, California.

**Figure 5.** From left to right, ca. 1966 sketches of the storeroom / shop, warehouse, and antiques shop (not extant).

Regulatory Framework

*National Register of Historic Places*

A property is eligible for listing in the National Register of Historic Places (National Register) if it meets the National Register listing criteria at 36 CFR 60.4, as stated below:

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The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and that:

- A) Are associated with events that have made a significant contribution to the broad patterns of our history, or
- B) Are associated with the lives of persons significant in our past, or
- C) Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction, or
- D) Have yielded, or may be likely to yield, information important in prehistory or history

*Integrity*

For a property to be eligible for listing in the National Register, it must meet one of the eligibility criteria discussed above as well as retain sufficient integrity. National Park Service guidance in "How to Apply the National Register Criteria for Evaluation" present seven aspects of integrity that should be considered when evaluating buildings as potential historic resources.<sup>4</sup> They are location, design, setting, materials, workmanship, feeling, and association.

Significance Evaluation

The subject property at 2007 Emerson Street (APN 053-1592-013) is evaluated below for potential historic significance according to National Register Criteria A through C. Eligibility under Criterion D is assessed in *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California* prepared by Alta Archaeological Consulting.

*Criterion A – Events*

The subject property was constructed between 1963 and 1966 during a time of increased commercial development in the City of Berkeley. Ashby Avenue, the Newbury Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I. The warehouse and storeroom at 2007 Emerson Street were built as typical commercial buildings that were common within the mixed residential and commercial neighborhood. However, it does not appear that there are any significant associations between 2007 Emerson Street and any significant milestones or events within the history of the City of Berkeley. As a modest commercial property in the Ashby Station neighborhood, the subject property reflects general trends associated with the commercial development of Berkeley. However, it does not appear to rise above the typical associations with local commercial development or the contextual period of development. Therefore, it is recommended ineligible under Criterion A.

*Criterion B – People*

Archival review did not uncover any significant associations between 2007 Emerson Street and historically significant persons in the past. The buildings have been occupied by various tenants since its original construction. Preliminary research does not indicate that any previous owner or occupant were historically significant persons within the context of the commercial development of South Berkeley. As research does not indicate that 2007 Emerson Street is significantly associated with the productive life of any significant person, it is recommended ineligible under Criterion B.

*Criterion C – Design*

The warehouse and storeroom at 2007 Emerson Street were constructed in 1963 and 1966, respectively, as commercial buildings in the Ashby Station neighborhood. Archival review does not indicate that either building is significant for its design or engineering. The warehouse and storeroom are modest example of a mid-century utilitarian commercial type and do not rise to the level necessary for inclusion in the NR. Both buildings were designed by civil engineer E.G. Peterson and local builder Frank Puccetti. Archival review does not indicate that either individual can be considered a master craftsman or are known for architectural achievement. For these reasons, 2007 Emerson Street is recommended ineligible under Criterion C.

Summary

The buildings at 2007 Emerson are recommended ineligible for listing in the National Register under any criteria. It is not significantly associated with events that are historically influential (Criterion A), nor are there any historically significant individuals who are associated with the property during their productive period of influence. They are modest examples of their style that does not rise to the level necessary for inclusion in the National Register. Information potential is discussed in a

<sup>4</sup> California Office of Historic Preservation, *Instructions for Recording Historical Resources*, (Sacramento: Office of Historic Preservation, 1995). Accessed October 4, 2024, <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

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separate report prepared by Alta Archaeological Consulting. Because the property is recommended ineligible for listing in the National Register, no further assessment of integrity is provided.

**\*B12. References:** (Continued from page 2)

Alta Archaeological Consulting. *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California*. October, 2024.

California Office of Historic Preservation. *Instructions for Recording Historical Resources*. Sacramento: Office of Historic Preservation, 1995. Accessed October 4, 2024. <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

City of Berkeley. Property Card for 2007 Emerson Street. September 19, 1962. On file at the City of Davis Permit Service Center. Berkeley, California.

City of Berkeley. Property Card for 2007 Emerson Street. December 5, 1966. On file at the City of Davis Permit Service Center. Berkeley, California.

City of Berkeley. Building Permit # 61510. July 18, 1947. On file at the City of Davis Permit Service Center. Berkeley, California.

City of Berkeley. Use Permit #428. September 28, 1966. On file at the City of Davis Permit Service Center. Berkeley, California.

City of Berkeley. Building Permit # 107544. October 27, 1966. On file at the City of Davis Permit Service Center. Berkeley, California.

City of Berkeley. Building Permit # 59732. August 26, 1946. On file at the City of Davis Permit Service Center. Berkeley, California.

City of Berkeley. Building Permit # 96190. October 12, 1962. On file at the City of Davis Permit Service Center. Berkeley, California.

City of Berkeley. Building Permit #107304. September 22, 1966. On file at the City of Davis Permit Service Center. Berkeley, California.

Du, Jiane C., AIA. *2019 Emerson St., Berkeley*. November 18, 2016. Sheet 81. On file at the City of Davis Permit Service Center. Berkeley, California.

Environmental Data Resources, Inc. City Directory Report for 2024 Ashby Avenue 106. Inquiry Number: 7776338.1. September 27, 2024.

Environmental Science Associates. *St. Paul Terrace Project, Cultural Resources Survey Report*. Prepared for Community Housing Development Corporation. October 2024.

Historicaerials.com. Composite aerial imagery for 2007 Emerson Street. 1958; 1968; 1980; 1988; 1993; 2000; 2005; 2010; 2014; 2018; 2022. Accessed September 24, 2024.

Parcelquest.com. Alameda County Assessor Records for 2007 Emerson Street (APN 053-1592-013). Accessed September 25, 2024.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. 1911. Sheet 192.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. 1950. Sheet 192.

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

Page 1 of 10 **\*Resource Name or #:** 2019 Emerson Street

**P1. Other Identifier:**

**\*P2. Location:**  Not for Publication  Unrestricted

**\*a. County** Alameda

**\*b. USGS 7.5' Quad** Oakland West **Date** 2021 **T** 01S ; **R** 04W ;  $\frac{1}{4}$  of  $\frac{1}{4}$  of **Sec** 11 ; **B.M.** MDM  
 Address 2019 Emerson Street City Berkeley Zip 94703

UTM: Zone 10S, 564366.54 mE/ 4189912.27 mN; NAD 83

e. Other Locational Data: APN 053-1592-030

**\*P3a. Description:** The two-story building located at 2019 Emerson Street was constructed in 1908 in the vernacular style and contains residential flats. It features a rectangular footprint, is of wood-frame construction, clad variously with v-groove wood board and wood panel siding, and capped with a gable roof. Typical windows are sliding and double-hung, metal- and vinyl-sash windows. The south façade faces Emerson Street and is clad in v-groove wood siding. Three windows on the first floor have been covered with horizontal wood siding and three windows are located on the second floor. Public access to the primary (east) façade is obstructed by a tall, wood panel gate. It appears primarily clad with v-groove wood siding and features sliding, vinyl-sash windows. A large, stucco-clad porch addition capped with a flat roof partially encloses the entrances to the residential flats (**Figure 1**). A metal stairway with a handrail provides access to the entrance(s) to the second floor residence. The west façade is clad with wood panel siding and features four sliding, sash windows on the first floor and two double-hung windows on the second floor. Continue on page 3.

**\*P3b. Resource Attributes:** HP3. Multiple family property.

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



P5b. Description of Photo: Oblique view of 2019 Emerson, view facing northwest. ESA, 2024.

**\*P6. Date Constructed/Age and Source:**

Historic  Prehistoric

Both

1908. Source: Property Card for 2017-2019 Emerson Street (1948).

**\*P7. Owner and Address:**

Richard Heintz and Jiane Du

2019 Emerson Street

Berkeley, CA 94701

**P8. Recorded by:**

Becky Urbano, ESA

180 Grand Avenue, Suite 1050

Oakland, CA 94612

**\*P9. Date Recorded:** September 25, 2024

**\*P10. Survey Type:** Intensive

**\*P11. Report Citation:** *St. Paul Terrace Project, Cultural Resources Survey Report*, prepared by ESA for Community Housing Development Corporation, October 2024.

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

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- B1. Historic Name: 2017 – 2019 Emerson Street
- B2. Common Name: none
- B3. Original Use: Rooming house
- B4. Present Use: condominium

\*B5. Architectural Style: Vernacular

\*B6. Construction History: (Construction date, alterations, and date of alterations)  
Constructed 1908. For additional information on known alterations to the subject property, see **Table 1** on page 5.

\*B7. Moved?  No  Yes  Unknown Date: N/A Original Location: N/A

\*B8. Related Features: none

B9a. Architect: Unknown b. Builder: Unknown

\*B10. Significance: Theme Ashby Station Neighborhood and Streetcar Suburbs Area South Berkeley  
Period of Significance 1908 Property Type Multiple family residence Applicable Criteria N/A

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

The residential building at 2019 Emerson Street is recommended ineligible for listing in the National Register under any criteria.

**Berkeley and General Area**

This historical overview of Berkeley, California, is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>1</sup>

*Mexican Land Grants*

The lands surrounding the APE were part of the Rancho San Antonio. In 1820, Governor Don Pablo Vicente de Sola granted approximately five leagues (45,000 acres) of land to Luis Maria Peralta in recognition of his military service and assistance in establishing missions. Luis Peralta never lived on the rancho, but lived nearby on a grant in present-day Contra Costa County. Instead, in 1842, he divided the land among his four sons. The portion that includes present day Berkeley and Albany was given to brothers Domingo and Vicente Peralta.

After the signing of the Treaty of Guadalupe Hidalgo in February 1848, the Peralta brothers were among the many landowners of Alta California whose ranchos were called into legal question. In 1852, the brothers filed their claim to their portion of Rancho San Antonio with the Board of Land Commissioners. The Commission upheld their claim in 1854, but their decision was not made legally binding until concurrence came from the Supreme Court in 1858. By that time, portions of the rancho were taken over by speculators who arrived during the Gold Rush, including Francis Shattuck, William Hillegass, George Blake, and James Leonard. Such speculators squatted on rancho lands on the presumption that land grants may not be upheld and justified their continued residence on valid land grants by citing the "land monopolism" of rancho owners. Continued on page 3.

B11. Additional Resource Attributes: (List attributes and codes) none

\*B12. References:

See Continuation Sheet

B13. Remarks: none

\*B14. Evaluator: Amy Langford / ESA  
\*Date of Evaluation: October 2024



<sup>1</sup> Alta Archaeological Consulting, *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California*, October, 2024, 8-9.

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\*P3a. Description: (Continued from page 1)



Figure 1. East façade of 2019 Emerson Street, view facing northwest. ESA, 2024.

\*B10. Significance: (Continued from page 2)

Additionally, the Peraltas' title claim was trammé repeatedly by contests and defects, which caused difficulties into the late 1860s. As the process of filing land claims and paying for legal representation became costly, the Peraltas often used land to pay for debts.

*The American Period*

Concerted American settlement in the East Bay began in the early 1850s. James Jacobs and William Bowen established a wharf and inn on the shoreline of the bay, which formed the nucleus of the community of Ocean View. The area between Ocean View and the future University of California was primarily agricultural. The site of the university was selected by Henry D. Durant in 1858 and was then chosen as the permanent site by the board of trustees in 1860. The foundation of the University was instrumental in the evolution of the city, since, people chose to settle the city due to the prominence of the university. [...]

In 1868, the town of Berkeley became home to the University of California, an institution which quickly established the city as a renowned center for higher education. A spur line of the Central Pacific Railroad was built along Shattuck Avenue into Oakland in 1876, connecting Berkeley to the nation on the Transcontinental Railroad and firmly establishing its downtown. The town began to grow rapidly at the turn of the 20th century as new neighborhoods and rail transport lines were constructed. The population boomed as refugees fled San Francisco in the wake of the 1906 earthquake and fire. The Bay Bridge was completed in 1936, connecting the East Bay to San Francisco which led to the closure of the Berkeley ferry. From 1916 through the 1960s, policies such as single-family zoning laws caused increasing segregation in Berkeley's urban areas, restricting Black and Asian residents to south and west Berkeley. The post-war growth of the defense industry attracted a diverse population of workers, with the Black population increasing due to migration, but the city was becoming starkly segregated.

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**The Ashby Station Neighborhood and Streetcar Suburbs**

This historic context is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>2</sup>

Ashby Avenue derives its name from the Ashby brothers, Mark T. and William. Little is known about the Ashby brothers due to their particular privacy in life. The brothers were early landowners in the Berkeley area before the city was conceived. They came from Newburyport, Massachusetts to San Francisco in the 1850s in response to the Gold Rush, where they began in the businesses of feed and fuel. They moved to Oakland a few years after their arrival and quickly pivoted towards the idea of ranching. The brothers purchased 187 acres of land in what is now Berkeley, possibly from Domingo Peralta or Horace Carpentier, and began growing grain, which was a valuable commodity at the time. Eventually, Mark Ashby built a house on the present-day northwest corner of College and Ashby Avenues; after a heated argument William moved out and built a home at Emerson and Wheeler Streets.

Seeing opportunity, the Ashby brothers slowly began subdividing and selling their formerly agricultural properties, facilitating suburban development in the Ashby Station neighborhood. In 1882, Mark Ashby filed a subdivision map for the Newbury Tract, which encompasses the APE. The Ashby brothers deeded land to the Central Pacific Railroad on its arrival, with the condition that the station be called Newbury, after their Massachusetts home. This naming convention lasted a short while; the station and the nascent surrounding neighborhood were renamed Ashby Station after the area's annexation into the city of Berkeley in 1891. What was left of Mark Ashby's estate upon his death in 1915—\$150,000 and a small lot—came into the possession of Elizabeth Terry White, their niece, who kept house for Mark Ashby and managed their affairs after their deaths.

Transportation has been fundamental in South Berkeley's history and development. The development of the railroads facilitated accelerated development of towns around the East Bay and laid the foundation for a complex interurban transportation network. When the University of California opened its first campus in Berkeley in 1873, the only way to reach the campus via Oakland was by horse drawn trolley and would take nearly one and a half hours. As previously mentioned, the city of Berkeley developed largely due to the emerging promise of the university; public transport accordingly developed around the university. In 1876 Leland Stanford established rail lines along Shattuck Avenue, thus connecting Berkeley to Oakland.

With the coming of the railroads into Berkeley, Ashby Station and other subdivisions of Berkeley soon became streetcar suburbs—mixed-use neighborhoods which were served by electric railways. Adeline Street in particular was one of the original routes of the San Francisco, Oakland, and San Jose Railway, which would later reorganize into the Key System. During the pre-automobile era the interurban railroad stations of Oakland and Berkeley served local residents with convenient public transit access to both San Francisco and Sacramento. Neighborhoods in Berkeley were soon developed around the services provided along the railroad corridors. Residential development was planned for ease of pedestrian traffic, and shops and services were established in storefronts along Adeline Street to serve the needs of nearby residents. Ashby Station was among the later neighborhoods to develop, with most buildings post-dating 1900. The 1891 connection of the Oakland Consolidated Street Railroad to Ashby Station along Shattuck Avenue broadened the accessibility of local public transit. This is thought to be a catalyst for suburban construction in this area.

The East Bay would be the last major region of independent urban railroads to be constructed in California. When completed, it stood as the last great example of electric railway development before WW1. Indeed, by 1912 trains were so numerous that no one was more than three blocks away from some form of public transportation in the city of Berkeley. The spread of the automobile would eventually cause its demise. In 1946, after many of the electric and rail systems had been abandoned, the Bay Area Electric Railroad Association was formed to preserve and interpret the history of the electric railroads.

Subject Property

*Property and Building History*

A review of early area maps indicates that the neighborhood partially bounded by Ashby Avenue to the north, Shattuck Avenue to the east, Emerson Street to the south, and Adeline Avenue to the west was comprised of residential, commercial, and light industrial properties during the early twentieth century. Early building permit records indicate that the two-story building at 2019 Emerson was constructed in 1908. The building first appears in a 1931 aerial photograph (**Figure 2**) to the

<sup>2</sup> Alta Archaeological Consulting, 9-10.





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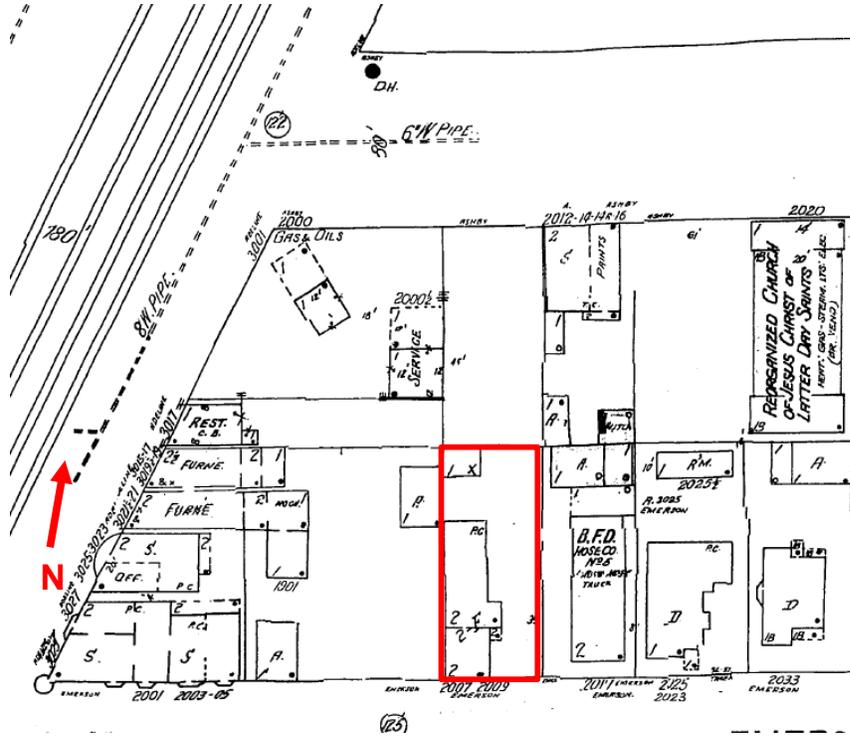
\*Resource Name or # 2019 Emerson Street

\*Recorded by: Amy Langford / ESA

\*Date: October 2024

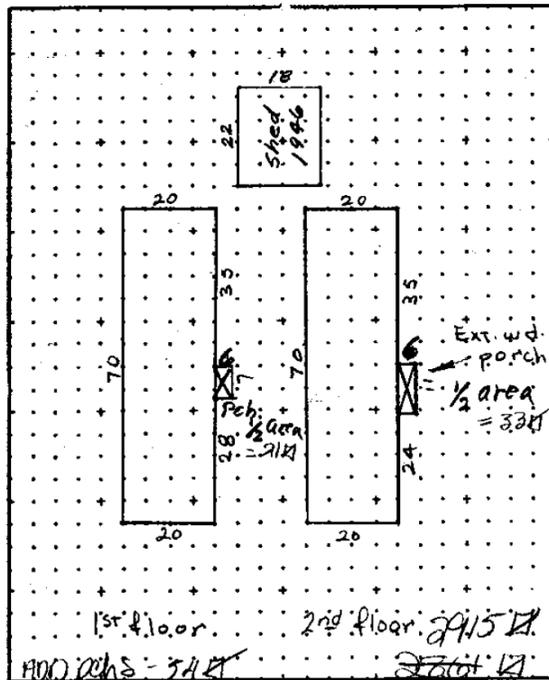
Continuation

Update



Source: Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. 1950. Sheet 192.

Figure 3. The two-story building appears on the subject property (addressed 2007 – 2009 Ashby Avenue). Subject property outlined in red.



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\*Recorded by: Amy Langford / ESA

\*Date: October 2024

Continuation

Update

Source: Property Card for 2017-2019 Emerson Street. February 26, 1948. On file with the City of Berkeley Permit Service Center. Berkeley, California.

Figure 4. 1948 sketch of the two-story building and shed.

Regulatory Framework

*National Register of Historic Places*

A property is eligible for listing in the National Register of Historic Places (National Register) if it meets the National Register listing criteria at 36 CFR 60.4, as stated below:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and that:

- A) Are associated with events that have made a significant contribution to the broad patterns of our history, or
- B) Are associated with the lives of persons significant in our past, or
- C) Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction, or
- D) Have yielded, or may be likely to yield, information important in prehistory or history

*Integrity*

For a property to be eligible for listing in the National Register, it must meet one of the eligibility criteria discussed above as well as retain sufficient integrity. National Park Service guidance in "How to Apply the National Register Criteria for Evaluation" present seven aspects of integrity that should be considered when evaluating buildings as potential historic resources.<sup>5</sup> They are location, design, setting, materials, workmanship, feeling, and association.

Significance Evaluation

The subject property at 2019 Emerson Street (APN 053-1592-030) is evaluated below for potential historic significance according to National Register Criteria A through C. Eligibility under Criterion D is assessed in *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California* prepared by Alta Archaeological Consulting.

*Criterion A – Event.*

The subject property was constructed in 1908 in the Ashby Station neighborhood during a time of increased residential development in the City of Berkeley. Ashby Avenue, the Newburry Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I. 2019 Emerson Street was built as a typical rooming house / multiple-family dwelling common within the mixed residential and commercial neighborhood that grew near Ashby Station. 2019 Emerson Street is one of many residences which were constructed within walking distance of areas served by streetcar lines, which by 1912, was the vast majority of small residential improvements within the City of Berkeley and does not represent any significant milestones or events within the history of the City of Berkeley. Furthermore, no evidence relating 2019 Emerson Street to any other specific significant historic events was identified. Therefore, it is recommended ineligible under Criterion A.

*Criterion B – Person.*

Preliminary archival review does not indicate that there are any significant associations between 2019 Emerson Street and significant persons. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person of significance having lived in or been associated with the subject property. Historically, the building was part of the real estate portfolio of multiple local property owners, and none of the building's residents appeared to have remained there for longer than a few years. For these reasons, 2019 Emerson Street is recommended ineligible for listing under Criterion B.

*Criterion C – Design/Construction.*

The subject property at 2019 Emerson Street was constructed as a hotel / rooming house in 1908 in the Ashby Station neighborhood. It is an example of a modest vernacular building with few distinguishing characteristics and does not rise to the level necessary for inclusion in the National Register. It does not appear to be significant for its design or engineering. No specific architect or designer is associated with the building at 2019 Emerson Street, nor does it appear to be the work of a

<sup>5</sup> California Office of Historic Preservation, *Instructions for Recording Historical Resources*, (Sacramento: Office of Historic Preservation, 1995). Accessed October 4, 2024, <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

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\*Recorded by: Amy Langford / ESA

\*Date: October 2024

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master architect. Furthermore, building permits from the City of Berkeley indicate that 2019 Emerson Street has been subject to a variety of modifications including a substantial interior conversion to a three-unit condominium and a large porch addition to the east facade which have altered 2019 Emerson's original appearance. Therefore, it is recommended ineligible under Criterion C.

Summary

The residential building at 2019 Emerson Street is recommended ineligible for listing in the National Register under any criteria. It is not significantly associated with events that are historically influential (Criterion A), nor are there any historically significant individuals who are associated with the property during their productive period of influence. It is a modest example of its style that does not rise to the level necessary for inclusion in the National Register. Information potential is discussed in a separate report prepared by Alta Archaeological Consulting. Because the property is recommended ineligible for listing in the National Register, no further assessment of integrity is provided.

**\*B12. References:** (Continued from page 2)

Alta Archaeological Consulting. *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California*. October, 2024.

Environmental Data Resources, Inc. City Directory Report for 2024 Ashby Avenue 106. Inquiry Number: 7776338.1. September 27, 2024.

California Office of Historic Preservation. *Instructions for Recording Historical Resources*. Sacramento: Office of Historic Preservation, 1995. Accessed October 4, 2024. <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

City of Berkeley. Property Card for 2017-2019 Emerson Street. February 26, 1948. On file at the City of Berkeley Permit Service Station. Berkeley, California.

City of Berkeley. Building Permit #59732. 1946 On file at the City of Berkeley Permit Service Station. Berkeley, California.

City of Berkeley. Building Permit #92-0231. 1992. On file at the City of Berkeley Permit Service Station. Berkeley, California.

City of Berkeley. Home Occupation Application. #0790000547. August 4, 2007. On file at the City of Berkeley Permit Service Station. Berkeley, California.

Du, Jiane C., AIA. *2019 Emerson St., Berkeley*. November 18, 2016. Sheet 81. On file at the City of Davis Permit Service Center. Berkeley, California.

Environmental Science Associates. *St. Paul Terrace Project, Cultural Resources Survey Report*. Prepared for Community Housing Development Corporation. October 2024.

Historicaerials.com. Composite aerial imagery for 2019 Emerson Street. 1988; 2000. Accessed September 27, 2024.

Parcelquest.com. Alameda County Assessor Records for 2019 Emerson Street (APN 053-1592-030). Accessed September 24, 2024.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. 1911. Sheet 192.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. 1950. Sheet 192.

UC Santa Barbara Library, Framefinder aerial photography, Flight C\_1820, Frame Z – 1, Scale 1:9,600. October 11, 1931. Accessed September 27, 2024.

State of California — The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary  
 HRI #  
 Trinomial  
**NRHP Status Code** 6Y

Other Listings  
 Review Code

Reviewer

Date

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**\*Resource Name or #:** 2021 Emerson Street

**P1. Other Identifier:** APN 053-1592-011

**\*P2. Location:**  Not for Publication  Unrestricted

**\*a. County** Alameda

**\*b. USGS 7.5' Quad** Oakland West **Date** 2021 **T** 01S ; **R** 04W ; ¼ of ¼ of **Sec 11**; **B.M.** MDM  
 Address 2021 Emerson Street **City** Berkeley **Zip** 94703  
 UTM: Zone 10S, 564375.42 mE, 10566058.63 mN; NAD 83

**e. Other Locational Data:**

**\*P3a. Description:**

The Subject Property located at 2021 Emerson Street, is a two-story, six-unit, multi-family residential building with a rectangular footprint. The primary façade of the building faces south, overlooking Emerson Street. The building, constructed in 1965, is of wood-frame construction and clad in stucco and features a hipped/front-gabled roof covered with asphalt shingles. Typical fenestration of the Subject Property consists of vinyl slider windows. The building is set back from the street and features three parking spaces underneath an overhanging second floor porch in addition to a surface parking lot in front which is partially enclosed by a full-height wood fence.

The primary (south) façade features a second-story porch which runs the length of the façade and is accessible via two sets of sliding glass and screen doors. Entrances to the six units are not visible from the public right of way. The secondary (east and west) façades feature small vinyl slider windows and no visible entrances.

**\*P3b. Resource Attributes:** HP3: Multiple family property (6 units)

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



**P5b. Description of Photo:** Primary (south) elevation of 2021 Emerson Street, view to north (ESA, 2024)

**\*P6. Date Constructed/Age and Source:**

Historic  Prehistoric  
 Both  
 1965, City of Berkeley building records

**\*P7. Owner and Address:**

Vicars Jon A. Nubuko & Richard A. Etal  
 102 Samoa Court  
 San Ramon, CA 94582

**P8. Recorded by:**

Becky Urbano, ESA  
 180 Grand Avenue, Suite 1050  
 Oakland, CA 94612

**\*P9. Date Recorded:** September 25, 2024

**\*P10. Survey Type:** Intensive

**\*P11. Report Citation:** *St. Paul Terrace Project, Cultural Resources Survey Report*, prepared by ESA for Community Housing Development Corporation, October 2024

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

State of California — The Resources Agency  
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B1. Historic Name:  
B2. Common Name:  
B3. Original Use: Multifamily residence (6 units) B4. Present Use: Multifamily residence (6 units)

\*B5. Architectural Style:

\*B6. Construction History: (Construction date, alterations, and date of alterations)  
See Continuation sheet.

\*B7. Moved?  No  Yes  Unknown Date: N/A Original Location: N/A

\*B8. Related Features:

B9a. Architect: Tom D. Brooks

b. Builder: Sampson Construction Co

\*B10 Significance: Theme Ashby Station Neighborhood and Streetcar Suburbs Area South Berkeley  
Period of Significance ca. 1963-1966 Property Type Multi-family residence Applicable Criteria N/A

The Subject Property at 2021 Emerson Street is recommended ineligible for listing in the National Register under all criteria.

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

**Berkeley and General Area**

This historical overview of Berkeley, California, is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>1</sup>

*Mexican Land Grants*

The lands surrounding the APE were part of the Rancho San Antonio. In 1820, Governor Don Pablo Vicente de Sola granted approximately five leagues (45,000 acres) of land to Luis Maria Peralta in recognition of his military service and assistance in establishing missions. Luis Peralta never lived on the rancho, but lived nearby on a grant in present-day Contra Costa County. Instead, in 1842, he divided the land among his four sons. The portion that includes present day Berkeley and Albany was given to brothers Domingo and Vicente Peralta.

Continued on page 3.

B11. Additional Resource Attributes: none

\*B12. References:

See Continuation Sheet

B13. Remarks:

\*B14. Evaluator: Antonette Hrycyk, Environmental Science Associates

\*Date of Evaluation: October 2024



<sup>1</sup> Alta Archaeological Consulting, *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California*, October, 2024, 8-9.

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\*Recorded by: A. Hrycyk, Environmental Science Associates \*Date: October 2024  Continuation  Update

**\*B10. Significance:** (Continued from page 2)

After the signing of the Treaty of Guadalupe Hidalgo in February 1848, the Peralta brothers were among the many landowners of Alta California whose ranchos were called into legal question. In 1852, the brothers filed their claim to their portion of Rancho San Antonio with the Board of Land Commissioners. The Commission upheld their claim in 1854, but their decision was not made legally binding until concurrence came from the Supreme Court in 1858. By that time, portions of the rancho were taken over by speculators who arrived during the Gold Rush, including Francis Shattuck, William Hillegass, George Blake, and James Leonard. Such speculators squatted on rancho lands on the presumption that land grants may not be upheld, and justified their continued residence on valid land grants by citing the “land monopolism” of rancho owners.

Additionally, the Peraltas’ title claim was trammled repeatedly by contests and defects, which caused difficulties into the late 1860s. As the process of filing land claims and paying for legal representation became costly, the Peraltas often used land to pay for debts.

*The American Period*

Concerted American settlement in the East Bay began in the early 1850s. James Jacobs and William Bowen established a wharf and inn on the shoreline of the bay, which formed the nucleus of the community of Ocean View. The area between Ocean View and the future University of California was primarily agricultural. The site of the university was selected by Henry D. Durant in 1858 and was then chosen as the permanent site by the board of trustees in 1860. The foundation of the University was instrumental in the evolution of the city, since, people chose to settle the city due to the prominence of the university. [...]

In 1868, the town of Berkeley became home to the University of California, an institution which quickly established the city as a renowned center for higher education. A spur line of the Central Pacific Railroad was built along Shattuck Avenue into Oakland in 1876, connecting Berkeley to the nation on the Transcontinental Railroad and firmly establishing its downtown. The town began to grow rapidly at the turn of the 20th century as new neighborhoods and rail transport lines were constructed. The population boomed as refugees fled San Francisco in the wake of the 1906 earthquake and fire. The Bay Bridge was completed in 1936, connecting the East Bay to San Francisco which led to the closure of the Berkeley ferry. From 1916 through the 1960s, policies such as single-family zoning laws caused increasing segregation in Berkeley’s urban areas, restricting Black and Asian residents to south and west Berkeley. The post-war growth of the defense industry attracted a diverse population of workers, with the Black population increasing due to migration, but the city was becoming starkly segregated.

The development of South Berkeley began in 1861 when Edward Dana Harmon purchased land near Alcatraz Avenue and King Street. In 1866 Harmon subdivided the land. Between 1872 and 1891 he built over forty Victorian homes. The spur line of the Central Pacific Railroad began operating along Adeline Street in 1876, and a train station was built at Alcatraz Avenue. The station was subsequently called Lorin Station after the neighborhood’s first post office. The small village of Lorin thrived and during the 1880s before it was annexed by Berkeley in 1892. The lands between Lorin and Berkeley, later known as Ashby Station, were mostly agricultural fields for many years.

**The Ashby Station Neighborhood and Streetcar Suburbs**

This historic context is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>2</sup>

Ashby Avenue derives its name from the Ashby brothers, Mark T. and William. Little is known about the Ashby brothers due to their particular privacy in life. The brothers were early landowners in the Berkeley area before the city was conceived. They came from Newburyport, Massachusetts to San Francisco in the 1850s in response to the Gold Rush, where they began in the businesses of feed and fuel. They moved to Oakland a few years after their arrival and quickly pivoted towards the idea of ranching. The brothers purchased 187 acres of land in what is now Berkeley, possibly from Domingo Peralta or Horace Carpentier, and began growing grain, which was a valuable commodity at the time. Eventually, Mark Ashby built a house on the present-day northwest corner of College and Ashby Avenues; after a heated argument William moved out and built a home at Emerson and Wheeler Streets.

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<sup>2</sup> Alta Archaeological Consulting, 9-10.

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\*Resource Name or # 2021 Emerson Street

\*Recorded by: A. Hrycyk, Environmental Science Associates \*Date: October 2024  Continuation  Update

properties, facilitating suburban development in the Ashby Station neighborhood. In 1882, Mark Ashby filed a subdivision map for the Newbury Tract, which encompasses the APE. The Ashby brothers deeded land to the Central Pacific Railroad on its arrival, with the condition that the station be called Newbury, after their Massachusetts home. This naming convention lasted a short while; the station and the nascent surrounding neighborhood were renamed Ashby Station after the area's annexation into the city of Berkeley in 1891. What was left of Mark Ashby's estate upon his death in 1915—\$150,000 and a small lot—came into the possession of Elizabeth Terry White, their niece, who kept house for Mark Ashby and managed their affairs after their deaths.

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With the coming of the railroads into Berkeley, Ashby Station and other subdivisions of Berkeley soon became streetcar suburbs—mixed-use neighborhoods which were served by electric railways. Adeline Street in particular was one of the original routes of the San Francisco, Oakland, and San Jose Railway, which would later reorganize into the Key System. During the pre-automobile era the interurban railroad stations of Oakland and Berkeley served local residents with convenient public transit access to both San Francisco and Sacramento. Neighborhoods in Berkeley were soon developed around the services provided along the railroad corridors. Residential development was planned for ease of pedestrian traffic, and shops and services were established in storefronts along Adeline Street to serve the needs of nearby residents. Ashby Station was among the later neighborhoods to develop, with most buildings post-dating 1900. The 1891 connection of the Oakland Consolidated Street Railroad to Ashby Station along Shattuck Avenue broadened the accessibility of local public transit. This is thought to be a catalyst for suburban construction in this area.

The East Bay would be the last major region of independent urban railroads to be constructed in California. When completed, it stood as the last great example of electric railway development before WW1. Indeed, by 1912 trains were so numerous that no one was more than three blocks away from some form of public transportation in the city of Berkeley. The spread of the automobile would eventually cause its demise. In 1946, after many of the electric and rail systems had been abandoned, the Bay Area Electric Railroad Association was formed to preserve and interpret the history of the electric railroads.

Subject Property

*Property and Building History*

The Newbury Tract, where the Subject Property is located, was subdivided in 1882. Previous to the construction of the Subject Property in 1964, the parcel was occupied by Berkeley Fire Department. Sanborn Fire Insurance Maps label it as Fire Station No. 3 in 1911 and Fire Station No. 5 in 1950. Building permits obtained from the City of Berkeley indicate the Subject Property was constructed in 1964 as an apartment building with an original orientation of two 3-room units and four 2-room units. The only other building permits received from the City were for new roofs in 1984 and 1989. However, the building file from the City of Berkeley indicates that throughout the 1980s, the Subject Property had multiple violations of residential building codes filed by tenants and the City. A summary of building records for the Subject Property obtained from the City of Berkeley is found below, in **Table 1**.

**Table 1: Property and Building History**

Date	Alternation / Change	Source
1964	Permit #101135 for construction of apartment building, cost \$40,000 Original building number given as 2017 Emerson "new six unit wood frame stucco apartment building to be build on empty lot, 2 3-room units, 4 2-room units)  Owner: Emerson II Investors, 1942 Shattuck Ave	City of Berkeley





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\*Resource Name or # 2021 Emerson Street

\*Recorded by: A. Hrycyk, Environmental Science Associates \*Date: October 2024  Continuation  Update

2021 Emerson Street from its initial appearance. No specific architect or designer is associated with the building at 2021 Emerson Street, nor does it appear to be the work of a master architect. For these reasons, 2021 Emerson Street is recommended ineligible under Criterion C.

Summary

The residential building at 2021 Emerson Avenue is recommended ineligible for listing in the National Register under any criteria. It is not significantly associated with events that are historically influential (Criterion A), nor are there any historically significant individuals who are associated with the property during their productive period of influence. It is a modest example of its style that does not rise to the level necessary for inclusion in the National Register. Information potential is discussed in a separate report prepared by Alta Archaeological Consulting. Because the property is recommended ineligible for listing in the National Register, no further assessment of integrity is provided.

**\*B12. References:** (Continued from page 2)

Alta Archaeological Consulting. *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California.* October, 2024.

City of Berkeley, Property Card for 2021 Emerson Avenue, on file at the City of Berkeley Land Use Division, Berkeley, California.

City of Berkeley Building Permit Records for 2021 Emerson Avenue. On file at the City of Berkeley Land Use Division.

Environmental Data Resources, Inc. City Directory Report for 2024 Ashby Avenue 106. Inquiry Number: 7776338.1. September 27, 2024.

Parcelquest.com. Alameda County Assessor Records for 2021 Emerson Avenue (APN 053-1592-011). Accessed September 25, 2024.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. 1911. 1950.

<b>State of California — The Resources Agency</b> <b>DEPARTMENT OF PARKS AND RECREATION</b> <b>PRIMARY RECORD</b>	Primary
	HRI #
	Trinomial
	<b>NRHP Status Code</b> 6Y
Other Listings	Reviewer
Review Code	Date

Page 1 of 8 \*Resource Name or #: 2025 Emerson Street

P1. Other Identifier: APN: 052-1592-010

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Alameda

\*b. USGS 7.5' Quad Oakland West Date 2021 T 01S ; R 04W ; ¼ of ¼ of Sec 11 ; B.M. MDM  
 Address 2025 Emerson Street City Berkeley Zip 94703

UTM: Zone 10 S 564389.91 mE, 4189933.57 mN; NAD 83

e. Other Locational Data:

**\*P3a. Description:**

The Subject Property located at 2021 Emerson Street contains two buildings: a one-and-a-half story, four-unit, multi-family residential building with a rectangular footprint (described below as Building A) and a one-story single family residential building with a rectangular footprint (described below as Building B). Building A, the multi-family residence is closer to Ashby Avenue while Building B, the single-family residence, is located to the north at the rear of the parcel. The primary elevation of Building A faces south, overlooking Emerson Street. An asphalt driveway runs along the east border of the parcel, approximately half the length of the lot and a variety of landscaping/vegetation is found north of Building A and south of Building B.

(Continued on page 3)

\*P3b. Resource Attributes: HP3: Multiple family property (3 units)

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



P5b. Description of Photo: Primary (south) and secondary (east) elevations of 2025 Emerson Street, view to northwest (ESA, 2024).

**\*P6. Date Constructed/Age and Source:**

Historic  Prehistoric

Both

1924, City of Berkeley building records

**\*P7. Owner and Address:**

Anita H. and Keung Cheung

2025 Emerson Street

Berkeley, CA

**P8. Recorded by:**

Becky Urbano, ESA

180 Grand Avenue, Suite 1050

Oakland, CA 94612

\*P9. Date Recorded: September 25, 2024

\*P10. Survey Type: Intensive

\*P11. Report Citation: *St. Paul Terrace Project, Cultural Resources Survey Report*, prepared by ESA for Community Housing Development Corporation, October 2024

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

State of California — The Resources Agency  
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HRI#

\*Resource Name or # 2025 Emerson Street \*NRHP Status Code 6Y  
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B1. Historic Name: 2025 Emerson Street, Units A-C; 2023 Emerson Street  
B2. Common Name:  
B3. Original Use: Single family residence B4. Present Use: Multifamily residence  
\*B5. Architectural Style: Craftsman (modified)  
\*B6. Construction History: (Construction date, alterations, and date of alterations)  
See page 3.

\*B7. Moved?  No  Yes  Unknown Date: Original Location:  
\*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown  
\*B10 Significance: Theme Ashby Station Neighborhood and Streetcar Suburbs Area South Berkeley  
Period of Significance ca. 1963-1966 Property Type Single Family Residence Applicable Criteria N/A

The Subject Property at 2025 Emerson Street are recommended ineligible for listing in the National Register under any criteria.

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

**Berkeley and General Area**

This historical overview of Berkeley, California, is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>1</sup>

*Mexican Land Grants*

The lands surrounding the APE were part of the Rancho San Antonio. In 1820, Governor Don Pablo Vicente de Sola granted approximately five leagues (45,000 acres) of land to Luis Maria Peralta in recognition of his military service and assistance in establishing missions. Luis Peralta never lived on the rancho, but lived nearby on a grant in present-day Contra Costa County. Instead, in 1842, he divided the land among his four sons. The portion that includes present day Berkeley and Albany was given to brothers Domingo and Vicente Peralta.

Continued on page 3.

B11. Additional Resource Attributes: HP2: Single family residence  
\*B12. References:

See Continuation Sheet

B13. Remarks:

\*B14. Evaluator: Antonette Hrycyk, Environmental Science Associates  
\*Date of Evaluation: October 2024



<sup>1</sup> Alta Archaeological Consulting, *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California*, October, 2024, 8-9.

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\*Resource Name or # 2025 Emerson Street

\*Recorded by: A. Hrycyk, Environmental Science Associates \*Date: October 2024  Continuation  Update

\*P3a. Description: (Continued from page 1)

The building closest to the street was originally constructed in 1924 as a single-family residence and was converted to house three residential units/apartments in 1942, according to City of Berkeley building permits. The rear building was originally constructed as a shed in 1945 and was remodeled to a single-family residence in 1943 and given the street address of 2027 Emerson Street, according to building permits obtained from the City of Berkeley. Building A appears to have originally been constructed as a vernacular Craftsman bungalow but has been subject to a variety of modifications over time.

Building A is of wood-frame construction on a reinforced concrete foundation and is clad in stucco. The building features two volumes, one with a cross-gabled roof with overhanging eaves with exposed rafter tails and knee braces which faces Ashby Street and a rear volume which features a cross-gable roof; all roofs are clad in what appear to be asphalt shingles. Typical fenestration consists of double-hung windows. The primary (south) elevation features an entrance accessed via stairs under a covered porch with a front gable roof with overhanging eaves and exposed rafter tails supported by rectangular piers which spans approximately one-third of the primary façade. This elevation features a fixed picture window centered between two double-hung 1:1 windows which are likely contemporary replacement windows. The east elevation features a projecting window with four double-hung 1:1 windows and metal-screen door. The rear volume appears to feature the same open eaves with knee braces and fixed, multi-pane windows.

Building B was not visible from the public right of way, but review of aerial images from Google Earth indicates this Building B features a flat roof and an entrance on the south elevation under a cantilevered overhang.

\*B10. Significance: (Continued from page 2)

After the signing of the Treaty of Guadalupe Hidalgo in February 1848, the Peralta brothers were among the many landowners of Alta California whose ranchos were called into legal question. In 1852, the brothers filed their claim to their portion of Rancho San Antonio with the Board of Land Commissioners. The Commission upheld their claim in 1854, but their decision was not made legally binding until concurrence came from the Supreme Court in 1858. By that time, portions of the rancho were taken over by speculators who arrived during the Gold Rush, including Francis Shattuck, William Hillegass, George Blake, and James Leonard. Such speculators squatted on rancho lands on the presumption that land grants may not be upheld, and justified their continued residence on valid land grants by citing the “land monopolism” of rancho owners.

Additionally, the Peraltas’ title claim was trammled repeatedly by contests and defects, which caused difficulties into the late 1860s. As the process of filing land claims and paying for legal representation became costly, the Peraltas often used land to pay for debts.

*The American Period*

Concerted American settlement in the East Bay began in the early 1850s. James Jacobs and William Bowen established a wharf and inn on the shoreline of the bay, which formed the nucleus of the community of Ocean View. The area between Ocean View and the future University of California was primarily agricultural. The site of the university was selected by Henry D. Durant in 1858 and was then chosen as the permanent site by the board of trustees in 1860. The foundation of the University was instrumental in the evolution of the city, since, people chose to settle the city due to the prominence of the university. [...]

In 1868, the town of Berkeley became home to the University of California, an institution which quickly established the city as a renowned center for higher education. A spur line of the Central Pacific Railroad was built along Shattuck Avenue into Oakland in 1876, connecting Berkeley to the nation on the Transcontinental Railroad and firmly establishing its downtown. The town began to grow rapidly at the turn of the 20th century as new neighborhoods and rail transport lines were constructed. The population boomed as refugees fled San Francisco in the wake of the 1906 earthquake and fire. The Bay Bridge was completed in 1936, connecting the East Bay to San Francisco which led to the closure of the Berkeley ferry. From 1916 through the 1960s, policies such as single-family zoning laws caused increasing segregation in Berkeley’s urban areas, restricting Black and Asian residents to south and west Berkeley. The post-war growth of the defense industry attracted a diverse population of workers, with the Black population increasing due to migration, but the city was becoming starkly segregated.

The development of South Berkeley began in 1861 when Edward Dana Harmon purchased land near Alcatraz Avenue and King Street. In 1866 Harmon subdivided the land. Between 1872 and 1891 he built over forty Victorian homes. The spur line of the Central Pacific Railroad began operating along Adeline Street in 1876, and a train station was built at Alcatraz Avenue. The station was subsequently called Lorin

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\*Resource Name or # 2025 Emerson Street

\*Recorded by: A. Hrycyk, Environmental Science Associates \*Date: October 2024  Continuation  Update

Station after the neighborhood's first post office. The small village of Lorin thrived and during the 1880s before it was annexed by Berkeley in 1892. The lands between Lorin and Berkeley, later known as Ashby Station, were mostly agricultural fields for many years.

#### The Ashby Station Neighborhood and Streetcar Suburbs

This historic context is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>2</sup>

Ashby Avenue derives its name from the Ashby brothers, Mark T. and William. Little is known about the Ashby brothers due to their particular privacy in life. The brothers were early landowners in the Berkeley area before the city was conceived. They came from Newburyport, Massachusetts to San Francisco in the 1850s in response to the Gold Rush, where they began in the businesses of feed and fuel. They moved to Oakland a few years after their arrival and quickly pivoted towards the idea of ranching. The brothers purchased 187 acres of land in what is now Berkeley, possibly from Domingo Peralta or Horace Carpentier, and began growing grain, which was a valuable commodity at the time. Eventually, Mark Ashby built a house on the present-day northwest corner of College and Ashby Avenues; after a heated argument William moved out and built a home at Emerson and Wheeler Streets.

Seeing opportunity, the Ashby brothers slowly began subdividing and selling their formerly agricultural properties, facilitating suburban development in the Ashby Station neighborhood. In 1882, Mark Ashby filed a subdivision map for the Newbury Tract, which encompasses the APE. The Ashby brothers deeded land to the Central Pacific Railroad on its arrival, with the condition that the station be called Newbury, after their Massachusetts home. This naming convention lasted a short while; the station and the nascent surrounding neighborhood were renamed Ashby Station after the area's annexation into the city of Berkeley in 1891. What was left of Mark Ashby's estate upon his death in 1915—\$150,000 and a small lot—came into the possession of Elizabeth Terry White, their niece, who kept house for Mark Ashby and managed their affairs after their deaths.

Transportation has been fundamental in South Berkeley's history and development. The development of the railroads facilitated accelerated development of towns around the East Bay and laid the foundation for a complex interurban transportation network. When the University of California opened its first campus in Berkeley in 1873, the only way to reach the campus via Oakland was by horse drawn trolley and would take nearly one and a half hours. As previously mentioned, the city of Berkeley developed largely due to the emerging promise of the university; public transport accordingly developed around the university. In 1876 Leland Stanford established rail lines along Shattuck Avenue, thus connecting Berkeley to Oakland.

With the coming of the railroads into Berkeley, Ashby Station and other subdivisions of Berkeley soon became streetcar suburbs—mixed-use neighborhoods which were served by electric railways. Adeline Street in particular was one of the original routes of the San Francisco, Oakland, and San Jose Railway, which would later reorganize into the Key System. During the pre-automobile era the interurban railroad stations of Oakland and Berkeley served local residents with convenient public transit access to both San Francisco and Sacramento. Neighborhoods in Berkeley were soon developed around the services provided along the railroad corridors. Residential development was planned for ease of pedestrian traffic, and shops and services were established in storefronts along Adeline Street to serve the needs of nearby residents. Ashby Station was among the later neighborhoods to develop, with most buildings post-dating 1900. The 1891 connection of the Oakland Consolidated Street Railroad to Ashby Station along Shattuck Avenue broadened the accessibility of local public transit. This is thought to be a catalyst for suburban construction in this area.

The East Bay would be the last major region of independent urban railroads to be constructed in California. When completed, it stood as the last great example of electric railway development before WW1. Indeed, by 1912 trains were so numerous that no one was more than three blocks away from some form of public transportation in the city of Berkeley. The spread of the automobile would eventually cause its demise. In 1946, after many of the electric and rail systems had been abandoned, the Bay Area Electric Railroad Association was formed to preserve and interpret the history of the electric railroads.

<sup>2</sup> Alta Archaeological Consulting, 9-10.





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\*Recorded by: A. Hrycyk, Environmental Science Associates \*Date: October 2024  Continuation  Update

present seven aspects of integrity that should be considered when evaluating buildings as potential historic resources.<sup>3</sup> They are location, design, setting, materials, workmanship, feeling, and association.

Significance Evaluation

The subject property at 2025 Emerson Street (APN 053-1592-010) is evaluated below for potential historic significance according to National Register Criteria A through C. Eligibility under Criterion D is assessed in *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California* prepared by Alta Archaeological Consulting.

*Criterion A – Events* The initial building constructed at 2025 Emerson Street, Building A, was originally constructed in 1924 as a single-family residence and subsequently converted to a multi-unit residence in 1942, while the garage was converted to a two-unit apartment building, Building B, in 1943. Buildings A and B at 2025 Emerson Street have no association with the initial establishment of the City of Berkeley, nor does Buildings A and B at 2025 Emerson Street represent any significant changes in the evolution of the City of Berkeley's urban planning or neighborhood development. Ashby Avenue, the Newbery Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I. Buildings A and B at 2025 Emerson Street is one of many residences which were constructed within walking distance of areas served by streetcar lines, which by 1912 were the vast majority of small residential improvements within the City of Berkeley and does not represent any significant milestones or events within the history of the City of Berkeley. Furthermore, no evidence relating Buildings A and B at 2025 Emerson Street to any other specific significant historic events was identified during the course of this evaluation. Therefore, Buildings A and B at 2025 Emerson Street are recommended ineligible under Criterion A.

*Criterion B – People* As a both single and multi-family residence, Buildings A and B at 2025 Emerson Street has been owned and occupied by a variety of individuals throughout its history. There are no owners or tenants of Buildings A and B at 2025 Emerson Street that have been identified as significantly contributing to the history of national, state, regional, or City-wide history while residing at or during construction of either Buildings A or B at 2025 Emerson Street. For these reasons, Buildings A or B at 2025 Emerson Street are recommended ineligible under Criterion B.

*Criterion C – Design* Building A at 2025 Emerson Street was originally constructed as a single-family residence, likely designed in the Craftsman style in 1924. 2025 Emerson Street retains some character-defining features of a Craftsman building such as a gabled roof with overhanging eaves with exposed rafter tails and knee braces, however it is a modest example of the Craftsman style and does not rise to the level necessary for inclusion in the NR. Furthermore, building permits from the City of Berkeley indicate that 2025 Emerson Street has been subject to a variety of modifications including its conversion to a multi-unit residence in 1942 which have altered 2025 Emerson Street from its initial appearance. Building B at 2025 Emerson Street is not associated with a specific architect or designer, nor does a review of aerial photographs indicate it holds any architectural significance. For these reasons, Buildings A or B at 2025 Emerson Street are recommended ineligible under Criterion C.

Summary

The residential buildings at 2025 Emerson Street are recommended ineligible for listing in the National Register under any criteria. It is not significantly associated with events that are historically influential (Criterion A), nor are there any historically significant individuals who are associated with the property during their productive period of influence. It is a modest example of its style that does not rise to the level necessary for inclusion in the National Register. Information potential is discussed in a separate report prepared by Alta Archaeological Consulting. Because the property is recommended ineligible for listing in the National Register, no further assessment of integrity is provided.

\*B12. **References:** (Continued from page 2)

Alta Archaeological Consulting. *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California*. October, 2024.

City of Berkeley, Property Card for 2025 Emerson Street, on file at the City of Berkeley Land Use Division, Berkeley, California.

<sup>3</sup> California Office of Historic Preservation, *Instructions for Recording Historical Resources*, (Sacramento: Office of Historic Preservation, 1995). Accessed October 4, 2024, <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

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\*Resource Name or # 2025 Emerson Street

\*Recorded by: A. Hrycyk, Environmental Science Associates \*Date: October 2024  Continuation  Update  
City of Berkeley Building Permit Records for 22025 Emerson Street. On file at the City of Berkeley Land Use Division.

Environmental Data Resources, Inc. City Directory Report for 2024 Ashby Avenue 106. Inquiry Number: 7776338.1.  
September 27, 2024.

Parcelquest.com. Alameda County Assessor Records for 2025 Emerson Street (APN 053-1592-010). Accessed September 25,  
2024.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. 1950. Sheet 192.

<p>p2037State of California — The Resources Agency          DEPARTMENT OF PARKS AND RECREATION  <b>PRIMARY RECORD</b></p>	Primary	
	HRI #	
	Trinomial	
	NRHP Status Code	6Y
Other Listings	Reviewer	Date
Review Code		

Page 1 of 7 \*Resource Name or #: 2037 Emerson Street

P1. Other Identifier: APN: 053-1592-008

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Alameda

\*b. USGS 7.5' Quad Oakland West Date 2021 T 01S ; R 04W ; ¼ of ¼ of Sec 11 ; B.M. MDM  
 Address 2037 Emerson Street City Berkeley Zip 94703  
 UTM: Zone 10 S, 564425.40 mE, 4189929.75 mN; NAD 83

e. Other Locational Data:

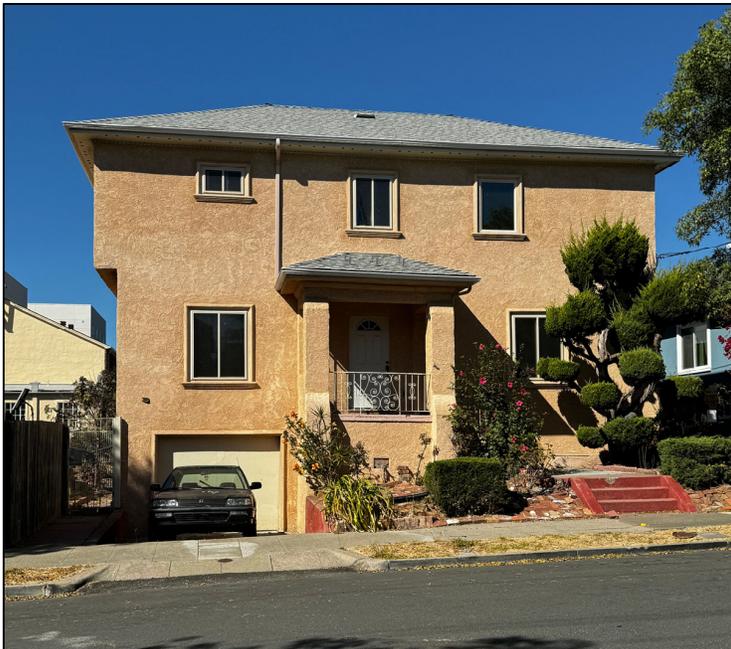
**\*P3a. Description:**

The building at 2037 Emerson Street is a two-story single family residential building with a rectangular footprint. The primary façade of the building faces south, overlooking Emerson Street. The building, which was moved to this location in 1936, is of wood-frame construction with a reinforced concrete foundation and is clad in stucco with a hipped roof clad in composite shingles. Typical fenestration of the Subject Property consists of fixed windows or slider windows with slightly projecting surrounds and a decorative sill.

The primary (south) façade of the building features a centered covered porch with a hipped roof supported by rectangular piers. Access to this porch and the primary entrance is via a set of concrete steps which lead from the concrete sidewalk to the east side of the porch. The entrance is a multi-pane door with a decorative glass arch window. This façade also features access to a garage via a downward sloping driveway and what appears to be a counterweight garage door. The east façade features a mix of double-hung and slider windows. The west façade features the same fenestration, though the second floor slightly projects above the first. The rear façade was not visible from the public right of way. A mature tree and various landscaped vegetation is found on the east side of the primary façade; review of aerial images from Google Earth shows the back of the lot to be unimproved and not landscaped.

\*P3b. Resource Attributes: HP2: Single family property

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



P5b. Description of Photo: Primary (south) elevation of 2037 Emerson Street (ESA, 2024)

**\*P6. Date Constructed/Age and Source:**

Historic  Prehistoric  
 Both  
 1936, City of Berkeley building records

**\*P7. Owner and Address:**

Barbara A. McKinney  
 16835 Antler Way  
 Weed, CA 96094

**P8. Recorded by:**

Becky Urbano, ESA  
 180 Grand Avenue, Suite 1050  
 Oakland, CA 94612

\*P9. Date Recorded: September 25, 2024

\*P10. Survey Type: Intensive

\*P11. Report Citation: *St. Paul Terrace Project, Berkeley Cultural Resources Survey Report*, prepared by ESA for Community Housing Development Corporation, October 2024

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

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\*Resource Name or # 2037 Emerson Street \*NRHP Status Code 6Y  
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B1. Historic Name: 2037 Emerson Street  
B2. Common Name:  
B3. Original Use: Single family residence B4. Present Use: Single family residence

\*B5. Architectural Style:

\*B6. Construction History: (Construction date, alterations, and date of alterations)  
See page 3.

\*B7. Moved?  No  Yes  Unknown Date: 1936 Original Location: 3039 Adeline Avenue

\*B8. Related Features: N/A

B9a. Architect: Unknown b. Builder: Unknown  
\*B10 Significance: Theme Ashby Station Neighborhood and Streetcar Suburbs Area South Berkeley  
Period of Significance ca. 1963-1966 Property Type Single family residence Applicable Criteria N/A

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

The Subject Property at 2037 Emerson Street is recommended ineligible for listing in the National Register under any criteria.

### Berkeley and General Area

This historical overview of Berkeley, California, is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>1</sup>

#### *Mexican Land Grants*

The lands surrounding the APE were part of the Rancho San Antonio. In 1820, Governor Don Pablo Vicente de Sola granted approximately five leagues (45,000 acres) of land to Luis Maria Peralta in recognition of his military service and assistance in establishing missions. Luis Peralta never lived on the rancho, but lived nearby on a grant in present-day Contra Costa County. Instead, in 1842, he divided the land among his four sons. The portion that includes present day Berkeley and Albany was given to brothers Domingo and Vicente Peralta.

Continued on page 3.

B11. Additional Resource Attributes: none

\*B12. References:

See Continuation Sheet

B13. Remarks:

\*B14. Evaluator: Antonette Hrycyk,  
Environmental Science Associates  
\*Date of Evaluation: October 2024



<sup>1</sup> Alta Archaeological Consulting, *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California*, October, 2024, 8-9.

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\*Resource Name or # 2037 Emerson Street

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\*Date: October 2024

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\*B10. **Significance:** (Continued from page 2)

After the signing of the Treaty of Guadalupe Hidalgo in February 1848, the Peralta brothers were among the many landowners of Alta California whose ranchos were called into legal question. In 1852, the brothers filed their claim to their portion of Rancho San Antonio with the Board of Land Commissioners. The Commission upheld their claim in 1854, but their decision was not made legally binding until concurrence came from the Supreme Court in 1858. By that time, portions of the rancho were taken over by speculators who arrived during the Gold Rush, including Francis Shattuck, William Hillegass, George Blake, and James Leonard. Such speculators squatted on rancho lands on the presumption that land grants may not be upheld, and justified their continued residence on valid land grants by citing the "land monopolism" of rancho owners.

Additionally, the Peraltas' title claim was trammled repeatedly by contests and defects, which caused difficulties into the late 1860s. As the process of filing land claims and paying for legal representation became costly, the Peraltas often used land to pay for debts.

#### *The American Period*

Concerted American settlement in the East Bay began in the early 1850s. James Jacobs and William Bowen established a wharf and inn on the shoreline of the bay, which formed the nucleus of the community of Ocean View. The area between Ocean View and the future University of California was primarily agricultural. The site of the university was selected by Henry D. Durant in 1858 and was then chosen as the permanent site by the board of trustees in 1860. The foundation of the University was instrumental in the evolution of the city, since, people chose to settle the city due to the prominence of the university. [...]

In 1868, the town of Berkeley became home to the University of California, an institution which quickly established the city as a renowned center for higher education. A spur line of the Central Pacific Railroad was built along Shattuck Avenue into Oakland in 1876, connecting Berkeley to the nation on the Transcontinental Railroad and firmly establishing its downtown. The town began to grow rapidly at the turn of the 20th century as new neighborhoods and rail transport lines were constructed. The population boomed as refugees fled San Francisco in the wake of the 1906 earthquake and fire. The Bay Bridge was completed in 1936, connecting the East Bay to San Francisco which led to the closure of the Berkeley ferry. From 1916 through the 1960s, policies such as single-family zoning laws caused increasing segregation in Berkeley's urban areas, restricting Black and Asian residents to south and west Berkeley. The post-war growth of the defense industry attracted a diverse population of workers, with the Black population increasing due to migration, but the city was becoming starkly segregated.

The development of South Berkeley began in 1861 when Edward Dana Harmon purchased land near Alcatraz Avenue and King Street. In 1866 Harmon subdivided the land. Between 1872 and 1891 he built over forty Victorian homes. The spur line of the Central Pacific Railroad began operating along Adeline Street in 1876, and a train station was built at Alcatraz Avenue. The station was subsequently called Lorin Station after the neighborhood's first post office. The small village of Lorin thrived and during the 1880s before it was annexed by Berkeley in 1892. The lands between Lorin and Berkeley, later known as Ashby Station, were mostly agricultural fields for many years.

#### **The Ashby Station Neighborhood and Streetcar Suburbs**

This historic context is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>2</sup>

Ashby Avenue derives its name from the Ashby brothers, Mark T. and William. Little is known about the Ashby brothers due to their particular privacy in life. The brothers were early landowners in the Berkeley area before the city was conceived. They came from Newburyport, Massachusetts to San Francisco in the 1850s in response to the Gold Rush, where they began in the businesses of feed and fuel. They moved to Oakland a few years after their arrival and quickly pivoted towards the idea of ranching. The brothers purchased 187 acres of land in what is now Berkeley, possibly from Domingo Peralta or Horace Carpentier, and began growing grain, which was a valuable commodity at the time. Eventually, Mark Ashby built a house on the present-day northwest corner of College and Ashby Avenues; after a heated argument William moved out and built a home at Emerson and Wheeler Streets.

Seeing opportunity, the Ashby brothers slowly began subdividing and selling their formerly agricultural properties, facilitating suburban development in the Ashby Station neighborhood. In 1882, Mark Ashby filed

<sup>2</sup> Alta Archaeological Consulting, 9-10.

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\*Recorded by: Environmental Science Associates

\*Date: October 2024

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a subdivision map for the Newbury Tract, which encompasses the APE. The Ashby brothers deeded land to the Central Pacific Railroad on its arrival, with the condition that the station be called Newbury, after their Massachusetts home. This naming convention lasted a short while; the station and the nascent surrounding neighborhood were renamed Ashby Station after the area's annexation into the city of Berkeley in 1891. What was left of Mark Ashby's estate upon his death in 1915—\$150,000 and a small lot—came into the possession of Elizabeth Terry White, their niece, who kept house for Mark Ashby and managed their affairs after their deaths.

Transportation has been fundamental in South Berkeley's history and development. The development of the railroads facilitated accelerated development of towns around the East Bay and laid the foundation for a complex interurban transportation network. When the University of California opened its first campus in Berkeley in 1873, the only way to reach the campus via Oakland was by horse drawn trolley and would take nearly one and a half hours. As previously mentioned, the city of Berkeley developed largely due to the emerging promise of the university; public transport accordingly developed around the university. In 1876 Leland Stanford established rail lines along Shattuck Avenue, thus connecting Berkeley to Oakland.

With the coming of the railroads into Berkeley, Ashby Station and other subdivisions of Berkeley soon became streetcar suburbs—mixed-use neighborhoods which were served by electric railways. Adeline Street in particular was one of the original routes of the San Francisco, Oakland, and San Jose Railway, which would later reorganize into the Key System. During the pre-automobile era the interurban railroad stations of Oakland and Berkeley served local residents with convenient public transit access to both San Francisco and Sacramento. Neighborhoods in Berkeley were soon developed around the services provided along the railroad corridors. Residential development was planned for ease of pedestrian traffic, and shops and services were established in storefronts along Adeline Street to serve the needs of nearby residents. Ashby Station was among the later neighborhoods to develop, with most buildings post-dating 1900. The 1891 connection of the Oakland Consolidated Street Railroad to Ashby Station along Shattuck Avenue broadened the accessibility of local public transit. This is thought to be a catalyst for suburban construction in this area.

The East Bay would be the last major region of independent urban railroads to be constructed in California. When completed, it stood as the last great example of electric railway development before WW1. Indeed, by 1912 trains were so numerous that no one was more than three blocks away from some form of public transportation in the city of Berkeley. The spread of the automobile would eventually cause its demise. In 1946, after many of the electric and rail systems had been abandoned, the Bay Area Electric Railroad Association was formed to preserve and interpret the history of the electric railroads.

Subject Property

*Property and Building History*

The Subject Property was originally constructed at 3039 Adeline Street in an unknown year; review of the 1911 Sanborn Fire Insurance Map shows no improvements at 3039 Adeline Street, *as shown in Figure 1*. Building permits obtained from the City of Berkeley indicate the Subject Property was moved to the present location in December of 1936 and received significant alterations, including a new foundation, new plumbing, the addition of a front porch, stucco cladding, and the construction of a basement laundry facility. *The Subject Property is visible on the 1950 Sanborn Map, as shown in Figure 2*. A concrete floor was added to the basement in 1971 and the Subject Property was re-roofed in 1967 and 2001. Permits for repairs to damage resulting from a fire were filed in 2012. A summary of building records for the Subject Property obtained from the City of Berkeley is found below, in **Table 1**.

**Table 1: Property and Building History**

Date	Alternation / Change	Source
12/18/1936	House moved from 3039 Adeline, new foundation, new plumbing, front porch, stucco, laundry in basement, miscellaneous alterations and repairs (\$1,800)	City of Berkeley Permit #41896
10/22/1971	Concrete floor in basement	City of Berkeley Permit #102671419





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\*Resource Name or # 2037 Emerson Street

\*Recorded by: Environmental Science Associates

\*Date: October 2024

Continuation

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present location in 1936. 2037 Emerson Street does not feature any architectural detailing or design features which would represent a specific architectural style and it does not rise to the level necessary for inclusion in the National Register. Furthermore, the alterations made to the building following its move in 1936 likely altered 2037 Emerson Street from its initial appearance. No specific architect or designer is associated with the building at 2037 Emerson Street, nor does it appear to be the work of a master architect. For these reasons, 2037 Emerson Street is recommended ineligible under Criterion C.

Summary

The residential building at 2037 Emerson Street is recommended ineligible for listing in the National Register under any criteria. It is not significantly associated with events that are historically influential (Criterion A), nor are there any historically significant individuals who are associated with the property during their productive period of influence. It is a modest example of its style that does not rise to the level necessary for inclusion in the National Register. Information potential is discussed in a separate report prepared by Alta Archaeological Consulting. Because the property is recommended ineligible for listing in the National Register, no further assessment of integrity is provided.

**\*B12. References:** (Continued from page 2)

Alta Archaeological Consulting. *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California*. October, 2024.

City of Berkeley, Property Card for 2037 Emerson Street, on file at the City of Berkeley Land Use Division, Berkeley, California.

City of Berkeley Building Permit Records for 2037 Emerson Street. On file at the City of Berkeley Land Use Division.

Environmental Data Resources, Inc. City Directory Report for 2024 Ashby Avenue 106. Inquiry Number: 7776338.1. September 27, 2024.

Parcelquest.com. Alameda County Assessor Records for 2037 Emerson Street (APN 053-1592-008). Accessed September 25, 2024.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. 1911. Sheet 192.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. 1950. Sheet 192.

State of California — The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary  
 HRI #  
 Trinomial  
 NRHP Status Code 6Y

Other Listings  
 Review Code                      Reviewer                      Date

Page 1 of 8                                      \*Resource Name or #: 2045 Emerson Street

P1. Other Identifier: APN 053-1592-009

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Alameda

\*b. USGS 7.5' Quad Oakland West      Date 2021      T 01S ; R 04W ; ¼ of ¼ of Sec 11 ; B.M. MDM  
 Address 2045 Emerson Street      City Berkeley      Zip 94703

UTM: Zone 10 S, 564441.41 mE, 4189930.68 mN; NAD 83

e. Other Locational Data:

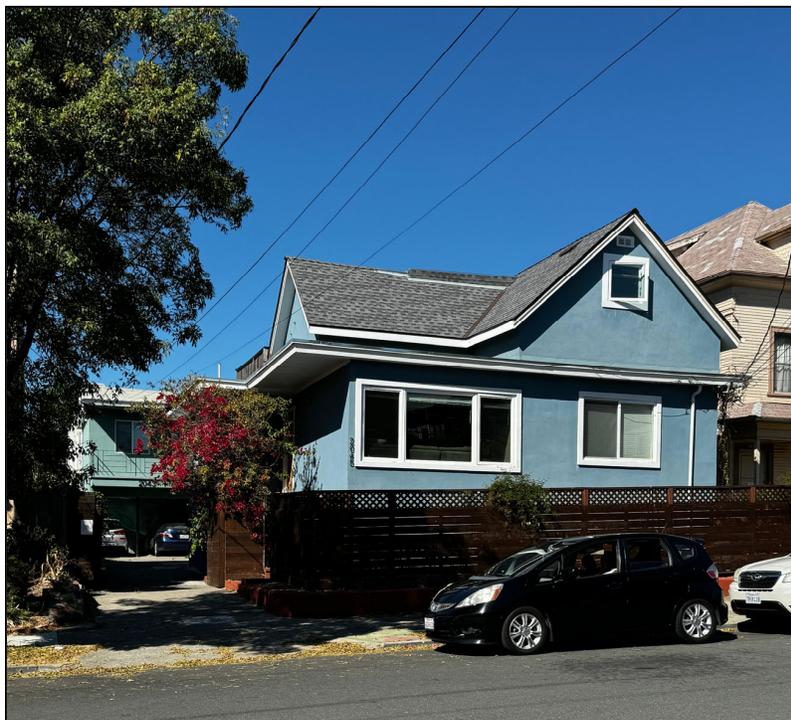
**\*P3a. Description:**

The building at 2045 Emerson Street is a one-and-a-half story, multi-family residential building with an irregular rectangular footprint. To the north of 2045 Emerson Street is a second building on the parcel, 2043 Emerson Street, which is a two-story multi-family residential building with a rectangular footprint. Information from the Alameda County Office of the Assessor indicates that there are a total of five residential units on the lot between the two buildings. The primary façades of both 2045 and 2043 Emerson Street face south and 2045 Emerson Street overlooks Emerson Street. A small front yard is enclosed by a wooden, full-height fence and an asphalt driveway runs along the western border of the lot to 2043 Emerson Street.

(continued on page 3)

\*P3b. Resource Attributes: HP3: Multiple family property (5 units)

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



P5b. Description of Photo: Primary (southern) elevations of 2045 Emerson (foreground) and 2043 Emerson Street (background), view to north (ESA, 2024).

**\*P6. Date Constructed/Age and Source:**

Historic  Prehistoric  
 Both  
 1909, City of Berkeley Building Records

**\*P7. Owner and Address:**

Jeannett T. Disney  
 225 Jeanne Dr.  
 Pleasant Hill, CA 94523

**P8. Recorded by:**

Becky Urbano, ESA  
 180 Grand Avenue, Suite 1050  
 Oakland, CA 94612

\*P9. Date Recorded: September 25, 2024

\*P10. Survey Type: Intensive

\*P11. Report Citation: *St. Paul Terrace Project, Berkeley Cultural Resources Survey Report*, prepared by ESA for Community Housing Development Corporation, October 2024

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

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**BUILDING, STRUCTURE, AND OBJECT RECORD**

Primary #  
HRI#

\*Resource Name or # 2045 Emerson Street \*NRHP Status Code 6Y  
Page 2 of 8

B1. Historic Name: 2039-2041 Emerson Street  
B2. Common Name:  
B3. Original Use: Single-family residence B4. Present Use: Multi-family residence  
\*B5. Architectural Style:  
\*B6. Construction History: (Construction date, alterations, and date of alterations)  
See page 3.

\*B7. Moved?  No  Yes  Unknown Date: N/A Original Location: N/A  
\*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown  
\*B10 Significance: Theme Ashby Station Neighborhood and Streetcar Suburbs Area South Berkeley  
Period of Significance ca. 1963-1966 Property Type Residence Applicable Criteria N/A

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

The Subject Properties at 2045 Emerson Street and 2043 Emerson Street are recommended ineligible for listing in the National Register under all criteria.

**Berkeley and General Area**

This historical overview of Berkeley, California, is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>1</sup>

*Mexican Land Grants*

The lands surrounding the APE were part of the Rancho San Antonio. In 1820, Governor Don Pablo Vicente de Sola granted approximately five leagues (45,000 acres) of land to Luis Maria Peralta in recognition of his military service and assistance in establishing missions. Luis Peralta never lived on the rancho, but lived nearby on a grant in present-day Contra Costa County. Instead, in 1842, he divided the land among his four sons. The portion that includes present day Berkeley and Albany was given to brothers Domingo and Vicente Peralta.

Continued on page 3.

B11. Additional Resource Attributes: none  
\*B12. References:

See Continuation Sheet

B13. Remarks:

\*B14. Evaluator: Antonette Hrycyk,  
Environmental Science Associates  
\*Date of Evaluation: October 2024



<sup>1</sup> Alta Archaeological Consulting, *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California*, October, 2024, 8-9.

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

Primary #  
HRI #  
Trinomial

Page 3 of 8

\*Resource Name or # 2045 Emerson Street

\*Recorded by: A. Hrycyk

\*Date: October 10, 2024

Continuation

Update

\*P3a. Description: (Continued from page 1)

2045 Emerson Street was originally constructed in 1909 as a single-family residence, according to building permits from the City of Berkeley. The building is of wood-frame construction with a reinforced concrete foundation. It is clad in stucco and features a cross-gable roof with a slightly projecting flat roof at the first story. 2045 Emerson Street features a mix of window types which all appear to be contemporary replacements. The primary (south) elevation features a picture window centered between two fixed windows, a 2-lite slider and a casement window in the gable. No entrances to this building are visible from the public right of way.

The building located at 2045 Emerson Street was originally constructed in 1909 as a single-family residence, according to building permits from the City of Berkeley. The building is of wood-frame construction with a reinforced concrete foundation. It is clad in stucco and features a cross-gable roof with a slightly projecting flat roof at the first story. 2045 Emerson Street features a mix of window types which all appear to be contemporary replacements. The primary (south) façade features a picture window centered between two fixed windows, a 2-lite slider and a casement window in the gable. No entrances to this building are visible from the public right of way.

The building at 2043 Emerson Street, originally constructed in 1960, is a two-story multi-family residence which is unattached to 2045 Emerson Street. It features a concrete foundation, wood frame foundation, and a flat roof and is clad in stucco. The second-floor projects over the first and features a porch which appears to run the length of the primary (south) façade. This overhanging second floor, supported by round metal poles, creates an open carport. Typical fenestration of this building appears to be aluminum slider windows. Rear façades of both 2045 and 2043 Emerson Street are not visible from the public right of way.

\*B10. Significance: (Continued from page 2)

After the signing of the Treaty of Guadalupe Hidalgo in February 1848, the Peralta brothers were among the many landowners of Alta California whose ranchos were called into legal question. In 1852, the brothers filed their claim to their portion of Rancho San Antonio with the Board of Land Commissioners. The Commission upheld their claim in 1854, but their decision was not made legally binding until concurrence came from the Supreme Court in 1858. By that time, portions of the rancho were taken over by speculators who arrived during the Gold Rush, including Francis Shattuck, William Hillegass, George Blake, and James Leonard. Such speculators squatted on rancho lands on the presumption that land grants may not be upheld, and justified their continued residence on valid land grants by citing the "land monopolism" of rancho owners.

Additionally, the Peraltas' title claim was trammled repeatedly by contests and defects, which caused difficulties into the late 1860s. As the process of filing land claims and paying for legal representation became costly, the Peraltas often used land to pay for debts.

*The American Period*

Concerted American settlement in the East Bay began in the early 1850s. James Jacobs and William Bowen established a wharf and inn on the shoreline of the bay, which formed the nucleus of the community of Ocean View. The area between Ocean View and the future University of California was primarily agricultural. The site of the university was selected by Henry D. Durant in 1858 and was then chosen as the permanent site by the board of trustees in 1860. The foundation of the University was instrumental in the evolution of the city, since, people chose to settle the city due to the prominence of the university. [...]

In 1868, the town of Berkeley became home to the University of California, an institution which quickly established the city as a renowned center for higher education. A spur line of the Central Pacific Railroad was built along Shattuck Avenue into Oakland in 1876, connecting Berkeley to the nation on the Transcontinental Railroad and firmly establishing its downtown. The town began to grow rapidly at the turn of the 20th century as new neighborhoods and rail transport lines were constructed. The population boomed as refugees fled San Francisco in the wake of the 1906 earthquake and fire. The Bay Bridge was completed in 1936, connecting the East Bay to San Francisco which led to the closure of the Berkeley ferry. From 1916 through the 1960s, policies such as single-family zoning laws caused increasing segregation in Berkeley's urban areas, restricting Black and Asian residents to south and west Berkeley. The post-war growth of the defense industry attracted a diverse population of workers, with the Black population increasing due to migration, but the city was becoming starkly segregated.

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

Primary #  
HRI #  
Trinomial

Page 4 of 8

\*Resource Name or # 2045 Emerson Street

\*Recorded by: A. Hrycyk

\*Date: October 10, 2024

Continuation

Update

The development of South Berkeley began in 1861 when Edward Dana Harmon purchased land near Alcatraz Avenue and King Street. In 1866 Harmon subdivided the land. Between 1872 and 1891 he built over forty Victorian homes. The spur line of the Central Pacific Railroad began operating along Adeline Street in 1876, and a train station was built at Alcatraz Avenue. The station was subsequently called Lorin Station after the neighborhood's first post office. The small village of Lorin thrived and during the 1880s before it was annexed by Berkeley in 1892. The lands between Lorin and Berkeley, later known as Ashby Station, were mostly agricultural fields for many years.

### The Ashby Station Neighborhood and Streetcar Suburbs

This historic context is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>2</sup>

Ashby Avenue derives its name from the Ashby brothers, Mark T. and William. Little is known about the Ashby brothers due to their particular privacy in life. The brothers were early landowners in the Berkeley area before the city was conceived. They came from Newburyport, Massachusetts to San Francisco in the 1850s in response to the Gold Rush, where they began in the businesses of feed and fuel. They moved to Oakland a few years after their arrival and quickly pivoted towards the idea of ranching. The brothers purchased 187 acres of land in what is now Berkeley, possibly from Domingo Peralta or Horace Carpentier, and began growing grain, which was a valuable commodity at the time. Eventually, Mark Ashby built a house on the present-day northwest corner of College and Ashby Avenues; after a heated argument William moved out and built a home at Emerson and Wheeler Streets.

Seeing opportunity, the Ashby brothers slowly began subdividing and selling their formerly agricultural properties, facilitating suburban development in the Ashby Station neighborhood. In 1882, Mark Ashby filed a subdivision map for the Newbury Tract, which encompasses the APE. The Ashby brothers deeded land to the Central Pacific Railroad on its arrival, with the condition that the station be called Newbury, after their Massachusetts home. This naming convention lasted a short while; the station and the nascent surrounding neighborhood were renamed Ashby Station after the area's annexation into the city of Berkeley in 1891. What was left of Mark Ashby's estate upon his death in 1915—\$150,000 and a small lot—came into the possession of Elizabeth Terry White, their niece, who kept house for Mark Ashby and managed their affairs after their deaths.

Transportation has been fundamental in South Berkeley's history and development. The development of the railroads facilitated accelerated development of towns around the East Bay and laid the foundation for a complex interurban transportation network. When the University of California opened its first campus in Berkeley in 1873, the only way to reach the campus via Oakland was by horse drawn trolley and would take nearly one and a half hours. As previously mentioned, the city of Berkeley developed largely due to the emerging promise of the university; public transport accordingly developed around the university. In 1876 Leland Stanford established rail lines along Shattuck Avenue, thus connecting Berkeley to Oakland.

With the coming of the railroads into Berkeley, Ashby Station and other subdivisions of Berkeley soon became streetcar suburbs—mixed-use neighborhoods which were served by electric railways. Adeline Street in particular was one of the original routes of the San Francisco, Oakland, and San Jose Railway, which would later reorganize into the Key System. During the pre-automobile era the interurban railroad stations of Oakland and Berkeley served local residents with convenient public transit access to both San Francisco and Sacramento. Neighborhoods in Berkeley were soon developed around the services provided along the railroad corridors. Residential development was planned for ease of pedestrian traffic, and shops and services were established in storefronts along Adeline Street to serve the needs of nearby residents. Ashby Station was among the later neighborhoods to develop, with most buildings post-dating 1900. The 1891 connection of the Oakland Consolidated Street Railroad to Ashby Station along Shattuck Avenue broadened the accessibility of local public transit. This is thought to be a catalyst for suburban construction in this area.

The East Bay would be the last major region of independent urban railroads to be constructed in California. When completed, it stood as the last great example of electric railway development before WW1. Indeed, by 1912 trains were so numerous that no one was more than three blocks away from some form of public transportation in the city of Berkeley. The spread of the automobile would eventually cause its demise. In 1946, after many of the electric and rail systems had been abandoned, the Bay Area Electric Railroad Association was formed to preserve and interpret the history of the electric railroads.

<sup>2</sup> Alta Archaeological Consulting, 9-10.

State of California — Natural Resources Agency DEPARTMENT OF PARKS AND RECREATION <b>CONTINUATION SHEET</b>	Primary # HRI # Trinomial
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Page 5 of 8                      \*Resource Name or # 2045 Emerson Street

\*Recorded by: A. Hrycyk    \*Date: October 10, 2024                       Continuation                       Update

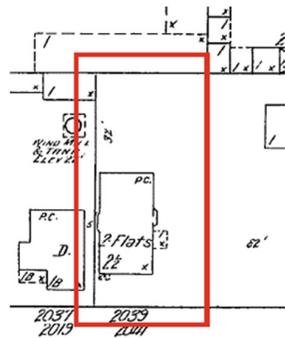
Subject Property

*Property and Building History*

The Subject Property is located on the Newbury Tract, which was originally subdivided in 1882. According to records obtained from the City of Berkeley, 2045 Emerson Street was originally constructed in 1890, and is depicted in the 1911 and 1950 Sanborn Fire Insurance Maps, as shown in **Figure 1** and **2**. However the only building permits available indicate that a porch was converted into a sewing room in 1953, central heating was installed in 1955, and the roof was replaced in 1973. 2043 Emerson Street was constructed as an apartment building with three units in 1960, according to records obtained from the City of Berkeley. A summary of building records for the Subject Property obtained from the City of Berkeley is found below, in **Table 1**.

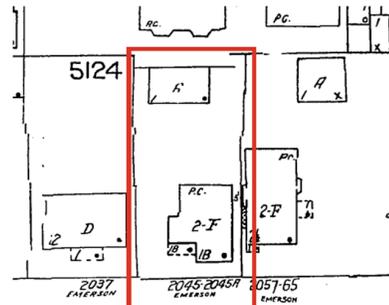
**Table 1: Property and Building History**

Date	Alteration / Change	Source
Ca. 1890	Construct dwelling	City of Berkeley Residential Building Record
01/19/1955	Remove wall heaters and install central heating	City of Berkeley Residential Building Record
1960	Construct three apartments in rear building (\$19,000)	City of Berkeley Permit #90272
01/24/1979	Roof replacement (\$1,350)	City of Berkeley Permit #012679324
06/22/1953	Take of porch and put new foundation and make porch into sewing room addition to expand present structure (\$400)	City of Berkeley Permit #73331



**Figure 1**

Subject Property as shown on 1911 Sanborn Map (red)



**Figure 2**

Subject Property as shown on 1950 Sanborn Map (red)

*Ownership and Occupancy*

As single-family residence and multi-unit residential building, the Subject Property has been occupied by a wide variety of tenants, as detailed below in **Table 2**. Research did not uncover any significant history associated with any occupants of the Subject Property.

**Table 2: Ownership and Occupancy History**

Date	Owner / Occupant / Use	Source
1928	Edward Hearst	R.L. Polk & Co.



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

Primary #  
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\*Resource Name or # 2045 Emerson Street

\*Recorded by: A. Hrycyk

\*Date: October 10, 2024

Continuation

Update

Significance Evaluation

The subject property at 2045 Emerson Street (APN 053-1592-007) is evaluated below for potential historic significance according to National Register Criteria A through C. Eligibility under Criterion D is assessed in *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California* prepared by Alta Archaeological Consulting.

*Criterion A – Event.* The building at 2045 Emerson Street was originally constructed in 1909 as a single-family residence with a multi-unit residential building constructed in a rear building in 1960. Also on the lot is 2043 Emerson Street, which was constructed in 1960 as a multi-family residential building. These two structures have no association with the initial establishment of the City of Berkeley, nor do 2045 Emerson Street or 2043 Emerson Street represent any significant changes in the evolution of the City of Berkeley’s urban planning or neighborhood development. Ashby Avenue, the Newbury Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I. The building at 2045 Emerson Street is one of many residences which were constructed within walking distance of areas served by streetcar lines, which by 1912, was the vast majority of small residential improvements within the City of Berkeley and does not represent any significant milestones or events within the history of the City of Berkeley. The multi-family residential building at 2043 Emerson Street was constructed many decades following these events and is not associated with any significant milestones or events within the history of the City of Berkeley. Furthermore, no evidence relating 2045 Emerson Street nor 2043 Emerson Street to any other specific significant historic events was identified during the course of this evaluation. Therefore, 2045 Emerson Street and 2043 Emerson Street are recommended ineligible under Criterion A.

*Criterion B – Person.* As a single- and multi-family residences, 2045 Emerson Street and 2043 Emerson Street have been owned and occupied by a variety of individuals throughout their respective histories. There are no owners or tenants of 2045 Emerson Street or 2043 Emerson Street that have been identified as significantly contributing to the history of national, state, regional, or City-wide history while residing at or during construction of 2045 Emerson Street or 2043 Emerson Street. For these reasons, 2045 Emerson Street and 2043 Emerson Street are recommended ineligible under Criterion B.

*Criterion C – Design/Construction.* The building at 2045 Emerson Street is a single-family residence which was constructed in 1909 and does not appear to have been designed in any specific architectural style and does not rise to the level of architectural significance necessary for inclusion in the National Register. The other building on the lot, 2043 Emerson Street, is a multi-unit residential building constructed on the Subject Property in 1960 and retains some features of a “stucco box” style apartment building. These were common types on multi-family residential buildings constructed in the latter 20<sup>th</sup> century with boxy massing in order to maximize the number of units that were able to be fit on one lot. While 2043 Emerson Street retains some common character-defining features of a stucco box apartment building, such as the rectangular, boxy massing, stucco cladding, and an open-air carport, it is a modest example of this property type and does not rise to the level necessary for inclusion in the National Register. No specific architect or designer is associated with 2045 Emerson Street or 2043 Emerson Street, nor do they appear to be the work of a master architect. For these reasons, 2045 Emerson Street and 2043 Emerson Street are recommended ineligible under Criterion C.

Summary

The residential buildings at 2045 Emerson Street are recommended ineligible for listing in the National Register under any criteria. It is not significantly associated with events that are historically influential (Criterion A), nor are there any historically significant individuals who are associated with the property during their productive period of influence. It is a modest example of its style that does not rise to the level necessary for inclusion in the National Register. Information potential is discussed in a separate report prepared by Alta Archaeological Consulting. Because the property is recommended ineligible for listing in the National Register, no further assessment of integrity is provided.

\*B12. **References:** (Continued from page 2)

Alta Archaeological Consulting. *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California*.  
October, 2024.

City of Berkeley, Property Card for 2045 Emerson Street, on file at the City of Berkeley Land Use Division, Berkeley,  
California.

City of Berkeley Building Permit Records for 2045 Emerson Street. On file at the City of Berkeley Land Use Division.



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

Page 1 of 12 \*Resource Name or #: 2030 Ashby Avenue

P1. Other Identifier: none

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Alameda

\*b. USGS 7.5' Quad Oakland West Date 2021 T 01S ; R 04W ; 1/4 of 1/4 of Sec 11 ; B.M. MDM  
 Address 2030 Ashby Avenue City Berkeley Zip 94703

UTM: Zone 10S , 564431.63 mE/ 4189970.54 mN; NAD 83

e. Other Locational Data: APN: 053-1592-023

**\*P3a. Description:** The two-story building located at 2030 Ashby Avenue was constructed in 1925 and contains residential flats. It was designed with modest elements of the Mission Revival Style and features a roughly rectangular footprint, is of wood-frame construction, clad in stucco siding, and capped by a flat roof. Typical windows are sliding, casement, and single-hung, aluminum-sash windows. According to City of Berkeley property records, a total of 12 apartments are contained within the first and second floors.<sup>1</sup> The north façade faces Ashby Street and is composed of two structural bays capped by rounded clay tile roofing. The east and west bays feature multi-lite casement windows on the first and second floors. The horizontal space between the bays features four-over-four, single-hung, aluminum-sash windows. The east façade features an exterior brick stairway that provides access to a primary entrance enclosed by a stucco and tile porch. On the west façade, a series of concrete steps provides access to a partially-glazed, wood panel entrance flanked by sidelights. The south façade was not accessible to ESA staff during a September 2024 pedestrian survey.

**\*P3b. Resource Attributes:** HP3. Multiple family property.

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



P5b. Description of Photo: Primary (north) façade of 2030 Ashby Avenue, view facing southwest. ESA, 2024.

**\*P6. Date Constructed/Age and Source:**

Historic  Prehistoric

Both

1925. Source: Alameda County Assessor, 2024.

**\*P7. Owner and Address:**

Michael P. McDowell and Carolyn B. Weil, Trust  
 1470 Rose Street  
 Berkeley, CA 94702

**P8. Recorded by:**

Becky Urbano, ESA  
 180 Grand Avenue, Suite 1050  
 Oakland, CA 94612

**\*P9. Date Recorded:** September 25, 2024

**\*P10. Survey Type:** Intensive

**\*P11. Report Citation:** *St. Paul Terrace Project, Cultural Resources Survey Report*, prepared by ESA for Community Housing Development Corporation, October 2024.

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

<sup>1</sup> City of Berkeley, Property Card for 2030 Ashby Avenue (ca. 1970), on file at the City of Berkeley Permit Service Station, Berkeley, California.

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**BUILDING, STRUCTURE, AND OBJECT RECORD**

Primary #  
HRI#

\*Resource Name or # 2030 Ashby Avenue \*NRHP Status Code 6Y  
Page 2 of 12

B1. Historic Name: Aloha Apartments  
B2. Common Name: N/A  
B3. Original Use: Apartment building / residence B4. Present Use: Apartment building / residence

\*B5. Architectural Style: Vernacular, Mission Revival

\*B6. Construction History: (Construction date, alterations, and date of alterations)  
Constructed 1925. For additional information on known alterations to the subject property, see Table 1 on page 5.

\*B7. Moved?  No  Yes  Unknown Date: N/A Original Location: N/A

\*B8. Related Features: none

B9a. Architect: Unknown b. Builder: J.S. Vaughan

\*B10. Significance: Theme Ashby Station Neighborhood and Streetcar Suburbs Area South Berkeley  
Period of Significance 1925 Property Type Apartment building Applicable Criteria N/A

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

The residential building at 2030 Ashby Avenue is recommended ineligible for listing in the National Register under any criteria.

### Berkeley and General Area

This historical overview of Berkeley, California, is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>2</sup>

#### *Mexican Land Grants*

The lands surrounding the APE were part of the Rancho San Antonio. In 1820, Governor Don Pablo Vicente de Sola granted approximately five leagues (45,000 acres) of land to Luis Maria Peralta in recognition of his military service and assistance in establishing missions. Luis Peralta never lived on the rancho, but lived nearby on a grant in present-day Contra Costa County. Instead, in 1842, he divided the land among his four sons. The portion that includes present day Berkeley and Albany was given to brothers Domingo and Vicente Peralta.

After the signing of the Treaty of Guadalupe Hidalgo in February 1848, the Peralta brothers were among the many landowners of Alta California whose ranchos were called into legal question. In 1852, the brothers filed their claim to their portion of Rancho San Antonio with the Board of Land Commissioners. The Commission upheld their claim in 1854, but their decision was not made legally binding until concurrence came from the Supreme Court in 1858. By that time, portions of the rancho were taken over by speculators who arrived during the Gold Rush, including Francis Shattuck, William Hillegass, George Blake, and James Leonard. Such speculators squatted on rancho lands on the presumption that land grants may not be upheld, and justified their continued residence on valid land grants by citing the "land monopolism" of rancho owners. Continued on page 3.

B11. Additional Resource Attributes: none

\*B12. References:

See Continuation Sheet

B13. Remarks: none

\*B14. Evaluator: Amy Langford / ESA

\*Date of Evaluation: September 2024



<sup>2</sup> Alta Archaeological Consulting, *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California*, October, 2024, 8-9.

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

Primary #  
HRI #  
Trinomial

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\*Resource Name or # 2030 Ashby Avenue

\*Recorded by: Amy Langford / ESA

\*Date: October 2024

Continuation

Update

\*B10. **Significance:** (Continued from page 2)

Additionally, the Peraltas' title claim was trammled repeatedly by contests and defects, which caused difficulties into the late 1860s. As the process of filing land claims and paying for legal representation became costly, the Peraltas often used land to pay for debts.

*The American Period*

Concerted American settlement in the East Bay began in the early 1850s. James Jacobs and William Bowen established a wharf and inn on the shoreline of the bay, which formed the nucleus of the community of Ocean View. The area between Ocean View and the future University of California was primarily agricultural. The site of the university was selected by Henry D. Durant in 1858 and was then chosen as the permanent site by the board of trustees in 1860. The foundation of the University was instrumental in the evolution of the city, since, people chose to settle the city due to the prominence of the university. [...]

In 1868, the town of Berkeley became home to the University of California, an institution which quickly established the city as a renowned center for higher education. A spur line of the Central Pacific Railroad was built along Shattuck Avenue into Oakland in 1876, connecting Berkeley to the nation on the Transcontinental Railroad and firmly establishing its downtown. The town began to grow rapidly at the turn of the 20th century as new neighborhoods and rail transport lines were constructed. The population boomed as refugees fled San Francisco in the wake of the 1906 earthquake and fire. The Bay Bridge was completed in 1936, connecting the East Bay to San Francisco which led to the closure of the Berkeley ferry. From 1916 through the 1960s, policies such as single-family zoning laws caused increasing segregation in Berkeley's urban areas, restricting Black and Asian residents to south and west Berkeley. The post-war growth of the defense industry attracted a diverse population of workers, with the Black population increasing due to migration, but the city was becoming starkly segregated.

The development of South Berkeley began in 1861 when Edward Dana Harmon purchased land near Alcatraz Avenue and King Street. In 1866 Harmon subdivided the land. Between 1872 and 1891 he built over forty Victorian homes. The spur line of the Central Pacific Railroad began operating along Adeline Street in 1876, and a train station was built at Alcatraz Avenue. The station was subsequently called Lorin Station after the neighborhood's first post office. The small village of Lorin thrived and during the 1880s before it was annexed by Berkeley in 1892. The lands between Lorin and Berkeley, later known as Ashby Station, were mostly agricultural fields for many years.

**The Ashby Station Neighborhood and Streetcar Suburbs**

This historic context is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>3</sup>

Ashby Avenue derives its name from the Ashby brothers, Mark T. and William. Little is known about the Ashby brothers due to their particular privacy in life. The brothers were early landowners in the Berkeley area before the city was conceived. They came from Newburyport, Massachusetts to San Francisco in the 1850s in response to the Gold Rush, where they began in the businesses of feed and fuel. They moved to Oakland a few years after their arrival and quickly pivoted towards the idea of ranching. The brothers purchased 187 acres of land in what is now Berkeley, possibly from Domingo Peralta or Horace Carpentier, and began growing grain, which was a valuable commodity at the time. Eventually, Mark Ashby built a house on the present-day northwest corner of College and Ashby Avenues; after a heated argument William moved out and built a home at Emerson and Wheeler Streets.

Seeing opportunity, the Ashby brothers slowly began subdividing and selling their formerly agricultural properties, facilitating suburban development in the Ashby Station neighborhood. In 1882, Mark Ashby filed a subdivision map for the Newbury Tract, which encompasses the APE. The Ashby brothers deeded land to the Central Pacific Railroad on its arrival, with the condition that the station be called Newbury, after their Massachusetts home. This naming convention lasted a short while; the station and the nascent surrounding neighborhood were renamed Ashby Station after the area's annexation into the city of Berkeley in 1891. What was left of Mark Ashby's estate upon his death in 1915—\$150,000 and a small lot—came into the possession of Elizabeth Terry White, their niece, who kept house for Mark Ashby and managed their affairs after their deaths.

Transportation has been fundamental in South Berkeley's history and development. The development of the railroads facilitated accelerated development of towns around the East Bay and laid the foundation for a

<sup>3</sup> Alta Archaeological Consulting, 9-10.

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\*Resource Name or # 2030 Ashby Avenue

\*Recorded by: Amy Langford / ESA

\*Date: October 2024

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complex interurban transportation network. When the University of California opened its first campus in Berkeley in 1873, the only way to reach the campus via Oakland was by horse drawn trolley and would take nearly one and a half hours. As previously mentioned, the city of Berkeley developed largely due to the emerging promise of the university; public transport accordingly developed around the university. In 1876 Leland Stanford established rail lines along Shattuck Avenue, thus connecting Berkeley to Oakland.

With the coming of the railroads into Berkeley, Ashby Station and other subdivisions of Berkeley soon became streetcar suburbs—mixed-use neighborhoods which were served by electric railways. Adeline Street in particular was one of the original routes of the San Francisco, Oakland, and San Jose Railway, which would later reorganize into the Key System. During the pre-automobile era the interurban railroad stations of Oakland and Berkeley served local residents with convenient public transit access to both San Francisco and Sacramento. Neighborhoods in Berkeley were soon developed around the services provided along the railroad corridors. Residential development was planned for ease of pedestrian traffic, and shops and services were established in storefronts along Adeline Street to serve the needs of nearby residents. Ashby Station was among the later neighborhoods to develop, with most buildings post-dating 1900. The 1891 connection of the Oakland Consolidated Street Railroad to Ashby Station along Shattuck Avenue broadened the accessibility of local public transit. This is thought to be a catalyst for suburban construction in this area.

The East Bay would be the last major region of independent urban railroads to be constructed in California. When completed, it stood as the last great example of electric railway development before WW1. Indeed, by 1912 trains were so numerous that no one was more than three blocks away from some form of public transportation in the city of Berkeley. The spread of the automobile would eventually cause its demise. In 1946, after many of the electric and rail systems had been abandoned, the Bay Area Electric Railroad Association was formed to preserve and interpret the history of the electric railroads.

#### Edwardian-Era Multi-Family Residential Architecture

The pressing demands for housing resulted in the construction of numerous flats, residential hotels, boarding houses, cottage courts, and the occasional single-family residence in the Bay Area following the 1906 San Francisco earthquake and fire. Between 1906 and 1913, residential reconstruction produced buildings from three major categories: wood-frame or masonry residential hotels and apartment buildings ranging from three to six stories tall; wood-frame, single-family dwellings and cottages; and wood-frame multi-family flats. While hotels and apartment houses were typically designed in Colonial Revival or Classical Revival styles, cottages and flats were often designed in Craftsman, Mediterranean, and Mission Revival styles.

Edwardian-era multi-family residential buildings dating from the post-1906 reconstruction period—including 2030 Ashby Avenue—share several notable defining characteristics. The San Francisco Planning Department defines the term “Edwardian” to encompass popular architectural styles in Great Britain and its territories during the reign of King Edward VII (1901–10). Edwardian-era architecture is comprised primarily of five contemporaneous styles: Beaux-Arts, Arts and Crafts, Gothic Revival, Baroque Revival, and Neo-Georgian. Much like other early 20th-century American variants, Edwardian-era residential buildings in the Bay Area are typically wood-frame apartment buildings or multi-unit flats that are clad in stucco or wood siding and feature flat roofs, decorative cornices, and angled bay windows. Apartments and residential flats from this period typically featured restrained ornamentation such as simple wood door and window moldings, modillion or box cornices, and raised or recessed spandrels.<sup>4</sup>

#### Subject Property

##### *Property and Building History*

A review of early area maps indicates that the neighborhood partially bounded by Ashby Avenue to the north, Shattuck Avenue to the east, Emerson Street to the south, and Adeline Avenue to the west was comprised of residential, commercial, and light industrial properties during the early twentieth century. According to a 1911 Sanborn Fire Insurance Company map, the property at 2030 Ashby Avenue functioned as a contractors Yard that featured a cement storage building at the west side of the property (addressed 2026 Ashby Avenue) (**Figure 1**). The residence at 2030 Ashby Avenue was constructed in 1925 as a multiple-family residence. Archival review indicates that the subject property has continuously functioned as an apartment property since the late 1920s. The subject property first appears in a 1931 aerial photograph with an overall massing and footprint that reflects current conditions (**Figure 2**). In 1943, the building at 2030 Ashby Avenue appears in the city directory as

<sup>4</sup> ICF, *Flats and Small Apartment Buildings 1915-1978 Historic Context Statement*, prepared for San Francisco Planning Department, San Francisco, CA, 2023, E-1 – E-3.



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	Gladys A. Martin V.P. Smith Marion Tildsley (stenographer)	
1930	Robert (insurance agent) and Jule Conklin Dean Welch (slswn) Dolly Welch (clerk) Glenn W. Heyward Berle (meat counter) and Velma Murray Bernard R. and Lola Rudd	R.L. Polk & Co. (1930: 419; 703; 1007; 1182; 1399)
1933	Glenn Hayward N.E. Koeppen (serviceman, Berkeley Ice Co.) Albert and Ann Keoppen Mrs. Ethel Sawyer	R.L. Polk & Co. (1933: 377; 440; 449; 665)
1938	Mrs. Rose A. Connally Bernice Burnett Mrs. J. Hoeth Emery E. Jennings Hugo Wolf William Toomey	Pacific Telephone and Telegraph Company (1938: 15)
1940	Mrs. Elizabeth Chaquette Bernice Gurnett John R. Hafstad Patricia Murphy Jane E. Olney Marion Stafford William Toomey	Pacific Telephone and Telegraph Company (1940: 17)
1943	Walter and Jeannette Cuneo (shipyard dock worker) C.W. and Margaret Peirce (shipyard dock worker) Gerrald and Vera Senger (salesman) Jerry Singer (driver) Eva Cain	R.L. Polk & Co. (1943)
1944	E. R. Edwards Dexter C. Hartke Mrs. B. Huffman Ann Palmtag Mrs. R. Zuser	Pacific Telephone and Telegraph Company (1944: 19)
Ca. 1949 – ca. 1951	<b>Marie Nielsen (owner)</b>	Building Permit #66049 (1949); Building Inspection Form (July 30, 1951)
1950	Marie Nielsen Lynn Rice E.J. Randolf Kay Roud Vera King L.J. Reed	Pacific Telephone and Telegraph Company (1950) (EDR Directory)
1955	Howard Carlisle Georgia Flynn Thelma Kawakami Phyllis Pacello	Pacific Telephone and Telegraph Company (1955) (EDR Directory)

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	R.L. Pratt Vera Senger H.J. Sukenik Virginia Trunk	
Ca. 1970 – Unknown	<b>Elmer Nielsen (owner)</b>	Building Permit #061975903 (1975); #091170250 (1970); City of Berkeley Residential Rental Inspection Activity Log (1983-1984); City of Berkeley to Elmer Nielsen, "Re: 2030 Ashby #6," January 9, 1992.
1970	Richard Barron William Carlsen Earl Darley Maxine Sansing	Pacific Telephone and Telegraph Company (1970) (EDR Directory)
1986	Lam Po Leong Jian Kou Wen Wen Wu	Pacific Bell White Pages (1986) (EDR Directory)
Unknown – 1998	<b>Juanita Nielsen (owner)</b>	Alameda County Assessor, Document # 98377178 (1998)
1991	Si Kou Andre Kouame Murat Kouar Zui Gang Wang Zung Ming Wang Matthew Wangeman	Pacific Bell White Pages (1991) (EDR Directory)
1998 – 2000	<b>Garen B. and Cathy C. Nielsen (owner)</b>	Alameda County Assessor, Document # 2000049634 (2000)
Ca. 2000 – 2006	<b>Michael P. McDowell and Carolyn B. Weil (owner)</b>	Alameda County Assessor, Document # 2000049634 (2000)
2005	Songi Han Mitsyou Nagare Kevin Hare Julia Leaman Samuel Johnson David Fenerty Ron Lee	Cole Information (2005) (EDR Directory)
2006 – 2024	<b>Michael P. McDowell and Carolyn B. Weil, Trust (owner)</b>	Alameda County Assessor, Document # 200619610 (2006)
2010	Mitsyou Nagare David Snook Mina Chung Madeline Stacy Kristin Gerhold	Cole Information (2010) (EDR Directory)

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\*Resource Name or # 2030 Ashby Avenue

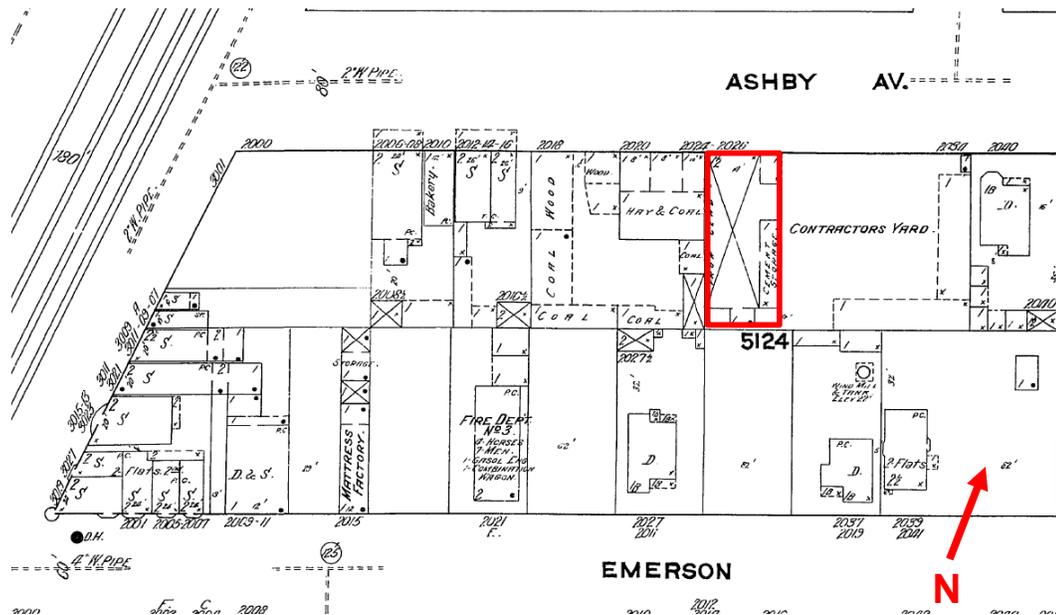
\*Recorded by: Amy Langford / ESA

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	Steve Starling S. Robinson	
2014	Audrey Sodersten Francisco Delgado Cecelia Servas Zander Keig Jeffrey Chang Morgan Matthews Sierra Carter Tara Hottman Jared Matheson	Cole Information (2014) (EDR Directory)
2020	Molly Bilick David Snook	EDR Digital Archive (2020) (EDR Directory)



Source: Sanborn Fire Insurance Company, Insurance Maps of Berkeley, California, 1911, sheet 192.

Figure 1. The subject property at 2030 Ashby Avenue appears as a contractors yard featuring a cement storage building. Outlined in red.

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\*Recorded by: Amy Langford / ESA

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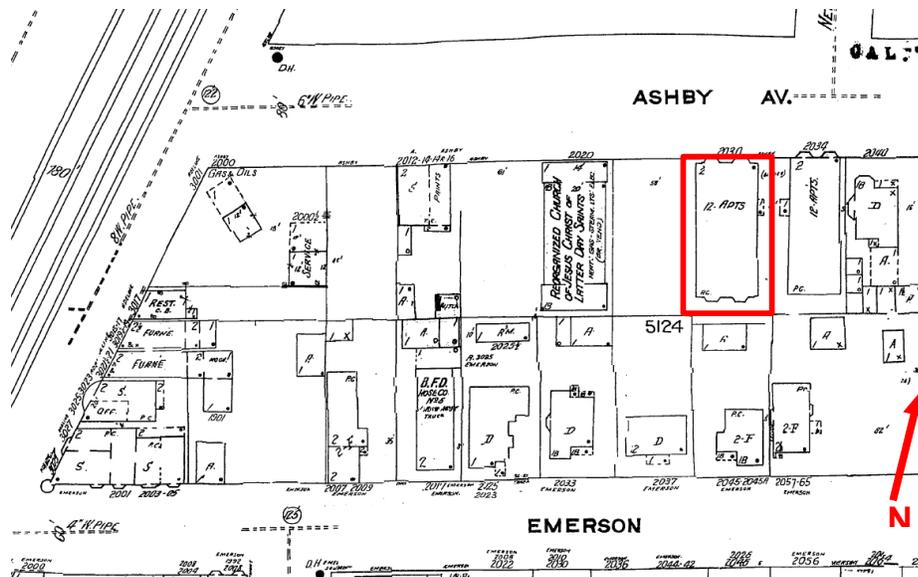
Continuation

Update



Source: UC Santa Barbara Library, Framefinder aerial photography, Flight C\_1820, Frame Z – 1, Scale 1:9,600. October 11, 1931. Accessed September 27, 2024.

**Figure 2.** The two-story, 12-unit apartment building appears at 2030 Ashby Avenue. Subject property outlined in red.



Source: Sanborn Fire Insurance Company, Insurance Maps of Berkeley, California, 1950, sheet 192.

**Figure 3.** The two-story, 12-unit apartment building appears at 2030 Ashby Avenue. Subject property outlined in red.

Regulatory Framework

*National Register of Historic Places*

A property is eligible for listing in the National Register of Historic Places (National Register) if it meets the National Register listing criteria at 36 CFR 60.4, as stated below:

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The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and that:

- A) Are associated with events that have made a significant contribution to the broad patterns of our history, or
- B) Are associated with the lives of persons significant in our past, or
- C) Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction, or
- D) Have yielded, or may be likely to yield, information important in prehistory or history

*Integrity*

For a property to be eligible for listing in the National Register, it must meet one of the eligibility criteria discussed above as well as retain sufficient integrity. National Park Service guidance in "How to Apply the National Register Criteria for Evaluation" present seven aspects of integrity that should be considered when evaluating buildings as potential historic resources.<sup>7</sup> They are location, design, setting, materials, workmanship, feeling, and association.

Significance Evaluation

The subject property at 2030 Ashby Avenue (APN 053-1592-023) is evaluated below for potential historic significance according to National Register Criteria A through C. Eligibility under Criterion D is assessed in *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California* prepared by Alta Archaeological Consulting.

*Criterion A – Events*

The subject property was constructed in 1925 in the Ashby Station neighborhood during a time of increased residential development in the City of Berkeley. Ashby Avenue, the Newburry Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I. 2030 Ashby Avenue is one of many residences which were constructed within walking distance of areas served by streetcar lines, which by 1912, was the vast majority of small residential improvements within the City of Berkeley and does not represent any significant milestones or events within the history of the City of Berkeley. Furthermore, no evidence relating 2019 Emerson Street to any other specific significant historic events was identified during the course of this evaluation. Therefore, it is recommended ineligible under Criterion A.

*Criterion B – People*

Preliminary archival review does not indicate that there are any significant associations between 2030 Ashby Avenue and significant persons in the past. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person of significance having lived in or been associated with the subject property. Historically, the building was part of the real estate portfolio of multiple local property owners, and none of the building's residents appeared to have remained there for longer than a few years. For these reasons, 2030 Ashby Avenue, is recommended ineligible for listing under Criterion B.

*Criterion C – Design*

The subject property at 2030 Ashby Avenue was constructed as a multiple-family residence in 1925 in the Ashby Station neighborhood. The residence is an example of a modest apartment building with minimal Mission Revival elements such as stucco siding, roughly symmetrical massing, and minimal tile detailing. However, these elements do not rise to the level necessary for inclusion in the National Register. It does not appear to be significant for its design or engineering. The building was built by local contractor J.S. Vaughan. However, archival review does not indicate that Vaughan or any associated construction enterprise is significant to the residential or commercial development of South Berkeley. No specific architect or designer is associated with the building at 2030 Ashby Avenue, nor does it appear to be the work of a master architect. For these reasons, 2030 Ashby Avenue is recommended ineligible under Criterion C.

Summary

The residential building at 2030 Ashby Avenue is recommended ineligible for listing in the National Register under any criteria. It is not significantly associated with events that are historically influential (Criterion A), nor are there any historically significant individuals who are associated with the property during their productive period of influence. It is a modest example of its style that does not rise to the level necessary for inclusion in the National Register. Information potential is discussed in a separate

<sup>7</sup> California Office of Historic Preservation, *Instructions for Recording Historical Resources*, (Sacramento: Office of Historic Preservation, 1995). Accessed October 4, 2024, <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

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\*Recorded by: Amy Langford / ESA

\*Date: October 2024

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Update

report prepared by Alta Archaeological Consulting. Because the property is recommended ineligible for listing in the National Register, no further assessment of integrity is provided.

**\*B12. References:** (Continued from page 2)

Alameda County Clerk-Recorder. Document # 2000049634. 2000.

Alameda County Clerk-Recorder. Document # 200619610. 2006.

Alameda County Clerk-Recorder. Document # 98377178. 1998.

Alta Archaeological Consulting. *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California*. October, 2024.

California Office of Historic Preservation. *Instructions for Recording Historical Resources*. Sacramento: Office of Historic Preservation, 1995. Accessed October 4, 2024. <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

City of Berkeley. Property Card for 2030 Ashby Avenue. Ca. 1970. On file at the City of Berkeley Permit Service Station. Berkeley, California.

City of Berkeley. Building Permit #23069. 1925. On file at the City of Berkeley Permit Service Station. Berkeley, California.

City of Berkeley. Building Permit #66049. 1949. On file at the City of Berkeley Permit Service Station. Berkeley, California.

City of Berkeley. Residential Rental Inspection Activity Log. 1983-1984. On file at the City of Berkeley Permit Service Station. Berkeley, California.

City of Berkeley. Building Permit #00-565. 2000. On file at the City of Berkeley Permit Service Station. Berkeley, California.

City of Berkeley. Building Permit #00-563. 2000. On file at the City of Berkeley Permit Service Station. Berkeley, California.

City of Berkeley. Building Permit #061975903. 1975. On file at the City of Berkeley Permit Service Station. Berkeley, California.

City of Berkeley. Building Permit #091170250. 1970. On file at the City of Berkeley Permit Service Station. Berkeley, California.

City of Berkeley. Letter to Elmer Nielsen. "Re: 2030 Ashby #6." January 9, 1992. On file at the City of Berkeley Permit Service Station. Berkeley, California.

Environmental Data Resources, Inc. City Directory Report for 2024 Ashby Avenue 106. Inquiry Number: 7776338.1. September 27, 2024.

Environmental Science Associates. *St. Paul Terrace Project, Cultural Resources Survey Report*. Prepared for Community Housing Development Corporation. October 2024.

ICF. *Flats and Small Apartment Buildings 1915-1978 Historic Context Statement*. Prepared for San Francisco Planning Department, San Francisco, CA. 2023.

Pacific Telephone and Telegraph Company. *Oakland, Alameda, Berkeley and San Leandro Street Address Telephone Directory*. Oakland, California: Pacific Telephone and Telegraph Co.: 1938.

Pacific Telephone and Telegraph Company. *Oakland, Alameda, Berkeley and San Leandro Street Address Telephone Directory*. Oakland, California: Pacific Telephone and Telegraph Co.: 1940. P. 17.

Parcelquest.com. Alameda County Assessor Records for 2030 Ashby Avenue (APN: 053-1592-023). Accessed September 24, 2024.

R.L. Polk & Company. *Polk's Oakland, Berkeley, Alameda City Directory, 1926*. Oakland, California: R.L. Polk & Company, 1926.

R.L. Polk & Company. *Polk's Oakland, Berkeley, Alameda City Directory, 1927*. Oakland, California: R.L. Polk & Company, 1927.

R.L. Polk & Company. *Polk's Oakland (California) City Directory, 1928*. Oakland, California: R.L. Polk & Company, 1928.

R.L. Polk & Company. *Polk's Oakland (California) City Directory, 1929*. Oakland, California: R.L. Polk & Company, 1929.



<b>State of California — The Resources Agency</b> <b>DEPARTMENT OF PARKS AND RECREATION</b> <b>PRIMARY RECORD</b>	Primary	
	HRI #	
	Trinomial	
	<b>NRHP Status Code</b>	6Y
Other Listings	Reviewer	Date
Review Code		

Page 1 of 7 \*Resource Name or #: 2047 Ashby Avenue

P1. Other Identifier: APN 053-1591-011

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Alameda

\*b. USGS 7.5' Quad Oakland West Date 2021 T 01S ; R 04W ; ¼ of ¼ of Sec 11 ; B.M. MDM  
 Address 2047 Ashby Avenue City Berkeley Zip 94703

UTM: Zone 10 S, 564429.48 mE, 4190023.74 mN; NAD 83

e. Other Locational Data:

**\*P3a. Description:**

The Subject Property at 2047 Ashby Street is a three-unit two-story commercial building with an irregular rectangular footprint. The primary façade faces south, overlooking Ashby Avenue and features some decorative elements that indicate it was possibly designed in the art deco style, such as linear detailing and geometric recessed bays. The building at 2047 Ashby Street was originally constructed as a mixed-use building with one story of office space and a duplex in 1927 and was converted to a triplex in 1979, according to building permits obtained from the City of Berkeley. The building features a reinforced concrete foundation, wood-frame construction, stucco exterior, and two types of Mansard roofs. A gated, concrete surface parking lot occupies the rear of the lot and is accessed via Newbury Street. Typical fenestration of the Subject Property consists of multi-lite double-hung windows and multi-lite slider windows of various sizes.

The building features two volumes with variations in the minimal detailing. The western volume has slight straight Mansard roof detailing on the south and west façades while the eastern volume features slight convex Mansard roof detailing on the south and east façades. The eastern volume also features slightly recessed bays in which the windows are located. The primary (south) façade features a double-metal door under a fabric awning accessed via a set of concrete stairs and seven multi-lite sliders and one double-hung window. The western façade features one small double-hung window while the eastern façade features six slider windows, two fixed pane windows, and a pedestrian door. The rear (north) façade features three small slider windows, two larger 2-lite sliders, one double hung window, and a garage door.

\*P3b. Resource Attributes: HP6: 1-3 story commercial building

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



P5b. Description of Photo: Primary (south) and secondary (east) elevation of 2047 Ashby Avenue, view to northwest (ESA, 2024).

**\*P6. Date Constructed/Age and Source:**

Historic  Prehistoric  
 Both  
 1928, City of Berkeley Building Records

**\*P7. Owner and Address:**

Verity Marketing Corporation  
 1943A Russell St Berkeley, CA 94703

**P8. Recorded by:**

Becky Urbano, ESA  
 180 Grand Avenue, Suite 1050  
 Oakland, CA 94612

\*P9. Date Recorded: September 25, 2024

\*P10. Survey Type: Intensive

\*P11. Report Citation: *St. Paul Terrace Project, Berkeley Cultural Resources Survey Report*, prepared by ESA for Community Housing Development Corporation, October 2024

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

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DEPARTMENT OF PARKS AND RECREATION  
**BUILDING, STRUCTURE, AND OBJECT RECORD**

Primary #  
HRI#

\*Resource Name or # 2047 Ashby Avenue \*NRHP Status Code 6Y  
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B1. Historic Name: 2047-2049 Ashby Avenue  
B2. Common Name:  
B3. Original Use: Office and duplex B4. Present Use: Triplex commercial  
\*B5. Architectural Style: Art deco  
\*B6. Construction History: (Construction date, alterations, and date of alterations)  
See page 3.

\*B7. Moved?  No  Yes  Unknown Date: N/A Original Location: N/A  
\*B8. Related Features: N/A

B9a. Architect: Unknown b. Builder: Unknown  
\*B10 Significance: Theme Ashby Station Neighborhood and Streetcar Suburbs Area South Berkeley  
Period of Significance ca. 1963-1966 Property Type Mixed use Applicable Criteria N/A

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

The Subject Property at 2047 Ashby Avenue is recommended ineligible for listing in the National Register under al criteria.

**Berkeley and General Area**

This historical overview of Berkeley, California, is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>1</sup>

*Mexican Land Grants*

The lands surrounding the APE were part of the Rancho San Antonio. In 1820, Governor Don Pablo Vicente de Sola granted approximately five leagues (45,000 acres) of land to Luis Maria Peralta in recognition of his military service and assistance in establishing missions. Luis Peralta never lived on the rancho, but lived nearby on a grant in present-day Contra Costa County. Instead, in 1842, he divided the land among his four sons. The portion that includes present day Berkeley and Albany was given to brothers Domingo and Vicente Peralta.

Continued on page 3.

B11. Additional Resource Attributes: none  
\*B12. References:

See Continuation Sheet

B13. Remarks:

\*B14. Evaluator: Antonette Hrycyk,  
Environmental Science Associates  
\*Date of Evaluation: October 2024



<sup>1</sup> Alta Archaeological Consulting, *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California*, October, 2024, 8-9.

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\*Recorded by: A. Hrycyk

\*Date: October 2024

Continuation

Update

\*B10. **Significance:** (Continued from page 2)

After the signing of the Treaty of Guadalupe Hidalgo in February 1848, the Peralta brothers were among the many landowners of Alta California whose ranchos were called into legal question. In 1852, the brothers filed their claim to their portion of Rancho San Antonio with the Board of Land Commissioners. The Commission upheld their claim in 1854, but their decision was not made legally binding until concurrence came from the Supreme Court in 1858. By that time, portions of the rancho were taken over by speculators who arrived during the Gold Rush, including Francis Shattuck, William Hillegass, George Blake, and James Leonard. Such speculators squatted on rancho lands on the presumption that land grants may not be upheld, and justified their continued residence on valid land grants by citing the “land monopolism” of rancho owners.

Additionally, the Peraltas’ title claim was trammled repeatedly by contests and defects, which caused difficulties into the late 1860s. As the process of filing land claims and paying for legal representation became costly, the Peraltas often used land to pay for debts.

#### *The American Period*

Concerted American settlement in the East Bay began in the early 1850s. James Jacobs and William Bowen established a wharf and inn on the shoreline of the bay, which formed the nucleus of the community of Ocean View. The area between Ocean View and the future University of California was primarily agricultural. The site of the university was selected by Henry D. Durant in 1858 and was then chosen as the permanent site by the board of trustees in 1860. The foundation of the University was instrumental in the evolution of the city, since, people chose to settle the city due to the prominence of the university. [...]

In 1868, the town of Berkeley became home to the University of California, an institution which quickly established the city as a renowned center for higher education. A spur line of the Central Pacific Railroad was built along Shattuck Avenue into Oakland in 1876, connecting Berkeley to the nation on the Transcontinental Railroad and firmly establishing its downtown. The town began to grow rapidly at the turn of the 20th century as new neighborhoods and rail transport lines were constructed. The population boomed as refugees fled San Francisco in the wake of the 1906 earthquake and fire. The Bay Bridge was completed in 1936, connecting the East Bay to San Francisco which led to the closure of the Berkeley ferry. From 1916 through the 1960s, policies such as single-family zoning laws caused increasing segregation in Berkeley’s urban areas, restricting Black and Asian residents to south and west Berkeley. The post-war growth of the defense industry attracted a diverse population of workers, with the Black population increasing due to migration, but the city was becoming starkly segregated.

The development of South Berkeley began in 1861 when Edward Dana Harmon purchased land near Alcatraz Avenue and King Street. In 1866 Harmon subdivided the land. Between 1872 and 1891 he built over forty Victorian homes. The spur line of the Central Pacific Railroad began operating along Adeline Street in 1876, and a train station was built at Alcatraz Avenue. The station was subsequently called Lorin Station after the neighborhood’s first post office. The small village of Lorin thrived and during the 1880s before it was annexed by Berkeley in 1892. The lands between Lorin and Berkeley, later known as Ashby Station, were mostly agricultural fields for many years.

#### **The Ashby Station Neighborhood and Streetcar Suburbs**

This historic context is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>2</sup>

Ashby Avenue derives its name from the Ashby brothers, Mark T. and William. Little is known about the Ashby brothers due to their particular privacy in life. The brothers were early landowners in the Berkeley area before the city was conceived. They came from Newburyport, Massachusetts to San Francisco in the 1850s in response to the Gold Rush, where they began in the businesses of feed and fuel. They moved to Oakland a few years after their arrival and quickly pivoted towards the idea of ranching. The brothers purchased 187 acres of land in what is now Berkeley, possibly from Domingo Peralta or Horace Carpentier, and began growing grain, which was a valuable commodity at the time. Eventually, Mark Ashby built a house on the present-day northwest corner of College and Ashby Avenues; after a heated argument William moved out and built a home at Emerson and Wheeler Streets.

Seeing opportunity, the Ashby brothers slowly began subdividing and selling their formerly agricultural

<sup>2</sup> Alta Archaeological Consulting, 9-10.

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\*Resource Name or # 2047 Ashby Avenue

\*Recorded by: A. Hrycyk

\*Date: October 2024

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properties, facilitating suburban development in the Ashby Station neighborhood. In 1882, Mark Ashby filed a subdivision map for the Newbury Tract, which encompasses the APE. The Ashby brothers deeded land to the Central Pacific Railroad on its arrival, with the condition that the station be called Newbury, after their Massachusetts home. This naming convention lasted a short while; the station and the nascent surrounding neighborhood were renamed Ashby Station after the area's annexation into the city of Berkeley in 1891. What was left of Mark Ashby's estate upon his death in 1915—\$150,000 and a small lot—came into the possession of Elizabeth Terry White, their niece, who kept house for Mark Ashby and managed their affairs after their deaths.

Transportation has been fundamental in South Berkeley's history and development. The development of the railroads facilitated accelerated development of towns around the East Bay and laid the foundation for a complex interurban transportation network. When the University of California opened its first campus in Berkeley in 1873, the only way to reach the campus via Oakland was by horse drawn trolley and would take nearly one and a half hours. As previously mentioned, the city of Berkeley developed largely due to the emerging promise of the university; public transport accordingly developed around the university. In 1876 Leland Stanford established rail lines along Shattuck Avenue, thus connecting Berkeley to Oakland.

With the coming of the railroads into Berkeley, Ashby Station and other subdivisions of Berkeley soon became streetcar suburbs—mixed-use neighborhoods which were served by electric railways. Adeline Street in particular was one of the original routes of the San Francisco, Oakland, and San Jose Railway, which would later reorganize into the Key System. During the pre-automobile era the interurban railroad stations of Oakland and Berkeley served local residents with convenient public transit access to both San Francisco and Sacramento. Neighborhoods in Berkeley were soon developed around the services provided along the railroad corridors. Residential development was planned for ease of pedestrian traffic, and shops and services were established in storefronts along Adeline Street to serve the needs of nearby residents. Ashby Station was among the later neighborhoods to develop, with most buildings post-dating 1900. The 1891 connection of the Oakland Consolidated Street Railroad to Ashby Station along Shattuck Avenue broadened the accessibility of local public transit. This is thought to be a catalyst for suburban construction in this area.

The East Bay would be the last major region of independent urban railroads to be constructed in California. When completed, it stood as the last great example of electric railway development before WW1. Indeed, by 1912 trains were so numerous that no one was more than three blocks away from some form of public transportation in the city of Berkeley. The spread of the automobile would eventually cause its demise. In 1946, after many of the electric and rail systems had been abandoned, the Bay Area Electric Railroad Association was formed to preserve and interpret the history of the electric railroads.

Subject Property

*Property and Building History*

The Subject Property is located in the Newbury Tract which was originally subdivided in 1882. Permits filed with the City of Berkeley indicate 2047 Ashby Avenue was originally constructed as a mixed-use building with office space and two apartments in 1928. The Subject Property is depicted in the 1950 Sanborn Fire Insurance Maps, as shown in **Figure 1**. In 1978, the building was converted to a triplex. A summary of building records for the Subject Property obtained from the City of Berkeley is found below, in **Table 1**.

**Table 1: Property and Building History**

Date	Alternation / Change	Source
12/13/1928	Construct office and apartments (\$9,000)	City of Berkeley Permit #32030
1979	Convert to triplex, no offices	City of Berkeley commercial building record
10/27/1994	Notice of need to apply to zoning for commercial use of residential unit; proof of seismic retrofit	City of Berkeley microfiche file

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\*Recorded by: A. Hrycyk

\*Date: October 2024

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**Figure 1**  
 Subject Property as shown on 1950 Sanborn Map (red)

*Ownership and Occupancy*

As a mixed use commercial and residential building, the Subject Property has been occupied by a wide variety of tenants since its construction in 1928. Research did not uncover any significant history associated with any tenants or owners of the Subject Property. **Table 2** details the occupancy history of the Subject Property.

**Table 2: Ownership and Occupancy History – 2047 Ashby Avenue**

Date	Owner / Occupant / Use	Source
1962	Wasserman & Associates	Pacific Telephone
1980	Yolanda Moreno	Pacific Telephone
1995-2006	Success Babershop	Cole Information, Pacific Bell Directory, Pacific Belle, Haines Company, Inc.
2020	Branding Boulevard	EDR Digital Archive

**Table 3: Ownership and Occupancy History – 2049 Ashby Avenue**

Date	Owner / Occupant / Use	Source
1962	Franklin Realty	Pacific Telephone
1970	Lenlo Associates Bayviewer Magazine	Pacific Telephone Directory

Regulatory Framework

*National Register of Historic Places*

A property is eligible for listing in the National Register of Historic Places (National Register) if it meets the National Register listing criteria at 36 CFR 60.4, as stated below:

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The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and that:

- A) Are associated with events that have made a significant contribution to the broad patterns of our history, or
- B) Are associated with the lives of persons significant in our past, or
- C) Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction, or
- D) Have yielded, or may be likely to yield, information important in prehistory or history

*Integrity*

For a property to be eligible for listing in the National Register, it must meet one of the eligibility criteria discussed above as well as retain sufficient integrity. National Park Service guidance in "How to Apply the National Register Criteria for Evaluation" present seven aspects of integrity that should be considered when evaluating buildings as potential historic resources.<sup>3</sup> They are location, design, setting, materials, workmanship, feeling, and association.

Significance Evaluation

The subject property at 2047 Ashby Avenue (APN 053-1591-011) is evaluated below for potential historic significance according to National Register Criteria A through C. Eligibility under Criterion D is assessed in *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California* prepared by Alta Archaeological Consulting.

*Criterion A – Event.* The building located at 2047 Ashby Avenue was originally constructed in 1927 as a mixed-use building with commercial office and residential spaces. It has no association with the initial establishment of the City of Berkeley, nor does 2047 Ashby Avenue represent any significant changes in the evolution of the City of Berkeley's urban planning or neighborhood development. Ashby Avenue, the Newbury Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I. 2047 Ashby Avenue is one of many mixed-use buildings which were constructed within walking distance of areas served by streetcar lines, which by 1912, was the vast majority of small residential improvements within the City of Berkeley and does not represent any significant milestones or events within the history of the City of Berkeley. Furthermore, no evidence relating 2047 Ashby Avenue to any other specific significant historic events was identified during the course of this evaluation. Therefore, 2047 Ashby Avenue is recommended ineligible under Criterion A.

*Criterion B – Person.* As a mixed-use residential and commercial building, 2047 Ashby Avenue has been owned and occupied by a variety of individuals throughout its history. There are no owners or tenants of 2047 Ashby Avenue that have been identified as significantly contributing to the history of national, state, regional, or City-wide history while residing at or during construction of 2047 Ashby Avenue. For these reasons, 2047 Ashby Avenue, is recommended ineligible under Criterion B.

*Criterion C – Design/Construction.* The building located at 2047 Ashby Avenue is a three-unit building which was originally constructed as a mixed-use residential and commercial building 1927. While the Subject Property retains some features common to the early 20<sup>th</sup> century art deco architectural style such as such as linear detailing and geometric recessed window bays, it does not rise to the level necessary for inclusion in the National Register. Furthermore, building permits from the City of Berkeley indicate that 2047 Ashby Avenue has been subject to a variety of modifications including a renovation to convert the building from a mixed use residential/commercial building to an all-residential triplex have altered 2047 Ashby Avenue from its initial appearance. No specific architect or designer is associated with the building at 2047 Ashby Avenue, nor does it appear to be the work of a master architect. For these reasons, 2047 Ashby Avenue is recommended ineligible under Criterion C.

Summary

The building at 2047 Ashby Avenue is recommended ineligible for listing in the National Register under any criteria. It is not significantly associated with events that are historically influential (Criterion A), nor are there any historically significant individuals who are associated with the property during their productive period of influence. It is a modest example of its style that does not rise to the level necessary for inclusion in the National Register. Information potential is discussed in a separate

<sup>3</sup> California Office of Historic Preservation, *Instructions for Recording Historical Resources*, (Sacramento: Office of Historic Preservation, 1995). Accessed October 4, 2024, <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

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\*Recorded by: A. Hrycyk

\*Date: October 2024

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report prepared by Alta Archaeological Consulting. Because the property is recommended ineligible for listing in the National Register, no further assessment of integrity is provided.

\*B12. **References:** (Continued from page 2)

Alta Archaeological Consulting. *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California.* October, 2024.

City of Berkeley, Property Card for 2001 Ashby Avenue, on file at the City of Berkeley Land Use Division, Berkeley, California.

City of Berkeley Building Permit Records for 2001 Ashby Avenue. On file at the City of Berkeley Land Use Division.

Environmental Data Resources, Inc. City Directory Report for 2024 Ashby Avenue 106. Inquiry Number: 7776338.1. September 27, 2024.

Parcelquest.com. Alameda County Assessor Records for 2007 Emerson Street (APN 053-1592-013). Accessed September 25, 2024.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. 1950. Sheet 174.

<b>State of California — The Resources Agency</b> <b>DEPARTMENT OF PARKS AND RECREATION</b> <b>PRIMARY RECORD</b>	Primary
	HRI #
	Trinomial
	<b>NRHP Status Code 6Y</b>
Other Listings	Reviewer
Review Code	Date

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P1. Other Identifier: APN 053-1591-012

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Alameda

\*b. USGS 7.5' Quad Oakland West Date 2021 T 01S ; R 04W ; 1/4 of 1/4 of Sec 11 ; B.M. MDM  
 Address 2043 Ashby Avenue City Berkeley Zip 94703

UTM: Zone 10 S, 564418.42 mE, 4190017.68 mN; NAD 83

e. Other Locational Data:

**\*P3a. Description:**

The building at 2043 Ashby Avenue is a one-and a half story single family residence with a rectangular footprint. Directly north of 2043 Ashby Avenue on the same lot is 2922 Ashby Avenue, which is also a one-and-a-half story single family residence with a rectangular footprint. The building at 2043 Ashby Avenue is located directly on Ashby Avenue while 2922 Ashby Avenue is located near the northern border of the lot. Both primary façades face south, overlooking Ashby Avenue.

(Continued on page 3).

\*P3b. Resource Attributes: HP2: Single family property

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



P5b. Description of Photo: Primary (south) elevation of 2043 Ashby Avenue (ESA, 2024).

**\*P6. Date Constructed/Age and Source:**

Historic  Prehistoric  
 Both  
 1905, City of Berkeley building records

**\*P7. Owner and Address:**

Linda M. Heneghan & Denny M. Cardenis  
 2043 Ashby Ave  
 Berkeley, CA 94703

**P8. Recorded by:**

Becky Urbano, ESA  
 180 Grand Avenue, Suite 1050  
 Oakland, CA 94612

\*P9. Date Recorded: September 25, 2024

\*P10. Survey Type: Intensive

\*P11. Report Citation: *St. Paul Terrace Project, Berkeley Cultural Resources Survey Report*, prepared by ESA for Community Housing Development Corporation, October 2024

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

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- B1. Historic Name: 2043-2045 Ashby Avenue  
B2. Common Name:  
B3. Original Use: Single-family residence B4. Present Use: Single-family residence  
\*B5. Architectural Style:  
\*B6. Construction History: (Construction date, alterations, and date of alterations)  
See page 3.

\*B7. Moved?  No  Yes  Unknown Date: N/A Original Location: N/A  
\*B8. Related Features: HP2: Single family property

B9a. Architect: Unknown b. Builder: Unknown  
\*B10 Significance: Theme Ashby Station Neighborhood and Streetcar Suburbs Area South Berkeley  
Period of Significance ca. 1963-1966 Property Type Single family residence Applicable Criteria N/A

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

The Subject Property at 2043 Ashby Avenue are recommended ineligible for listing in the National Register under any criteria.

**Berkeley and General Area**

This historical overview of Berkeley, California, is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>1</sup>

*Mexican Land Grants*

The lands surrounding the APE were part of the Rancho San Antonio. In 1820, Governor Don Pablo Vicente de Sola granted approximately five leagues (45,000 acres) of land to Luis Maria Peralta in recognition of his military service and assistance in establishing missions. Luis Peralta never lived on the rancho, but lived nearby on a grant in present-day Contra Costa County. Instead, in 1842, he divided the land among his four sons. The portion that includes present day Berkeley and Albany was given to brothers Domingo and Vicente Peralta.

Continued on page 3.

B11. Additional Resource Attributes: none

\*B12. References:

See Continuation Sheet

B13. Remarks:

\*B14. Evaluator: Antonette Hrycyk,  
Environmental Science Associates  
\*Date of Evaluation: October 2024



<sup>1</sup> Alta Archaeological Consulting, *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California*, October, 2024, 8-9.

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\*Recorded by: A. Hrycyk

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\*P3a. **Description:** (Continued from page 1)

The building at 2043 Ashby Avenue is a single-family residence which was previously occupied as a duplex, though originally constructed as a single-family residence in 1905, according to building permits from the City of Berkeley. The building features a reinforced brick foundation and wood frame construction with a steeply pitched roof clad in composite shingles. The first story is clad in clapboard siding while the second story is clad in painted wood shake shingles. Typical fenestration of 2043 Ashby Avenue consists of double-hung windows, many of which feature ogee lugs and appear to be original. The southern façade of 2043 Ashby Avenue features a bay window on the first story with a large picture window centered between two original wood double-hung windows, while the second story features a contemporary double hung window and a small, fixed window centered in the gable. The west façade features a projecting bay clad in painted wood shingles; no fenestration on this façade is visible from the public right of way. The east façade features a multiple double-hung windows on the first story and a projecting gabled bay with a small slider window on the second story. This gabled bay forms a small, covered porch supported by small, rectangular wood supports. The rear façade was not visible from the public right of way.

2922 Ashby Avenue was not visible from the public right of way, but review of aerial images from Google Earth indicates this building features a flat roof with skylights and what appears to be an entrance on the front (south) façade.

\*B10. **Significance:** (Continued from page 2)

After the signing of the Treaty of Guadalupe Hidalgo in February 1848, the Peralta brothers were among the many landowners of Alta California whose ranchos were called into legal question. In 1852, the brothers filed their claim to their portion of Rancho San Antonio with the Board of Land Commissioners. The Commission upheld their claim in 1854, but their decision was not made legally binding until concurrence came from the Supreme Court in 1858. By that time, portions of the rancho were taken over by speculators who arrived during the Gold Rush, including Francis Shattuck, William Hillegass, George Blake, and James Leonard. Such speculators squatted on rancho lands on the presumption that land grants may not be upheld, and justified their continued residence on valid land grants by citing the “land monopolism” of rancho owners.

Additionally, the Peraltas’ title claim was trammled repeatedly by contests and defects, which caused difficulties into the late 1860s. As the process of filing land claims and paying for legal representation became costly, the Peraltas often used land to pay for debts.

*The American Period*

Concerted American settlement in the East Bay began in the early 1850s. James Jacobs and William Bowen established a wharf and inn on the shoreline of the bay, which formed the nucleus of the community of Ocean View. The area between Ocean View and the future University of California was primarily agricultural. The site of the university was selected by Henry D. Durant in 1858 and was then chosen as the permanent site by the board of trustees in 1860. The foundation of the University was instrumental in the evolution of the city, since, people chose to settle the city due to the prominence of the university. [...]

In 1868, the town of Berkeley became home to the University of California, an institution which quickly established the city as a renowned center for higher education. A spur line of the Central Pacific Railroad was built along Shattuck Avenue into Oakland in 1876, connecting Berkeley to the nation on the Transcontinental Railroad and firmly establishing its downtown. The town began to grow rapidly at the turn of the 20th century as new neighborhoods and rail transport lines were constructed. The population boomed as refugees fled San Francisco in the wake of the 1906 earthquake and fire. The Bay Bridge was completed in 1936, connecting the East Bay to San Francisco which led to the closure of the Berkeley ferry. From 1916 through the 1960s, policies such as single-family zoning laws caused increasing segregation in Berkeley’s urban areas, restricting Black and Asian residents to south and west Berkeley. The post-war growth of the defense industry attracted a diverse population of workers, with the Black population increasing due to migration, but the city was becoming starkly segregated.

The development of South Berkeley began in 1861 when Edward Dana Harmon purchased land near Alcatraz Avenue and King Street. In 1866 Harmon subdivided the land. Between 1872 and 1891 he built over forty Victorian homes. The spur line of the Central Pacific Railroad began operating along Adeline Street in 1876, and a train station was built at Alcatraz Avenue. The station was subsequently called Lorin Station after the neighborhood’s first post office. The small village of Lorin thrived and during the 1880s before it was annexed by Berkeley in 1892. The lands between Lorin and Berkeley, later known as Ashby



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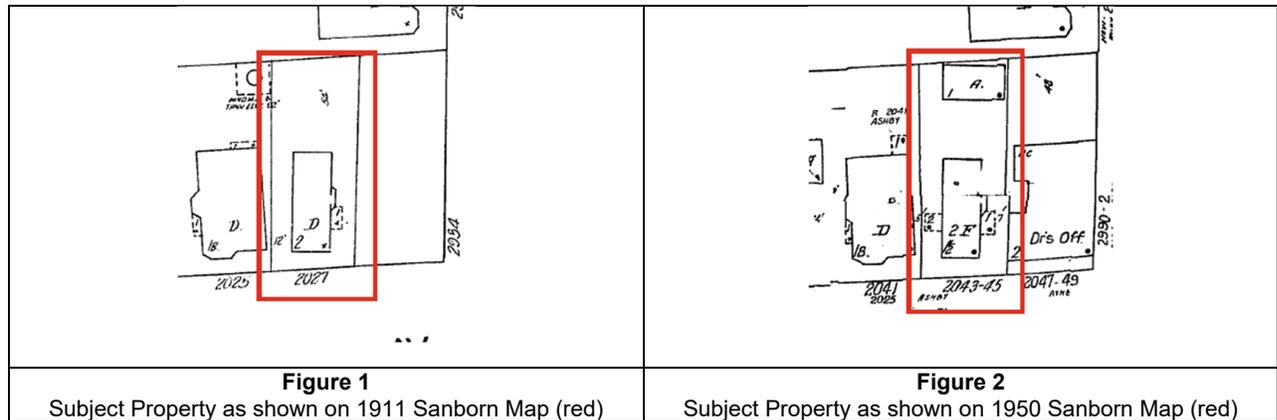
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\*Recorded by: A. Hrycyk \*Date: October 2024  Continuation  Update

converted to a duplex. Building permit records for this property are scarce but do indicate renovations to two rooms in 1946 and a significant seismic retrofit completed in 2002. Records from the City of Berkeley zoning office indicate that the duplex was converted back to a single-family residence in 2005. Review of Sanborn Fire Insurance Maps indicates 2922 Ashby Avenue was constructed between 1912 and 1950, as shown in **Figure 1** and **2**. A summary of building records for the Subject Property obtained from the City of Berkeley is found below, in **Table 1**.

**Table 1: Property and Building History**

Date	Alternation / Change	Source
1905	Construct a dwelling	City of Berkeley residential building record
08/04/1928	Renovation of bathroom (\$60)	City of Berkeley permit #30994
1924	Construct garage	City of Berkeley permit #17069
1929	Convert to duplex	City of Berkeley AUP #04-20000156
10/07/1946	Renovations and gas appliances in two rooms, replace present stairs on West Side (\$200)	City of Berkeley permit #60011
02/20/2002	Seismic retrofit verification including bolting of mudsills to standard foundations and installation of sheer walls (\$4,178)	City of Berkeley permit #02-000000495
02/03/2005	Convert duplex back to single family residence	City of Berkeley AUP #04-20000156



**Ownership and Occupancy**

As a single-family residence constructed in 1905 which was converted to a duplex in 1929 and subsequent converted back to a single-family residence in 2005, the Subject Property has been owned and occupied by a wide variety of individuals, as detailed in **Table 2** below. Research did not uncover any significant history associated with any tenants or owners of the Subject Property.

**Table 2: Ownership and Occupancy History**

Date	Owner / Occupant / Use	Source
1906-1907	Thomas C. Irwin, Wallace C. Black, "fuel"	Alameda County Directory
1911-1913	Samuel J. Pembroke, jeweler	Alameda County Directory



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\*Recorded by: A. Hrycyk

\*Date: October 2024

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Significance Evaluation

The subject property at 2043 Ashby Avenue (APN 053-1591-012) is evaluated below for potential historic significance according to National Register Criteria A through C. Eligibility under Criterion D is assessed in *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California* prepared by Alta Archaeological Consulting.

*Criterion A – Event.* The residence at 2043 Ashby Avenue was originally constructed in 1905 as a single-family residence and subsequently converted to a duplex in 1924. Review of Sanborn Fire Insurance Maps indicates 2922 Ashby Avenue, also on the same lot, was constructed between 1912 and 1950. These two buildings have no association with the initial establishment of the City of Berkeley, nor do 2043 Ashby Avenue or 2922 Ashby Avenue represent any significant changes in the evolution of the City of Berkeley’s urban planning or neighborhood development. Ashby Avenue, the Newbury Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I. The building at 2043 Ashby Avenue and the building at 2922 Ashby Avenue are two of many residences which were constructed within walking distance of areas served by streetcar lines, which by 1912 were the vast majority of small residential improvements within the City of Berkeley and do not represent any significant milestones or events within the history of the City of Berkeley. Furthermore, no evidence relating 2043 Ashby Avenue to any other specific significant historic events was identified during the course of this evaluation. Therefore, 2043 Ashby Avenue and 2922 Ashby Avenue are recommended ineligible under Criterion A.

*Criterion B – Person.* As a both a single-family residence and a duplex, 2043 Ashby Avenue has been owned and occupied by a variety of individuals throughout its history. There are no owners or tenants of 2043 Ashby Avenue that have been identified as significantly contributing to the history of national, state, regional, or City-wide history while residing at or during construction of 2043 Ashby Avenue. For these reasons, 2043 Ashby Avenue and 2922 Ashby Avenue are recommended ineligible under Criterion B.

*Criterion C – Design/Construction.* The building at 2043 Ashby Avenue was originally constructed as a single-family residence in 1905. While the Subject Property has been subject to a variety of modifications, including a conversion to a duplex in 1924, it retains some features that indicate its original design was likely inspired by the Tudor Revival architectural style, such as a steeply pitched front gable roof and a bay window. However, it is a modest example of the Tudor Revival style and does not rise to the level necessary for inclusion in the National Register. It is likely that the conversion from a single-family residence to a duplex and back to a single-family residence, in addition to unpermitted construction throughout the previous 100 years, has altered 2043 Ashby Avenue from its original appearance. No specific architect or designer is associated with the building at 2043 Ashby Avenue, nor does it appear to be the work of a master architect. The building at 2922 Ashby is not associated with a specific architect or designer, nor does a review of aerial photographs indicate it holds any architectural significance. For these reasons, 2043 Ashby Avenue and 2922 Ashby Avenue are recommended ineligible under Criterion C.

Summary

The residential building at 2043 Ashby Avenue is recommended ineligible for listing in the National Register under any criteria. It is not significantly associated with events that are historically influential (Criterion A), nor are there any historically significant individuals who are associated with the property during their productive period of influence. It is a modest example of its style that does not rise to the level necessary for inclusion in the National Register. Information potential is discussed in a separate report prepared by Alta Archaeological Consulting. Because the property is recommended ineligible for listing in the National Register, no further assessment of integrity is provided.

**\*B12. References:** (Continued from page 2)

Alta Archaeological Consulting. *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California*. October, 2024.

City of Berkeley, Property Card for 2043 Ashby Avenue, on file at the City of Berkeley Land Use Division, Berkeley, California.

City of Berkeley Building Permit Records for 2043 Ashby Avenue. On file at the City of Berkeley Land Use Division.

Preservation, 1995). Accessed October 4, 2024, <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.



<b>State of California — The Resources Agency</b> <b>DEPARTMENT OF PARKS AND RECREATION</b> <b>PRIMARY RECORD</b>	Primary
	HRI #
	Trinomial
	<b>NRHP Status Code</b> 6Y
Other Listings	Reviewer
Review Code	Date

Page 1 of 7 \*Resource Name or #: 2041 Ashby Avenue

P1. Other Identifier: APN 053-1591-013

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Alameda

\*b. USGS 7.5' Quad Oakland West Date 2021 T 01S ; R 04W ; ¼ of ¼ of Sec 11 ; B.M. MDM  
 Address 2041 Ashby Avenue City Berkeley Zip 94703

UTM: Zone 10 S, 564405.35 mE, 4190016.38 mN; NAD 83

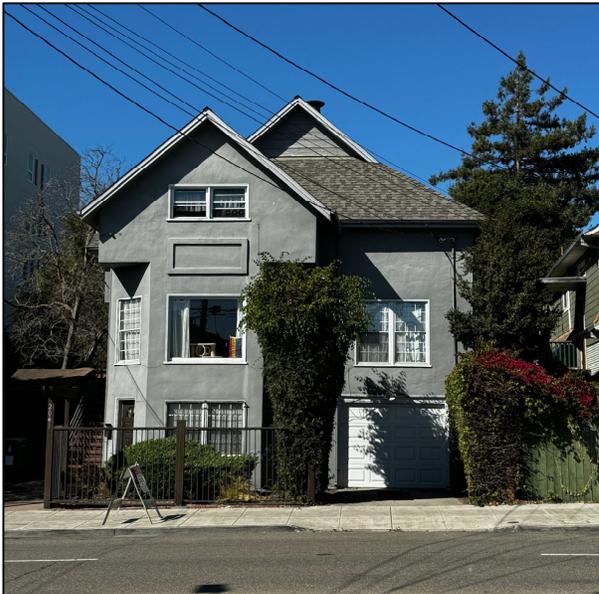
e. Other Locational Data:

\*P3a. Description: The Subject Property at 2041 Ashby Avenue is a two-story single-family residence with a rectangular footprint. The primary façade faces south, overlooking Ashby Avenue. The building, originally constructed as a single-family residence circa 1890, was substantially remodeled in 1946, according to building permits from the City of Berkeley.

The building at 2041 Ashby Avenue features a reinforced concrete foundation and wood frame construction and is clad in stucco with a multi-pitch cross gabled roof clad in composite shingles. Typical fenestration of the Subject Property consists of a mixture of multi-lite, double-hung windows and fixed windows. The primary (south) façade features three bays. The westernmost bay is set back and contains one entrance of a metal door on the second story accessed via a set of brick steps. The projecting central bay features a front gabled roofline and is canted on the first and second stories. Fenestration on the first and second stories are multi-lite double hung windows, though the second story features a centered picture window, and the first story contains a multi-pane door with a half-moon window. There is a pair of double-hung windows centered under the gable on the third floor with an embossed decorative rectangle below that. The easternmost bay features a pair of double hung windows on the second story and a roll-up garage door on the first floor which is accessed via an asphalt driveway from the street. The secondary and rear façades were not visible from the public right of way.

\*P3b. Resource Attributes: HP2: Single family property

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



P5b. Description of Photo: Primary (south) elevation of 2041 Ashby Avenue (ESA, 2024).

\*P6. Date Constructed/Age and Source:

Historic  Prehistoric

Both

Circa 1890, remodeled 1946 (City of Berkeley building records)

\*P7. Owner and Address:

Dana & Nathan W. Brown

316 Spring Circle

Folsom, CA 95630

\*P8. Recorded by:

Becky Urbano, ESA

180 Grand Avenue, Suite 1050

Oakland, CA 94612

\*P9. Date Recorded: September 25, 2024

\*P10. Survey Type: Intensive

\*P11. Report Citation: *St. Paul Terrace Project, Berkeley Cultural Resources Survey Report*, prepared by ESA for Community Housing Development Corporation, October 2024

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

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**BUILDING, STRUCTURE, AND OBJECT RECORD**

Primary #  
HRI#

\*Resource Name or # 2041 Ashby Avenue \*NRHP Status Code 6Y  
Page 2 of 7

B1. Historic Name: 2041 Ashby Avenue  
B2. Common Name:  
B3. Original Use: Single family residence B4. Present Use: Single family residence

**\*B5. Architectural Style:**

**\*B6. Construction History:** (Construction date, alterations, and date of alterations)  
See continuation sheet

**\*B7. Moved?**  No  Yes  Unknown Date: N/A Original Location: N/A

**\*B8. Related Features:** N/A

B9a. Architect: Unknown b. Builder: Unknown  
**\*B10 Significance:** Theme Ashby Station Neighborhood and Streetcar Suburbs Area South Berkeley  
Period of Significance ca. 1963-1966 Property Type single family residence Applicable Criteria N/A

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

The Subject Property at 2041 Ashby Avenue are recommended ineligible for listing in the National Register under any criteria.

**Berkeley and General Area**

This historical overview of Berkeley, California, is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>1</sup>

*Mexican Land Grants*

The lands surrounding the APE were part of the Rancho San Antonio. In 1820, Governor Don Pablo Vicente de Sola granted approximately five leagues (45,000 acres) of land to Luis Maria Peralta in recognition of his military service and assistance in establishing missions. Luis Peralta never lived on the rancho, but lived nearby on a grant in present-day Contra Costa County. Instead, in 1842, he divided the land among his four sons. The portion that includes present day Berkeley and Albany was given to brothers Domingo and Vicente Peralta.

Continued on page 3.

B11. Additional Resource Attributes: nonw

**\*B12. References:**

See Continuation Sheet

B13. Remarks:

**\*B14. Evaluator:** Antonette Hrycyk,  
Environmental Science Associates  
**\*Date of Evaluation:** October 2024



<sup>1</sup> Alta Archaeological Consulting, *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California*, October, 2024, 8-9.

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

Primary #  
HRI #  
Trinomial

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\*Resource Name or # 2041 Ashby Avenue

\*Recorded by: A. Hrycyk

\*Date: October 2024

Continuation

Update

\*B10. **Significance:** (Continued from page 2)

After the signing of the Treaty of Guadalupe Hidalgo in February 1848, the Peralta brothers were among the many landowners of Alta California whose ranchos were called into legal question. In 1852, the brothers filed their claim to their portion of Rancho San Antonio with the Board of Land Commissioners. The Commission upheld their claim in 1854, but their decision was not made legally binding until concurrence came from the Supreme Court in 1858. By that time, portions of the rancho were taken over by speculators who arrived during the Gold Rush, including Francis Shattuck, William Hillegass, George Blake, and James Leonard. Such speculators squatted on rancho lands on the presumption that land grants may not be upheld, and justified their continued residence on valid land grants by citing the "land monopolism" of rancho owners.

Additionally, the Peraltas' title claim was trammled repeatedly by contests and defects, which caused difficulties into the late 1860s. As the process of filing land claims and paying for legal representation became costly, the Peraltas often used land to pay for debts.

#### *The American Period*

Concerted American settlement in the East Bay began in the early 1850s. James Jacobs and William Bowen established a wharf and inn on the shoreline of the bay, which formed the nucleus of the community of Ocean View. The area between Ocean View and the future University of California was primarily agricultural. The site of the university was selected by Henry D. Durant in 1858 and was then chosen as the permanent site by the board of trustees in 1860. The foundation of the University was instrumental in the evolution of the city, since, people chose to settle the city due to the prominence of the university. [...]

In 1868, the town of Berkeley became home to the University of California, an institution which quickly established the city as a renowned center for higher education. A spur line of the Central Pacific Railroad was built along Shattuck Avenue into Oakland in 1876, connecting Berkeley to the nation on the Transcontinental Railroad and firmly establishing its downtown. The town began to grow rapidly at the turn of the 20th century as new neighborhoods and rail transport lines were constructed. The population boomed as refugees fled San Francisco in the wake of the 1906 earthquake and fire. The Bay Bridge was completed in 1936, connecting the East Bay to San Francisco which led to the closure of the Berkeley ferry. From 1916 through the 1960s, policies such as single-family zoning laws caused increasing segregation in Berkeley's urban areas, restricting Black and Asian residents to south and west Berkeley. The post-war growth of the defense industry attracted a diverse population of workers, with the Black population increasing due to migration, but the city was becoming starkly segregated.

The development of South Berkeley began in 1861 when Edward Dana Harmon purchased land near Alcatraz Avenue and King Street. In 1866 Harmon subdivided the land. Between 1872 and 1891 he built over forty Victorian homes. The spur line of the Central Pacific Railroad began operating along Adeline Street in 1876, and a train station was built at Alcatraz Avenue. The station was subsequently called Lorin Station after the neighborhood's first post office. The small village of Lorin thrived and during the 1880s before it was annexed by Berkeley in 1892. The lands between Lorin and Berkeley, later known as Ashby Station, were mostly agricultural fields for many years.

#### **The Ashby Station Neighborhood and Streetcar Suburbs**

This historic context is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>2</sup>

Ashby Avenue derives its name from the Ashby brothers, Mark T. and William. Little is known about the Ashby brothers due to their particular privacy in life. The brothers were early landowners in the Berkeley area before the city was conceived. They came from Newburyport, Massachusetts to San Francisco in the 1850s in response to the Gold Rush, where they began in the businesses of feed and fuel. They moved to Oakland a few years after their arrival and quickly pivoted towards the idea of ranching. The brothers purchased 187 acres of land in what is now Berkeley, possibly from Domingo Peralta or Horace Carpentier, and began growing grain, which was a valuable commodity at the time. Eventually, Mark Ashby built a house on the present-day northwest corner of College and Ashby Avenues; after a heated argument William moved out and built a home at Emerson and Wheeler Streets.

Seeing opportunity, the Ashby brothers slowly began subdividing and selling their formerly agricultural properties, facilitating suburban development in the Ashby Station neighborhood. In 1882, Mark Ashby filed

<sup>2</sup> Alta Archaeological Consulting, 9-10.

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 DEPARTMENT OF PARKS AND RECREATION  
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\*Resource Name or # 2041 Ashby Avenue

\*Recorded by: A. Hrycyk

\*Date: October 2024

Continuation

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a subdivision map for the Newbury Tract, which encompasses the APE. The Ashby brothers deeded land to the Central Pacific Railroad on its arrival, with the condition that the station be called Newbury, after their Massachusetts home. This naming convention lasted a short while; the station and the nascent surrounding neighborhood were renamed Ashby Station after the area's annexation into the city of Berkeley in 1891. What was left of Mark Ashby's estate upon his death in 1915—\$150,000 and a small lot—came into the possession of Elizabeth Terry White, their niece, who kept house for Mark Ashby and managed their affairs after their deaths.

Transportation has been fundamental in South Berkeley's history and development. The development of the railroads facilitated accelerated development of towns around the East Bay and laid the foundation for a complex interurban transportation network. When the University of California opened its first campus in Berkeley in 1873, the only way to reach the campus via Oakland was by horse drawn trolley and would take nearly one and a half hours. As previously mentioned, the city of Berkeley developed largely due to the emerging promise of the university; public transport accordingly developed around the university. In 1876 Leland Stanford established rail lines along Shattuck Avenue, thus connecting Berkeley to Oakland.

With the coming of the railroads into Berkeley, Ashby Station and other subdivisions of Berkeley soon became streetcar suburbs—mixed-use neighborhoods which were served by electric railways. Adeline Street in particular was one of the original routes of the San Francisco, Oakland, and San Jose Railway, which would later reorganize into the Key System. During the pre-automobile era the interurban railroad stations of Oakland and Berkeley served local residents with convenient public transit access to both San Francisco and Sacramento. Neighborhoods in Berkeley were soon developed around the services provided along the railroad corridors. Residential development was planned for ease of pedestrian traffic, and shops and services were established in storefronts along Adeline Street to serve the needs of nearby residents. Ashby Station was among the later neighborhoods to develop, with most buildings post-dating 1900. The 1891 connection of the Oakland Consolidated Street Railroad to Ashby Station along Shattuck Avenue broadened the accessibility of local public transit. This is thought to be a catalyst for suburban construction in this area.

The East Bay would be the last major region of independent urban railroads to be constructed in California. When completed, it stood as the last great example of electric railway development before WW1. Indeed, by 1912 trains were so numerous that no one was more than three blocks away from some form of public transportation in the city of Berkeley. The spread of the automobile would eventually cause its demise. In 1946, after many of the electric and rail systems had been abandoned, the Bay Area Electric Railroad Association was formed to preserve and interpret the history of the electric railroads.

Subject Property

*Property and Building History*

The Newbury Tract, where the Subject Property is located, was subdivided in 1882. The Subject Property was constructed circa 1890, as estimated by the City of Berkeley's residential building record. The Subject Property is depicted in the 1911 and Sanborn Fire Insurance Map as shown in **Figure 1**. The Subject Property received a new roof in 1930. Building permits obtained from the City of Berkeley indicate 2041 Ashby Avenue received a significant renovation in 1946, with a new roof, new plaster exterior, new brick front steps, new window frames and sashes, the addition of a garage in the basement and driveway, in addition to multiple interior renovations. The Subject Property is depicted in the 1950 Sanborn Fire Insurance Map with an associated garage, as shown in **Figure 2**. Building records from the City of Berkeley also indicate unpermitted construction at the Subject Property in the late 1980s. A summary of building records for the Subject Property obtained from the City of Berkeley is found below, in **Table 1**.

**Table 1: Property and Building History**

Date	Alternation / Change	Source
1890	Construction of dwelling, date is estimated	City of Berkeley Residential Building Record
05/29/1930	Reshingle composite roof (\$256)	City of Berkeley Permit #34495
01/28/1946	Remodel home (\$4,200) – roof of [unreadable] surface shingles, plaster exterior of building, new brick front steps and [unreadable],	City of Berkeley Permit #58496

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\*Resource Name or # 2041 Ashby Avenue

\*Recorded by: A. Hrycyk

\*Date: October 2024

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	new window frames and sash, new bathroom and fixtures, new mantle using present chimney, lower ceiling, new sink and cases in bathroom, repaint all rooms and exterior, garage in basement, overhead door, plaster to make it fire proof according to building laws, concrete floor and driveway to street	
12/09/1988 10/04/1989 05/10/1990	Notice of unpermitted construction	City of Berkeley microfiche file

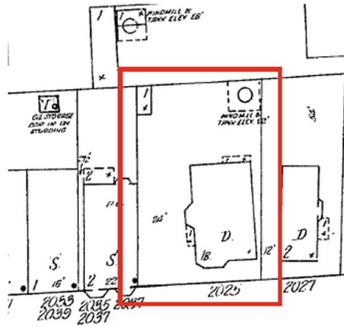


Figure 1

Subject Property as shown on 1911 Sanborn Map (red)

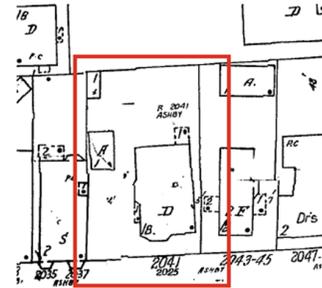


Figure 2

Subject Property as shown on 1950 Sanborn Map (red)

*Ownership and Occupancy*

The Subject Property has been occupied by a variety of individual occupants throughout its history, as detailed below in **Table 2**. Research did not uncover any significant history associated with any occupants of the Subject Property.

**Table 2: Ownership and Occupancy History**

Date	Owner / Occupant / Use	Source
1910-1912*	George Hammersmith	Alameda County Directory
1915*	Walter C. Clark	Alameda County Directory
1922*	Jesse L. Knowlton	Alameda County Directory
1923*	Jacob Miller	Alameda County Directory
1925*	D.D.R. Wenrich	R.L. Polk & Co. of California
1933-1945	Margaret Wright Morgan	R.L. Polk & Co., Pacific Telephone, The Pacific Telephone & Telegraph Company
1933	John S. Dunn	R.L. Polk & Co.
1946	A. Parsons, owner	Building Permit
1950-1975	D.G. Gordon Alma Gordon	The Pacific Telephone & Telegraph Company, Pacific Telephone
1979-1996	Henry and Ellen Brown, owner "first floor of this building will be used exclusively as a B-2 occupancy (Antique store)"	City of Berkeley microfiche file, Pacific Bell Directory, Cole Information



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\*Resource Name or # 2041 Ashby Avenue

\*Recorded by: A. Hrycyk

\*Date: October 2024

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significantly contributing to the history of national, state, regional, or City-wide history while residing at or during construction of 2041 Ashby Avenue. Therefore, 2041 Ashby Avenue is recommended ineligible under Criterion B.

*Criterion C – Design/Construction.* The building located at 2041 Ashby Avenue is a single-family residence originally constructed in approximately 1890 which received significant renovations in 1946. It is a common and vernacular residence and does not feature any architectural designs or detailing which would make it architecturally significant to rise to the level necessary for inclusion in the National Register. Furthermore, building permits from the City of Berkeley indicate the substantial renovations in 1946 likely altered 2041 Ashby Avenue from its initial appearance. No specific architect or designer is associated with the building at 2043 Ashby Avenue, nor does it appear to be the work of a master architect. For these reasons, 2043 Ashby Avenue is recommended ineligible under Criterion C.

Summary

The residential building at 2041 Ashby Avenue is recommended ineligible for listing in the National Register under any criteria. It is not significantly associated with events that are historically influential (Criterion A), nor are there any historically significant individuals who are associated with the property during their productive period of influence. It is a modest example of its style that does not rise to the level necessary for inclusion in the National Register. Information potential is discussed in a separate report prepared by Alta Archaeological Consulting. Because the property is recommended ineligible for listing in the National Register, no further assessment of integrity is provided.

**\*B12. References:** (Continued from page 2)

Alta Archaeological Consulting. *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California.* October, 2024.

City of Berkeley, Property Card for 2041 Ashby Avenue, on file at the City of Berkeley Land Use Division, Berkeley, California.

City of Berkeley Building Permit Records for 2041 Ashby Avenue. On file at the City of Berkeley Land Use Division.

Environmental Data Resources, Inc. City Directory Report for 2024 Ashby Avenue 106. Inquiry Number: 7776338.1. September 27, 2024.

Parcelquest.com. Alameda County Assessor Records for 2041 Ashby Avenue (APN 053-1591-013). Accessed September 25, 2024.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. 1911. Sheet 192.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. 1950. Sheet 192.

State of California — The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary  
 HRI #  
 Trinomial  
 NRHP Status Code 6Y

Other Listings  
 Review Code

Reviewer

Date

Page 1 of 8

\*Resource Name or #: 2001 Ashby Avenue

P1. Other Identifier: APN 053-1591-014

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Alameda

\*b. USGS 7.5' Quad Oakland West Date 2021 T 01S ; R 04W ; ¼ of ¼ of Sec 11 ; B.M. MDM  
 Address 2001 Ashby Avenue City Berkeley Zip 94703  
 UTM: Zone 10 S, 564389.89 mN, 4190011.68 mN; NAD 83

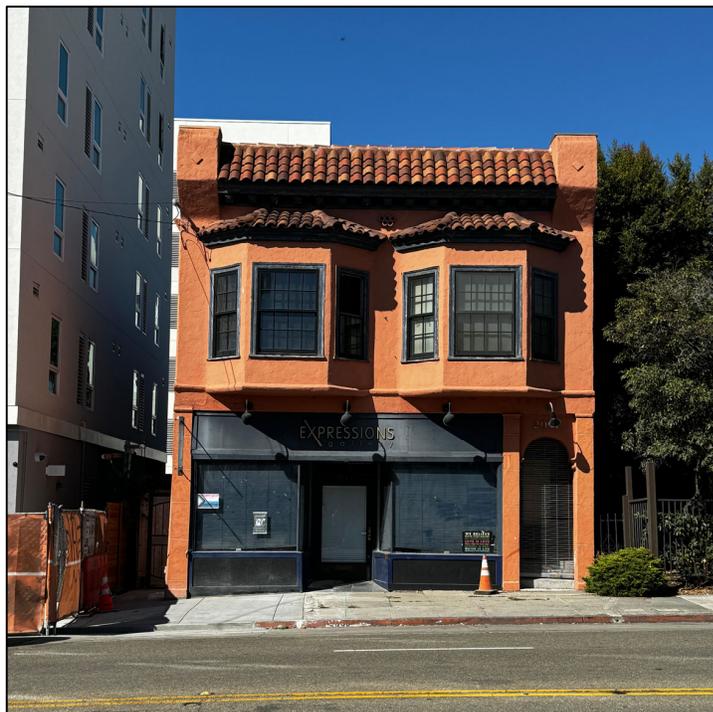
e. Other Locational Data:

**\*P3a. Description:**

The building located at 2021 Ashby Avenue is a two-story, wood frame, stucco-clad commercial building designed with influences of the Spanish Colonial Revival style with a rectangular footprint. The primary (south) façade features a parapet with decorative edges and a shed roof that is clad in terra cotta clay tiles. The primary façade features two canted oriel windows on the second floor, both with three double-hung multi-lite windows and terra cotta tile roofs. The first-floor features two entrances. One is a pedestrian door set within a rounded, recessed entrance way. The second entrance is a wood framed glazed door in a recessed entry centered between two large display windows over wooden bulkheads. The secondary (east and west) façades are clad in a thin clapboard and feature what appears to be double-hung windows on the second story. The rear façade was not visible from the public right of way. Previous addresses associated with 2001 Ashby Avenue include 2035 and 2037 Ashby Avenue.

\*P3b. Resource Attributes: HP5: 1-3 story commercial building

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



P5b. Description of Photo: Primary elevation of 2001 Ashby Avenue, view to north (ESA, 2024).

**\*P6. Date Constructed/Age and Source:**

Historic  Prehistoric  
 Both  
 ca. 1909 (City of Berkeley Building Permits)

**\*P7. Owner and Address:**

2035 37 Ashby Avenue LLC  
 2412 Fulton St. #3  
 Berkeley, CA 94704

**P8. Recorded by:**

Becky Urbano, ESA  
 180 Grand Avenue, Suite 1050  
 Oakland, CA 94612

\*P9. Date Recorded: September 25, 2024

\*P10. Survey Type: Intensive

\*P11. Report Citation: *St. Paul Terrace Project, Berkeley Cultural Resources Survey Report*, prepared by ESA for Community Housing Development Corporation, October 2024

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

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**BUILDING, STRUCTURE, AND OBJECT RECORD**

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HRI#

\*Resource Name or # 2001 Ashby Avenue \*NRHP Status Code 6Y

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B1. Historic Name: 2035-2037 Ashby Avenue  
B2. Common Name:  
B3. Original Use: mixed use; ground floor commercial, second story residential B4. Present Use: Commercial  
\*B5. **Architectural Style:** Spanish Colonial Revival  
\*B6. **Construction History:** (Construction date, alterations, and date of alterations)  
See page 3.

\*B7. **Moved?**  No  Yes  Unknown **Date:** N/A **Original Location:** N/A

\*B8. **Related Features:** N/A

B9a. Architect: Unknown b. Builder: Unknown  
\*B10 **Significance:** **Theme** Ashby Station Neighborhood and Streetcar Suburbs **Area** South Berkeley  
**Period of Significance** ca. 1963-1966 **Property Type** Commercial **Applicable Criteria** N/A

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

The Subject Property at 2001 Ashby Avenue is recommended ineligible for listing in the National Register under any criteria.

**Berkeley and General Area**

This historical overview of Berkeley, California, is taken from the Archaeological Survey Report for the St. Paul Terrace Project, written by Alta Archaeological Consulting, LLC, published in October 2024.<sup>1</sup>

*Mexican Land Grants*

The lands surrounding the APE were part of the Rancho San Antonio. In 1820, Governor Don Pablo Vicente de Sola granted approximately five leagues (45,000 acres) of land to Luis Maria Peralta in recognition of his military service and assistance in establishing missions. Luis Peralta never lived on the rancho, but lived nearby on a grant in present-day Contra Costa County. Instead, in 1842, he divided the land among his four sons. The portion that includes present day Berkeley and Albany was given to brothers Domingo and Vicente Peralta.

Continued on page 3.

B11. Additional Resource Attributes: none

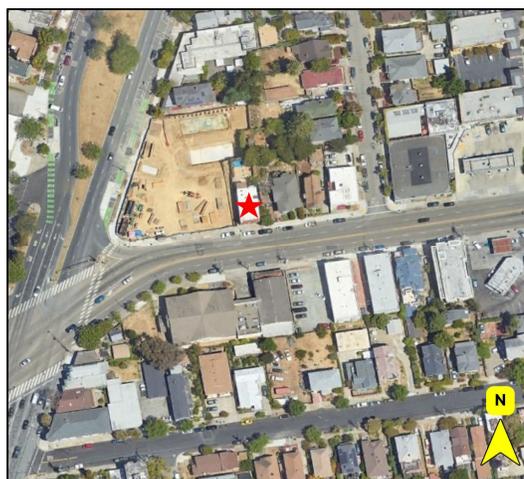
\*B12. **References:**

See Continuation Sheet

B13. Remarks:

\*B14. **Evaluator:** Antonette Hrycyk, Environmental Science Associates

\*Date of Evaluation: October 2024



<sup>1</sup> Alta Archaeological Consulting, *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California*, October, 2024, 8-9.

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\*Resource Name or # 2001 Ashby Avenue

\*Recorded by: A. Hrycyk

\*Date: October 2024

Continuation

Update

\*B10. **Significance:** (Continued from page 2)

After the signing of the Treaty of Guadalupe Hidalgo in February 1848, the Peralta brothers were among the many landowners of Alta California whose ranchos were called into legal question. In 1852, the brothers filed their claim to their portion of Rancho San Antonio with the Board of Land Commissioners. The Commission upheld their claim in 1854, but their decision was not made legally binding until concurrence came from the Supreme Court in 1858. By that time, portions of the rancho were taken over by speculators who arrived during the Gold Rush, including Francis Shattuck, William Hillegass, George Blake, and James Leonard. Such speculators squatted on rancho lands on the presumption that land grants may not be upheld, and justified their continued residence on valid land grants by citing the “land monopolism” of rancho owners.

Additionally, the Peraltas’ title claim was trammled repeatedly by contests and defects, which caused difficulties into the late 1860s. As the process of filing land claims and paying for legal representation became costly, the Peraltas often used land to pay for debts.

#### *The American Period*

Concerted American settlement in the East Bay began in the early 1850s. James Jacobs and William Bowen established a wharf and inn on the shoreline of the bay, which formed the nucleus of the community of Ocean View. The area between Ocean View and the future University of California was primarily agricultural. The site of the university was selected by Henry D. Durant in 1858 and was then chosen as the permanent site by the board of trustees in 1860. The foundation of the University was instrumental in the evolution of the city, since, people chose to settle the city due to the prominence of the university. [...]

In 1868, the town of Berkeley became home to the University of California, an institution which quickly established the city as a renowned center for higher education. A spur line of the Central Pacific Railroad was built along Shattuck Avenue into Oakland in 1876, connecting Berkeley to the nation on the Transcontinental Railroad and firmly establishing its downtown. The town began to grow rapidly at the turn of the 20th century as new neighborhoods and rail transport lines were constructed. The population boomed as refugees fled San Francisco in the wake of the 1906 earthquake and fire. The Bay Bridge was completed in 1936, connecting the East Bay to San Francisco which led to the closure of the Berkeley ferry. From 1916 through the 1960s, policies such as single-family zoning laws caused increasing segregation in Berkeley’s urban areas, restricting Black and Asian residents to south and west Berkeley. The post-war growth of the defense industry attracted a diverse population of workers, with the Black population increasing due to migration, but the city was becoming starkly segregated.

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#### **The Ashby Station Neighborhood and Streetcar Suburbs**

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Seeing opportunity, the Ashby brothers slowly began subdividing and selling their formerly agricultural

<sup>2</sup> Alta Archaeological Consulting, 9-10.



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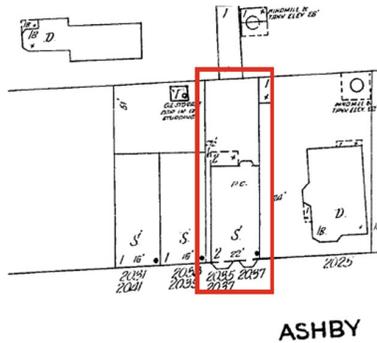
\*Recorded by: A. Hrycyk

\*Date: October 2024

Continuation

Update

05/08/1995	Interior remodel of first floor store	City of Berkeley Permit #94-00004433
04/12/1995	Misc. alterations	City of Berkeley Permit #95-00001230
06/24/1999	Reroof	City of Berkeley Permit #99-00002819
05/27/1999	Fire damage repair	City of Berkeley Permit #99-00002316



ASHBY

Figure 1

Subject Property as shown on 1911 Sanborn Map (red)

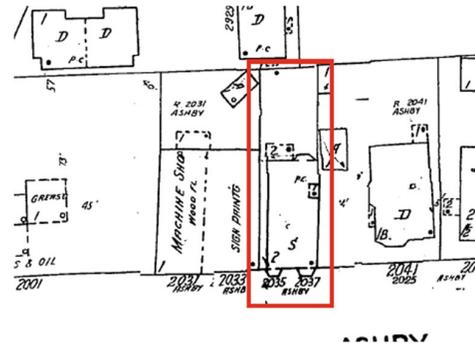


Figure 2

Subject Property as shown on 1950 Sanborn Map (red)

*Ownership and Occupancy*

The Subject Property was numbered as 2035 and 2037 Ashby Avenue throughout the history of the building, occasionally with the same occupant at both addresses, as shown in **Table 2** and **3**. The longest occupant of the Subject Property was Goodban Men's Clothing, operated by Percy and Esther Goodban. Newspaper research indicates this was a typical men's clothing store that sold products for the growing middle class professional population in Berkeley. Research did not indicate any significant history associated with any other occupants of the Subject Property.

**Table 2: Ownership and Occupancy History – 2035 Ashby Avenue**

Date	Owner / Occupant / Use	Source
1938	Tinsley Laboratories	Pacific Telephone
1955	House of Treasures, Sally Louise	The Pacific Telephone & Telegraph Co.
1961-1962	Mary Cotton Jackson, Mary's House of Beauty	Pacific Telephone, Building Inspection Letter Dated July 31, 1961
1963	Opal Baldwin, "use as a tea room"	Health & Safety Letter Dated July 17, 1963
1970	Pierce McCutcheon; Pierce Surveying Company	Pacific Telephone Directory
1970-1980	Jeff L. Sanders; Sanders & Associates Real Estate	Pacific Telephone Directory, Pacific Telephone, Building Permits
1989-1997	Owner: Thomas Michael Vincent	City of Berkeley Transfer of Residential Responsibility, Building Permits



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\*Resource Name or # 2001 Ashby Avenue

\*Recorded by: A. Hrycyk

\*Date: October 2024

Continuation

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present seven aspects of integrity that should be considered when evaluating buildings as potential historic resources.<sup>3</sup> They are location, design, setting, materials, workmanship, feeling, and association.

Significance Evaluation

The subject property at 2001 Ashby Avenue (APN 053-1591-014) is evaluated below for potential historic significance according to National Register Criteria A through C. Eligibility under Criterion D is assessed in *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California* prepared by Alta Archaeological Consulting.

*Criterion A – Events*

The building located at 2001 Ashby Avenue was originally constructed in 1909 as a general-purpose commercial building. It has no association with the initial establishment of the City of Berkeley, nor does 2001 Ashby Avenue represent any significant changes in the evolution of the City of Berkeley's urban planning or neighborhood development. Ashby Avenue, the Newbury Tract, and the surrounding neighborhood are one of the early streetcar suburbs which developed within the City of Berkeley with the expansion of the electric railway network in the years before American entry into World War I. 2001 Ashby Avenue is one of many commercial buildings which were constructed within walking distance of areas served by streetcar lines, which by 1912 were the vast majority of neighborhoods within the City of Berkeley. 2001 Ashby Avenue does not represent any significant milestones or events within the history of the City of Berkeley. Furthermore, no evidence relating 2001 Ashby Avenue to any other specific significant historic events was identified during the course of this evaluation. Therefore, it is recommended ineligible under Criterion A.

*Criterion B – Person.*

As a commercial building, 2001 Ashby Avenue has been owned and occupied by a variety of individuals throughout its history. There are no owners or tenants of 2001 Ashby Avenue that have been identified as significantly contributing to the history of national, state, regional, or City-wide history while residing at or during construction of 2001 Ashby Avenue. For these reasons, 2001 Ashby Avenue, is recommended ineligible for listing under Criterion B.

*Criterion C – Design/Construction.*

The building located at 2001 Ashby Avenue is a vernacular building commercial building designed with influences of the Spanish Colonial Revival style which was constructed in 1909. The building at 2001 Ashby Avenue retains some character-defining features of an early 20th century commercial building such as a recessed canted entrance centered between two picture windows, picture windows on the first floor, and symmetrical fenestration on the second floor, however it is a modest example of this property type and does not rise to the level necessary for inclusion in the National Register. While most commercial buildings of the early 20th century on the west coast feature a classical brick or iron front, 2001 Ashby Avenue's architectural design features influence from the Spanish Colonial Revival style, as shown in its oriel windows, stucco cladding, and terra cotta tile roof. However, these design features still do not rise to the level necessary for inclusion in the National Register. Furthermore, building permits from the City of Berkeley indicate that 2001 Ashby Avenue has been subject to a variety of modifications in 1933, 1966, and 1995 have altered 2001 Ashby Avenue from its initial appearance. No specific architect or designer is associated with the building at 2001 Ashby Avenue, nor does it appear to be the work of a master architect. For these reasons, 2001 Ashby Avenue is recommended ineligible under Criterion C.

Summary

The commercial building at 2001 Ashby Avenue is recommended ineligible for listing in the National Register under any criteria. It is not significantly associated with events that are historically influential (Criterion A), nor are there any historically significant individuals who are associated with the property during their productive period of influence. It is a modest example of its style that does not rise to the level necessary for inclusion in the National Register. Information potential is discussed in a separate report prepared by Alta Archaeological Consulting. Because the property is recommended ineligible for listing in the National Register, no further assessment of integrity is provided.

\*B12. **References:** (Continued from page 2)

Alta Archaeological Consulting. *Archaeological Survey Report: St. Paul Terrace Project, Berkeley, Alameda County, California*. October, 2024.

California Office of Historic Preservation. *Instructions for Recording Historical Resources*. Sacramento: Office of Historic

<sup>3</sup> California Office of Historic Preservation, *Instructions for Recording Historical Resources*, (Sacramento: Office of Historic Preservation, 1995). Accessed October 4, 2024, <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

